

Local Sustainable Transport Fund 15/16 Revenue Application Form



Department
for Transport

Applicant Information

Local transport authority name(s):

Bath and North East Somerset, Bristol (Lead), North Somerset and South Gloucestershire

If the bid is a joint proposal, please enter the names of all participating local transport authorities and specify the lead authority

Bid Manager Name and position:

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SECTION A - Project description and funding profile

A1. Project name: *Travel WEST*

A2. Headline description:

Travel WEST builds on the successful LSTF WEST programme with a package focussed around the Enterprise Areas across the West of England.

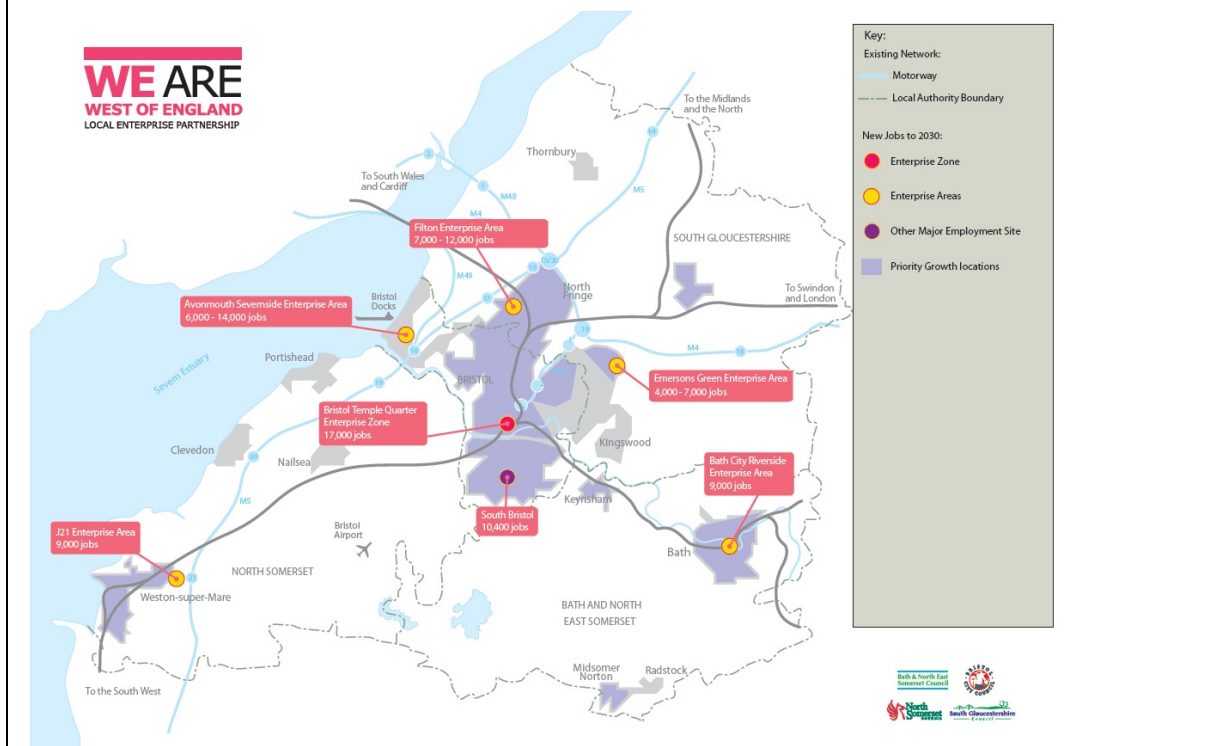
We will use established partnerships with business and wider stakeholders to continue to transform the travel opportunities for people living and working in our economic centres.

We have reviewed what has worked so far in our LSTF programme and listened to voices of businesses to understand what we need to focus on next. The programme ties up with the allocation of further capital from the Strategic Economic Plan focussed on strategic walking, cycling and public transport infrastructure.

2015/16 is an exciting period of change with growth in homes and jobs, and construction of several major capital programmes underway on our networks. The programme within this bid seeks to accommodate this change and, more importantly, to seize on it as an opportunity to change and embed new travel habits.

A3. Geographical area:

Figure 1 – The West of England



A4. Total package cost (£m): £9.5145m

A5. Total DfT revenue funding contribution sought (£m): £4.0

A6. Local contribution (£m): £5.5145

Of the £5.5145m:

- £3.0m is included in the Strategic Economic Plan within the 2015/16 programme.
- £2.0155m is funding to be provided by the four authorities, and
- £499,000 is to be provided by other third parties. Of this:
 - £70,000 relates to S106 contributions,
 - £160,000 from transport operators to be selected via a Kickstart process,
 - £95,000 required match funding for grants to individual businesses, and
 - £174,000 from other sources (of which £134,000 is confirmed in letters of support from North Bristol SusCom business community and First Great Western – see Appendix 4).

A7. Equality Analysis

Has any Equality Analysis been undertaken in line with the Equality Duty?

Yes

No

A8. Partnership bodies:

We have engaged with a wide variety of partners in the development of this bid, and recognise the importance of continuing this cooperation into the implementation phase of the project itself.

'We believe that the work performed under the LSTF programme to date has been one of the most effective and positive transport projects undertaken by the West of England' - Steve Ward, University of the West of England

We have received 37 letters of support for **Travel WEST** including 7 business representative bodies, 4 individual businesses, 5 transport operators/providers, 2 Universities, 10 schools, 4 from the health sector, 4 housing providers and a local community. The letters are shown in Appendix 4, and extracts from a selection of these are provided below which describe the positive experiences of previous involvement in sustainable transport initiatives and planned activities in **Travel WEST**.

'I have worked....as a member of the Programme Board during the delivery of the current LSTF WEST bid, and have been impressed with the level of involvement from local business.'

'Investment in walk/cycle infrastructure supported by travel planning events and Dr. Bike visits will help to support our employees to make sustainable transport choices and...reduce our dependence on car travel.'

'Activity like on site personal travel planning roadshows, employers/schools grants, cycle/walking and infrastructure and commuter challenge events help us provide real support to our employees.'

'Extending the LSTF to 2015/16 provides a valuable opportunity to build upon this excellent work and these achievements and to further increase the pace of change in travel behaviour.'

'We have already seen benefit from previous LSTF funded activities including electric vehicle charging points, real time information on bus stops within the Campus, electric cycle loan scheme and cycle shelters.'

'Earlier schemes have addressed a variety of sustainable transport measures and we saw significant changes in the way people travelled as a result.'

'Our role is to promote health through any means, including through helping people to adopt more active lifestyles...[and]...sustainable transport infrastructure for walking and cycling are crucial to our aims.'

'We are happy to support the bid...[which]...provides an excellent opportunity to build upon previous LSTF work and achievements to date.'

'Transport infrastructure and work to promote sustainable travel play key roles in supporting economic growth and building cohesive communities.'

'Any project that will encourage students to use sustainable transport is vital especially with the increase of educational establishments on New Road'



'The help from LSTF WEST has undoubtedly increased the number of employees who have chosen more sustainable transport'

'Thanks to the expected commercialisation of our bus services our ambition is to re-allocate in the region of £100k...towards cycle infrastructure and projects for 2015/16.'

'The cycling champions...have actively encouraged our students and their families to consider...walking and cycling.'

'We have been very encouraged by the increasing level of direct industry engagement...and grants to employers to improve sustainable travel options.'

'In 15/16 we'd like to be able to build on the community links with sustainable travel and would welcome community events and promotions to build on the new cycling and walking infrastructure.'

'There is considerable traffic congestion locally and we would like all of our students to independently walk, cycle or scoot to school.'

'The LSTF bid for funding in 2015/16 will continue the good work that has been delivered in the area'

'Previous LSTF funded initiatives...[have]...raised in the consciousness of many people the concept of looking at alternative modes of travelling.'

'We have already seen benefit from previous LSTF funded activities, in particular through the bus travel passes made available to us.'



Bristol & Bath
Science Park



A9. Local Enterprise Partnership:

The West of England Local Enterprise Partnership is fully supportive of this business case as set out in their letter of support. A business member of the LEP Board sits on the existing Programme Board for the LSTF WEST project, and will continue with **Travel WEST**.

The West of England Strategic Economic Plan (SEP) includes in the 'Infrastructure and Place' section 5.2.9 commits support to LSTF which is described as 'the driving force behind our approach to smarter choices, cycling and walking'.

The SEP includes funding of £3m for 2015/16, with £20m in total for the period to 2020/21 for a 'Sustainable Transport Package' that being 'a programme of sustainable transport capital measures including walking, cycling, smarter choices, public transport and local sustainable travel initiatives'.

SECTION B – The Business Case

B1. The Scheme - Summary

The **Travel WEST** project builds on the current LSTF programme funded until March 2015. It focuses on three key themes as described below and shown in Figure 2.

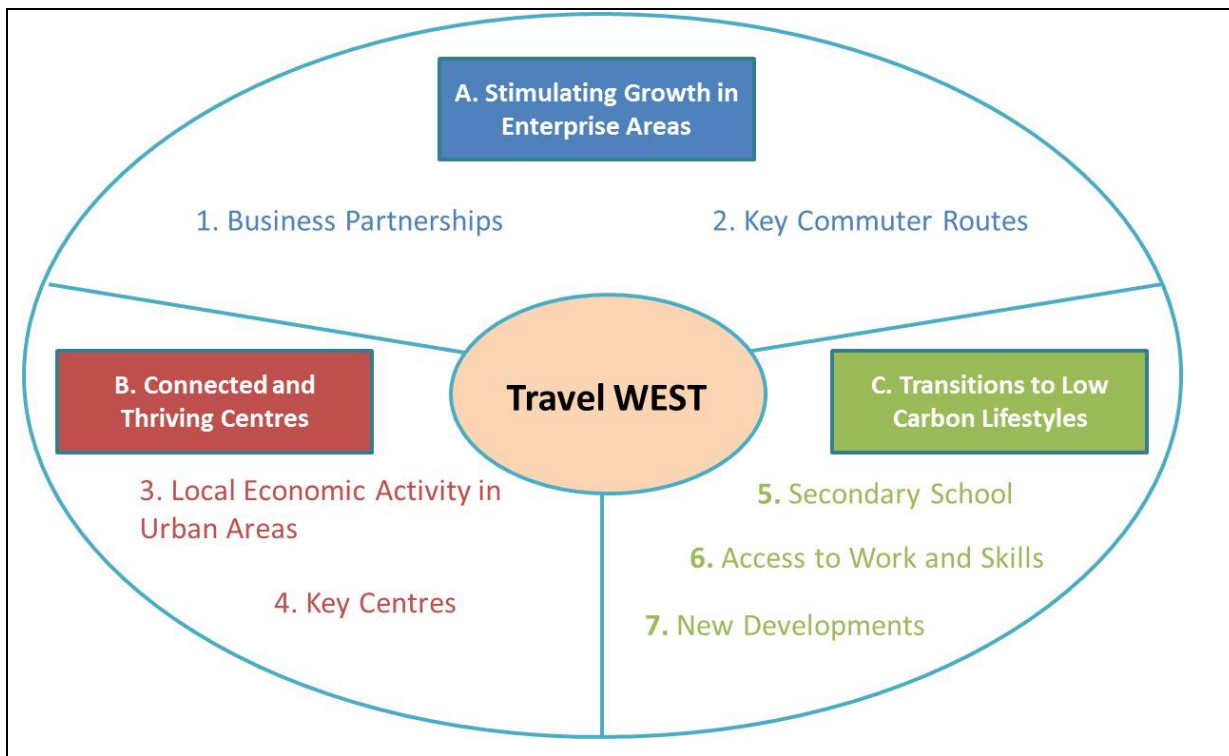


Figure 2 – Bid Themes and Projects

Stimulating Growth in Enterprise Areas

We will continue to develop partnerships with businesses, transport providers, education and employment agencies to widen the talent pool and overall accessibility of our Enterprise Zone and Areas (EAs).

Over half of the area’s population lives on the key corridors linking our Enterprise Areas and these corridors carry one fifth of total traffic movements. Getting these corridors to work is therefore vital.

Our partnerships with business have brought in significant new match funding, over and above other funding already committed. Through our current LSTF programme we are bringing in £20.5m of match funding of which £11.8m is external to the four Councils.

Connected and Thriving Centres

These projects focus on completing the door to door journeys – the connections and accessibility to our key commuter routes combined with works to get people to their end destinations.

We will continue to develop partnerships with communities in priority and targeted neighbourhoods, building on our walking networks and creating links with our Enterprise Areas to deliver locally tailored solutions.

Transitions to Low Carbon Lifestyles

The principles of the life-course approach cut across all our sustainable travel work – hitting people at a change point in life is where you are most likely to affect long term travel habits. These three projects build on the work being undertaken as part of the current LSTF programme and look to continue them on based on the learning we have to date.

The work with Secondary Schools will broaden its focus to work with parents and other influencers of travel patterns and look towards the transition post-GCSEs to further studying, apprenticeships or training.

Access to work and skills builds beyond this to try and ensure access to training and employment following on from school or college.

The new development work is being focused around Enterprise Areas, particularly in the North Fringe of Bristol and Bath City Riverside, and we will develop the project to include house moves within existing residential areas.

Project Cost Breakdown

Travel WEST is comprised of seven projects within the three key themes. The cost breakdown for the projects is shown in Figure 3. In addition to these projects, separate budget allocations have been made for Project Management and Central Delivery and evaluation recognising the inter-relationship between the projects and need for a coordinated approach.

Project	DfT Funding	Local Authority	Third Party (Including LGF)	Total
Project Management & Central Delivery Team	£260,000	£0	£0	£260,000
Evaluation	£40,000	£10,000	£0	£50,000
Business Partnerships	£838,500	£1,037,000	£1,011,000	£2,886,500
Key Commuter Routes	£1,089,500	£368,000	£1,718,000	£3,175,500
Local Economic Activity in Urban Areas	£475,000	£0	£0	£475,000
Key Centres	£399,000	£310,000	£270,000	£979,000
Transitions - Schools	£487,500	£186,500	£140,000	£814,000
Transitions - Work and Skills	£225,000	£26,500	£40,000	£291,500
Transitions - New Developments	£185,500	£77,500	£320,000	£583,000
Overall Total	£4,000,000	£2,015,500	£3,499,000	£9,514,500

Figure 3 – Project Cost and Source

Outputs and Outcomes

Headline Project Deliverables will be:

- A total of 8km of new, quality walking and cycling links in key locations, with a further 11.5km of improved routes.
- Engagement with over 75 businesses and the award of over 20 business grants.
- Engagement with 40 schools and 50 communities.

Based on initial outcomes of WEST we will aim for the following from **Travel WEST**:

- 50% higher rates of walking and cycling along the new walking and cycling routes.
- A 15% increase in sustainable travel modes across employers where we engage.
- A decrease in regular driving of 8% in schools with which we engage.

Delivering Key Outcomes

- Working through the LEP we have identified the job and GVA impact of all the schemes within the SEP. This has indicated that the **Travel WEST** project could deliver 475 net additional jobs, and £16m in additional GVA per year.

- Air quality improvement - reductions in PM10 and NOx of 0.57 and 3.15 tonnes per year respectively.
- Carbon reduction of 85 million tonnes.
- Health impacts which conservatively deliver benefits at more than twice their cost.

B2. The Strategic Case

Increasing the **accessibility of our economic centres** by sustainable travel will be critical to supporting growth in our Enterprise Zone and Enterprise Areas where we expect to see up to 70,000 new jobs.

As the economic case within this business case demonstrates this package delivers **high value for money with the benefit to cost ratio exceeding 6:1** supporting the wider package of capital investment and business growth in the West of England.

Chronic congestion is estimated to **cost the local economy £600m by 2016** and we have the lowest peak period traffic speeds on our main routes. We cannot realise significant economic growth without improving the connectivity and numbers of people that can travel by more sustainable means.

Congestion causes **real impacts on business operations** and affects all the employees travelling to work. We are well placed to address this problem with **89% of people both living and working within the West of England** (2001 Census).

The harsh conditions for vulnerable road users deters greater take up of walking and cycling. **It is critical that we reverse this trend and create people friendly places** that support safe independent mobility for all and not just for those able to cope with high levels of traffic as pedestrians and cyclists. This in turn will make it easier for those that need to travel by car further supporting economic growth.

The Greater Bristol Bus Network is a clear example of success with **bus patronage rising in excess of 10%** on the corridors now the scheme and service improvements are in place.

The investment in walking and particularly Cycling City is really starting to show dividends - **Bristol has more people walking and cycling to work than any other local authority** and cycling journeys to work have doubled in ten years (2011 census).

We have a **proven track record of delivery** of the Cycling City Project (£20m+) on time and to budget and similar outcomes for the grant funded tasks within the Greater Bristol Bus Network major scheme (£70m+). More recently our work through LSTF WEST saw delivery of the 2012/13 works within ½% on outturn cost and the Weston Package major scheme was delivered 2 months early and 10% below the available budget.

We have built partnerships across the business, voluntary and public sectors and with transport operators and stakeholder groups that are effective in sharing the ownership and outcomes.

Our Strategic Economic Plan has sustainable travel at the heart of the growth strategy for the Enterprise Areas and Zone and contains within it **£20m capital allocated to sustainable travel up to 2020.**

2015/16 is a critical period with construction of £197m MetroBus Schemes commencing. **During this period of change there is a huge opportunity** to target those that could travel by alternative means to both reduce congestion during construction and, more critically, to use this period of uncertainty to lock them into new travel habits.

Looking beyond 2015/16 you can see **the commitment of the West of England** through the Strategic Economic Plan, Core Strategies, the Joint Local Transport Plan 3 (2011-26). A key factor in Bristol securing **European Green Capital for 2015** was the ambition for change within the city and wider sub-region.

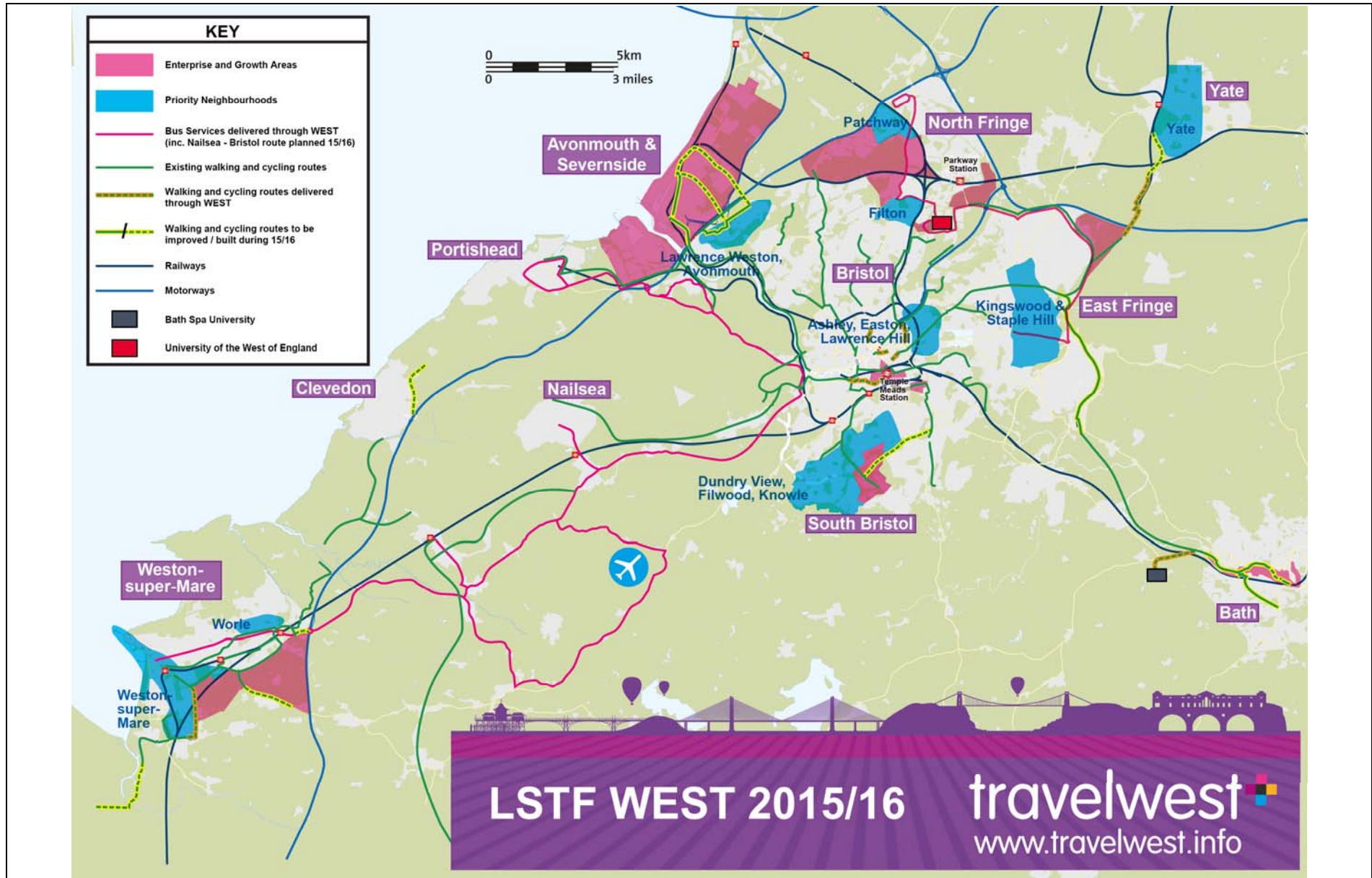
Work is already progressing on the West of England rail programme that will deliver a **30 minute turn up and go metro rail systems** across the West of England combined with significant investment in our main rail hubs linked **to onward travel by foot, bike and bus.**

Figure 4 illustrates how the growth areas link with priority neighbourhoods. The challenge and focus for **Travel WEST** is to **reduce the barriers, both actual and perceived, to increase the accessibility** and permeability of the Enterprise Areas from the surrounding communities.

Were this funding not available then we believe the West of England would miss a once in generation opportunity to build on the capital investment plans of the local authorities, the HCA, Network Rail and other partners in transforming our Enterprise Areas from concept to reality.

The combined investment already underway is getting towards half a billion pounds in the period up to 2020 and this LSTF 15/16 business case will enable us to seize the opportunities to make growth happen in a truly sustainable way and **maximise the value of the capital investment.**

Figure 4 – Bid Elements and Context



B3. The Economic Case – Value for Money

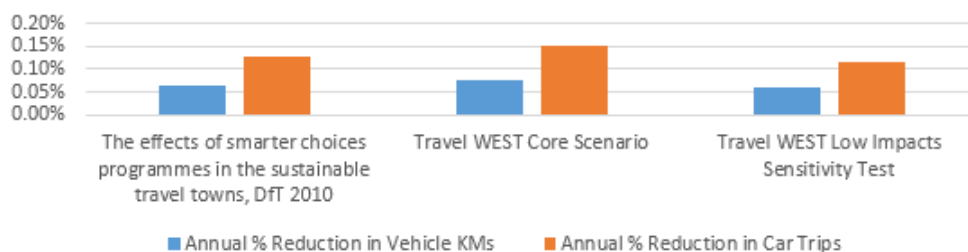
All monetary values in this section are in 2010 market price unless otherwise stated.

Modelling approach

The methodology used is consistent with that adopted for the successful West of England WEST LSTF bid in 2011. The basis of the traffic forecasting work is the Do Something scenario constructed for the previous WEST bid, which reflects impacts from LSTF measures in WEST and incorporates anticipated infrastructure changes resultant from the Ashton Vale to Temple Meads, North Fringe to Hengrove Package and South Bristol Link MetroBus major schemes in the area. The aforementioned WEST measures and network changes are included in both the Reference Case and Do Something case of this assessment to avoid double counting of benefits.

The next step in traffic modelling is to estimate and apply relevant highway demand matrix adjustments for **Travel WEST** in line with published evidence on effects of Smarter Choices schemes, with spatial distribution of such adjustments in line with geographical scheme definition. The adjusted trip matrices were then assigned using G-BATS traffic model to identify the network impacts and provide inputs for subsequent analyses in the economic appraisal process.

The modelling / analytical tools and the flow of information between them are all based on the established processes that underpinned the WEST LSTF bid to ensure consistency in appraisal approach. Where necessary, amendments were undertaken to reflect recent changes in appraisal guidance since 2011, such as the change of standard price base year from 2002 to 2010 and VOT updates. The chart below demonstrates that the modelled transport impacts of **Travel WEST** in different scenarios are in line with DfT evidence in terms of highway trip reduction against average spending per head. Both scenarios lead to BCRs indicating very high value for money as set out later in this section.



Appraisal Assumptions

- A Spending for individual interventions in **Travel WEST** was allocated to different types of investment for which there are supporting evidence of impacts. These include: walking and cycling measures, information provision and engagement (public transport and other), car clubs, car sharing, electric vehicles, freight, public transport infrastructure and other;
- Appraisal period – 60 years from 2016 to 2074;
- Scenarios – future Reference Case, Core and Sensitivity (25% less impacts) scenarios supported by modelling results covering 2016 and 2031 forecasting year;
- Economic parameters – based on TUBA 1.9.3 economics file that is consistent with the latest WebTAG unit with necessary amendment to reflect the demand segmentation in G-BATS model; and
- Decaying of benefits over time – Full Decay (full benefits in 2016 and zero in 2031) and No Decay (full benefits in 2016 and 2031) results were obtained with post TUBA processing to generate a realistic case based on Full Decay benefits plus 23% of the difference in benefits between the aforementioned two cases. Adjustment factor is consistent with the WEST LSTF bid.

Scheme Cost Assumptions

The following elements were considered while deriving the scheme cost for the purpose of economic case evaluation:

Investment Cost – this is capital cost for **Travel WEST** including construction, preparation and supervision. No costs for land acquisition were considered due to the nature of the inventions;

Operational Cost – this includes the revenue fund to be requested from the LSTF grant and local match fund. It also considers on-going revenue support post 2016 for more realistic reflection of scheme costs;

Maintenance Cost – Maintenance costs for new infrastructure is assumed to be 4% of renewal price per year, as well as full renewal of infrastructure every 20 years;

Real cost inflation – real cost inflation rates adopted are identical to the set of values used for the WEST LSTF bid in 2011;

Risk cost – the associated Quantified Risk Assessment (QRA) resulted in a mean risk value of £231,836 – P(50), which was applied on top of the base cost; and

Optimism Bias – 47% as in the WEST LSTF bid. An average of 200% for technology-related items and 44% for the rest.

After price base adjustment and discounting to 2010 values, the above assumptions resulted in a PVC of £24.2m following the breakdown below:

£m	Operating Costs	Investment Costs	Sub Total
Local Government Fund	14.8	6.1	20.9
Central Government Fund	3.2	0.0	3.2

Monetised (2010 market prices) and Non-Monetised Benefits

Economic impacts – Business users and transport providers receive time savings of £57.1m and operating cost savings of £3.8m, resulting net business benefits of £60.9m. The reliability impacts were assessed following the methodology consistent with WebTAG with benefits for business users standing at £2.7m

Environmental impacts – Air quality to public health standards within the West of England is generally good. However parts of the urban areas suffer from poor air quality mainly relating to traffic emissions. Individual schemes proposed in **Travel WEST** cover and will benefit a broad area in the region including existing Air Quality Management Areas (AQMAs) in Bath, Keynsham, Saltford, Staple Hill, Kingswood and over much of Bristol's urban area.

The proposed **Travel WEST** schemes promote or facilitate sustainable travel methods and reducing travel by private car, which in turn would improve air quality and reduce greenhouse gas emissions. These two impacts were quantified in the appraisal. Reductions in PM10 and NOx are estimated at 0.57 and 3.15 tonnes per year in 2016, respectively. Similarly, a reduction in carbon emissions is expected due to improved vehicle speed and reduced travel times. The associated reduction in non-traded carbon over 60 years is 85 million tonnes, resulting in NPV of £3.9m.

Travel WEST schemes are primarily proposed within the urban environment and thus do not have negative impacts upon the landscape. We have experience in sensitively engineering schemes into the landscape. It is envisaged that schemes will be developed in such a way that at a minimum it will have a neutral effect on the townscape, aspiring to have a benefit or slight benefit to the areas affected by the scheme.

Social Impacts – This includes, but is not limited to, assessment of commuting and other users and their journey reliability. These users receive time savings of £75.6m and operating cost savings of £21.8m, resulting net non-business benefits of £97.4m. The reliability benefits of the **Travel WEST** scheme for commuters and other users is £3.2m.

The elements of our bid that are designed to encourage cycling and walking will deliver high value for money in terms of their effect on increasing physical activity and health for the public. The HEAT assessment tool has been used to establish a Benefit to Cost Ratio based only upon health impacts of the scheme. Conservative estimates of BCR are 3.06 and 2.65 for walking and cycling measures, respectively. It should be noted that HEAT only calculates reductions in premature deaths from increases in walking or cycling (ie not reductions in illness), so is very conservative.

The reduction in private car trips resulting from **Travel WEST** also provides accident savings to highway users. It is recognised that pedestrian/cycle accidents could increase as a result. The total accident saving has been assessed to produce a net benefit of £4.4m.

Although not formally assessed, journey quality, security, access to services, affordability and severance will be considered throughout the development of these schemes. A number of elements of the **Travel WEST** proposal are expected to enhance journey quality for new and existing walking and cycle journeys. As part of **Travel WEST**, neighbourhood and stakeholder groups will be engaged with to ascertain barriers to pedestrians and cyclists, with schemes developed to overcome these barriers.

Summary of Monetised Cost and Benefits

Monetised costs and benefits are summarised in the table below. BCR for the Core scenario is 6.29, which is similar to its counterpart for the 2011 WEST bid. This reduces to 4.9 in the sensitivity test with 25% less scheme impacts, but still demonstrates very high value for money.

	Core	Sensitivity Test
Greenhouse Gases (£m)	4.0	3.0
Accidents (£m)	4.4	3.4
TEE: Consumer Users (£m)	97.4	75.2
TEE: Business Users and Providers (£m)	60.9	47.9
Wider Public Finances (£m)	-14.5	-11.1
PVB (£m)	152.1	118.5
PVC (£m)	24.2	24.2
NPV (£m)	127.9	94.3
BCR	6.29	4.90

Key risks and uncertainties

The key risks for the **Travel WEST** scheme include:

- Insufficient authority or partner delivery resources
- Schemes do not deliver projected outcomes
- Impact on reputation from poor performance

To ensure that these risks are mitigated, detailed and costed project plans will be developed for individual elements of the proposed scheme. Strong programme and project management, with change control processes will be implemented. The budgets will be monitored to enable forward planning to accommodate changes including inflation.

There are also uncertainties arising from potential objections and subsequent judicial reviews of Traffic Regulation Orders which could delay the programme, terminate elements of the proposed schemes and escalate costs. However early consultation with stakeholders is planned to ascertain likely objections, with assurance reviews and checks that correct processes are being undertaken.

As the **Travel WEST** scheme also relies upon third party funding for delivery, if there is a failure in the availability of this funding then aspects of delivery are likely to be curtailed. Letters of support to formalise partner contributions have been included (see Appendix 4), with contributions assessed quarterly and key stakeholders will be involved in governance and delivery arrangements.

A completed Scheme Impacts Pro Forma is shown in Appendix 1 which summarises the impact of proposals against scheme objectives. Supporting Forecasting and Value for Money reports are available at www.travelwest.info/lstf.

B4. The Financial Case – Project Costs

Table A: Funding profile (Nominal terms)

£000s	2015-16	2016-17	2017-18	2018 - 19	2019 - 20	2020 – 21	Total
DfT funding sought	4,000						4,000
Local Authority contribution	2,015.5	0	0	0	0	0	2,015.5
Third Party contribution including LGF	3,499	0	0	0	0	0	3,499
TOTAL	9,514.5	0	0	0	0	0	9,514.5

B5. Management Case - Delivery

- a) A detailed project plan (typically in Gantt chart form) with milestones should be included, covering the period from submission of the bid to scheme completion. The definition of the key milestones should be clear and explained. The critical path should be identifiable and any key dependencies (internal or external) should also be explained. Resource requirements, task durations and contingency should be detailed and easily identifiable. Dependencies and interfaces should be clearly outlined and plans for management detailed.
[A Project Plan is shown in Appendix 2.](#)
- b) **Where relevant**, if delivery of the project is dependent on land acquisition, please include a letter from the respective land owner(s) to demonstrate that arrangements are in place in order to secure the land to enable the authority to meet its construction milestones.
[No land acquisition is required.](#)
- c) **Where relevant**, please provide summary details of your construction milestones (at least one but no more than 5 or 6) between start and completion of works:

The project includes a package of a number of elements and the capital build for these will be completed by February 2016. For the purposes of illustration the high level construction profile for the two largest capital components within the bid are shown below.

Implementation/Delivery **Table C: Construction milestones**

Scheme	Estimated Date	
	Strategic Walking and Cycling Route (Weston Villages to Locking Parklands W-s-M).	Access to Avonmouth and Severnside employment area - walking and cycling routes
Start of Design Works	Jan 2015	Apr 2014
Engagement/Specification/Design	Apr 2015	Oct 2014
Mobilisation/Procurement	Aug 2015	Jan 2015
Implementation/Delivery	Dec 2015	Apr 2015
Opening date	Dec 2015	Jul 2015
Completion of works (if different)		

B6. Management Case – Statutory Powers and Consents

a) Please list separately each power / consents etc obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers and conditions attached to them. Any key dates should be referenced in your project plan.

No powers or consents need to be secured.

b) Please list separately any outstanding statutory powers / consents etc, including the timetable for obtaining them.

Aside from Traffic Regulation Orders no statutory powers / consents are required.

B7. Management Case – Governance

The governance arrangements are set out in Figure 5. The Programme Manager will be Andrew Whitehead reporting to the Senior Responsible Owner (SRO) Alistair Cox. Both these staff have experience working in similar roles on cross boundary projects including LSTF.

Building on the successful WEST arrangements, a Programme Board will oversee the delivery of **Travel WEST** which will comprise representatives of the authorities and LEP. The Board will approve the programme plan and consider highlight and exception reports, changes to the risk log and other key deliverables. Tolerances in terms of time and budget will be explicitly defined in a Programme Manual which based on PRINCE 2 principles. Key changes to the project outside of the tolerances of the Programme Board will be escalated to the Joint Transport Committee (JTEC). This Committee brings together the lead transport Elected Members for the four authorities who meet quarterly and receive a regular update on the major schemes programme which will include **Travel WEST**. High level reports are shared with the Joint Scrutiny Committee (cross party and authority meeting of 12 Elected Members) and the LEP Board.

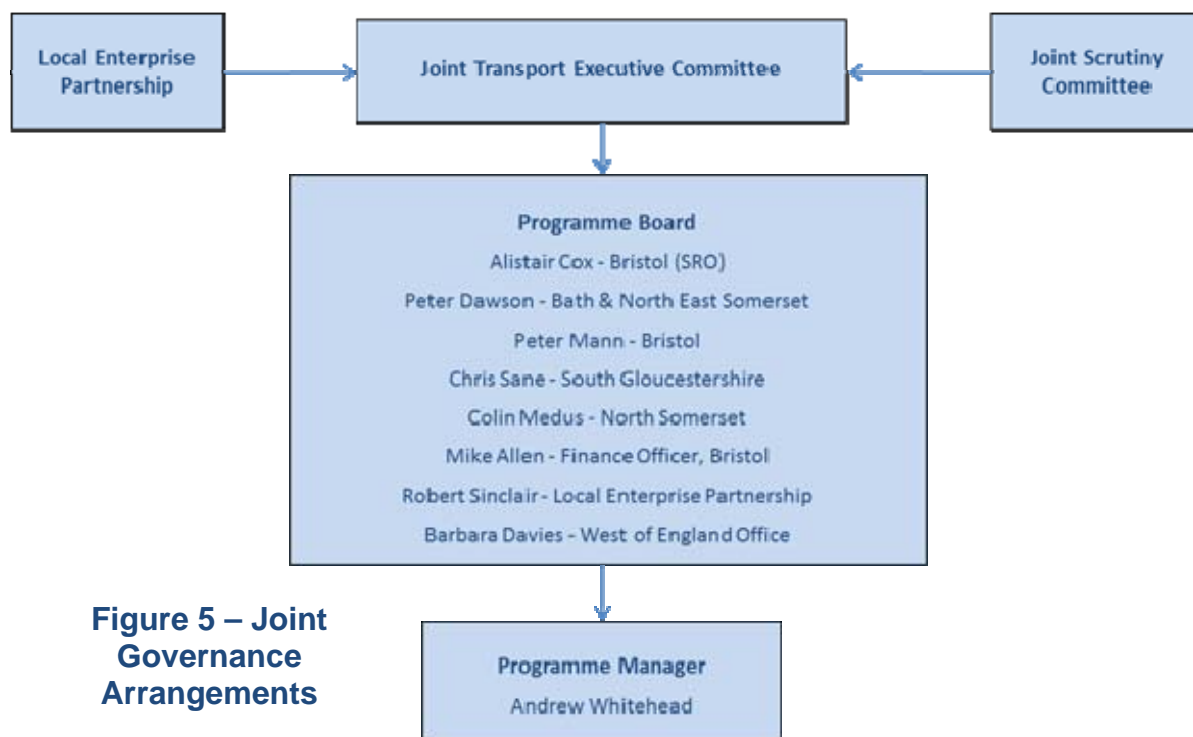
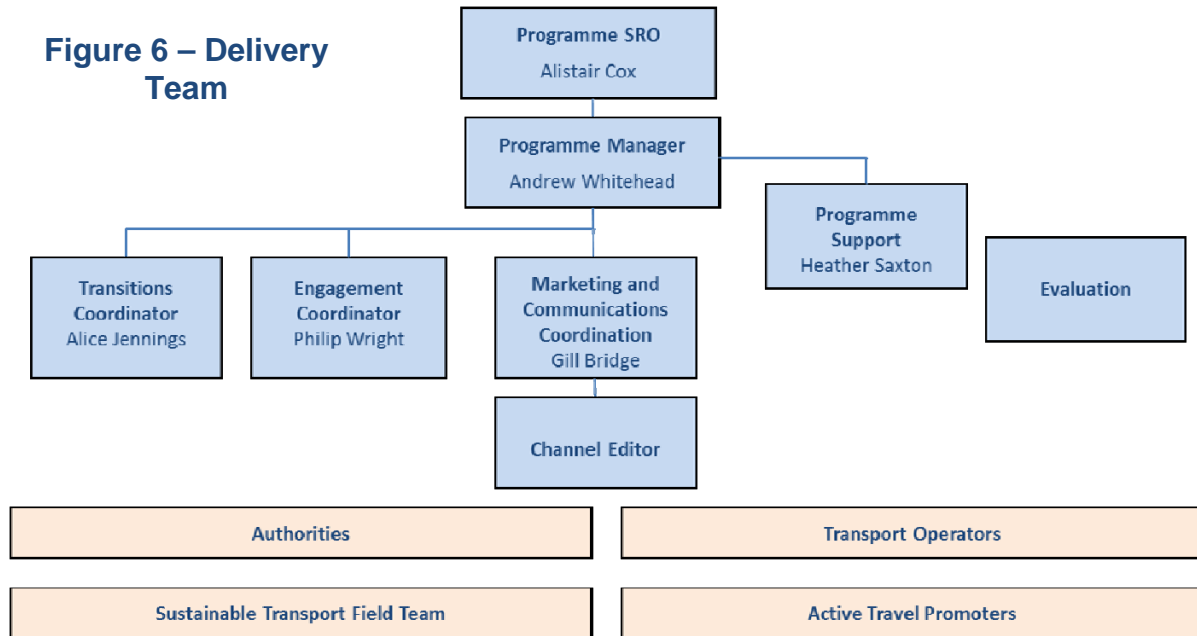


Figure 5 – Joint Governance Arrangements

The authorities have jointly delivered a number of cross boundary projects, including the creation of shared delivery teams reporting to a Programme Manager and SRO. For **Travel WEST** a core central team will be continued to coordinate engagement, transitions and marketing and communications workpackages (see Figure 6). As shown in B1, recognising the importance of a central team the costs of these posts have been ring-fenced and separately identified, and individuals are ready to start.

Figure 6 – Delivery Team



Working to, and alongside, this team will be the authority delivery teams, particularly focussing on the capital schemes, partner transport operators and active travel promoters and an experienced procured sustainable transport field team (see B10).

B8. Management Case - Risk Management

A risk register is included as Appendix 3.

A risk management strategy has been developed for the LSTF WEST project which revolves around risk assessment, tracking and management through the Programme Manager and Board (see section B7). A detailed Programme Manual has been produced which formalises these processes and responsibilities. It is proposed that the **Travel WEST** project would adopt this approach.

B9. Management Case - Stakeholder Management

- a) Please provide a summary of your strategy for managing stakeholders, with details of the key stakeholders together with a brief analysis of their influences and interests.

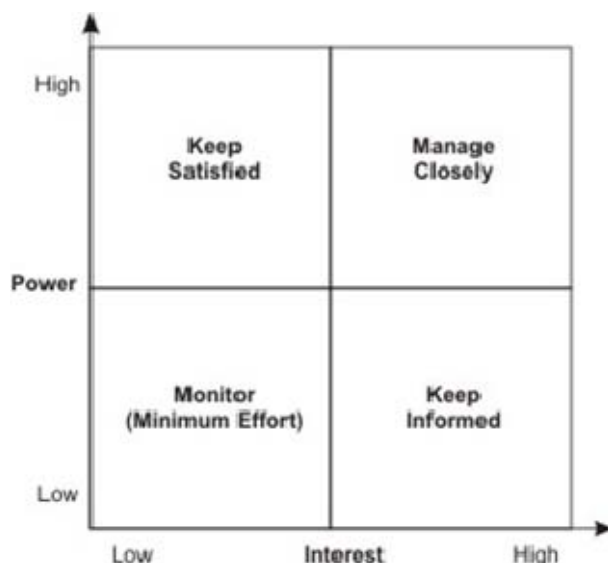
Communications relating to **Travel WEST** aim to ensure that all stakeholders:-

- Know what the project will do for them and for sustainable transport in the West of England,
- Feel positive about what **Travel WEST** will do for the West of England

A stakeholder engagement plan will be drawn up for specific communication issues around individual projects.

An underlying principle of stakeholder engagement is that stakeholders have the chance to influence the decision-making process. Stakeholder management identifies stakeholders and various means of winning and gaining their support. This differentiates stakeholder engagement from general communications that seek to issue a message (inform) or influence groups to change habits around travel modes. For *Travel WEST* the following broad categories of stakeholder have been identified:

- **Decision Makers** – elected Members, funders and officers who are all involved in decision making on the scheme or preparatory work for decision making.
- **Local Enterprise Partnership** – businesses are key beneficiaries of an improved transport system and can play a key role in forming opinions of other stakeholders.
- **Statutory Bodies** – organisations with whom the authorities have an obligation to consult, including utility companies, emergency services and environmental groups.
- **Sub-regional stakeholders** – organisations and groups which have an interest in the economic, social well-being and development of the sub-region and the impacts *Travel WEST* may have.
- **Special interest groups** – identified groups who have particular interest related to the scheme such as transport or the environment and who are not statutory consultees.
- **Industry groups** – organisations which have an interest in transport in the area.
- **Public and local residents** – members of the public in general including residents within the catchment and employers, shops, health and leisure facilities etc



Drawing upon our experience from other transport schemes, we will map (see Figure 7) the power and interest of stakeholders including those described above in order to inform and tailor our stakeholder engagement approach.

Figure 7 – Stakeholder Mapping

Five broad types of communication activity will be used to make contact with these stakeholders - Community engagement; Stakeholder engagement; Media and public relations; Consultation and Social media.

- b) Can the scheme be considered as controversial in any way?
 Yes No

If yes, please provide a brief summary (in no more than 100 words) N/A

- c) Have there been any external campaigns either supporting or opposing the scheme?
 Yes No

If yes, please provide a brief summary (in no more than 100 words) N/A

B10. The Commercial Case

An OJEU procured framework is already in place for the supply of services to support *Travel WEST*. This comprises 3 elements – Business Engagement Officers, Active Travel Officers who work with schools and the Sustainable Transport Field Team all of which run until March 2016.

In line with our corporate procurement procedures, we will be advertising the kickstart opportunity to local bus operators. The option of using the 'de minimis rule' will apply should the local authorities wish to use it. In line with this, the authority will be seeking match funding from the successful operator post award.

For the capital schemes the authorities already have existing fit for purpose arrangements:–

- Bath and North East Somerset Council has an existing arrangement in the form of an OJEU procured Supply Chain framework contractor to deliver these schemes;
- Bristol City Council has an OJEU framework contract in place to appoint contractors from an established list of providers;
- North Somerset Council uses an OJEU procured framework term contractor to deliver engineering schemes for the majority of its larger infrastructure projects; and
- South Gloucestershire Council plan to use the in-house workforce and OJEU procured Supply Chain framework contracts to deliver these schemes.

All procurement activities will follow authority procurement regulations and State Aid rules.

SECTION C – Monitoring, Evaluation and Benefits Realisation

C1. Monitoring and Evaluation

A thorough Monitoring and Evaluation plan has been agreed with the DfT for LSTF WEST, which already includes a high level of activity to March 2015 and ongoing lesser work for the subsequent 24 months to March 2017.

Should this bid be successful the existing plan will be extended to continue proportionately high levels of activity into 2015/16 including an Annual Outcomes Monitoring Report in December 2016, and there is provision in the budget within this bid to allow for this.

SECTION D - Declarations

D1. Senior Responsible Owner Declaration

As Senior Responsible Owner for TravelWest I hereby submit this request for approval to DfT on behalf of Bristol City Council and confirm that I have the necessary authority to do so.

I confirm that Bristol City Council will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.

Name:

ALISTAIR COX

Signed:



Position:

STRATEGIC TRANSPORT
MANAGER

D2. Section 151 Officer Declaration

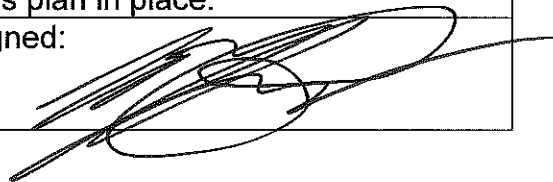
As Section 151 Officer for Bristol City Council I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that Bristol City Council

- has allocated sufficient budget to deliver this scheme on the basis of its proposed funding contribution;
- accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties;
- accepts responsibility for meeting any ongoing revenue and capital requirements in relation to the scheme;
- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested and that no DfT funding will be provided after 2015/16;
- confirms that the authority has the necessary governance / assurance arrangements in place and the authority can provide, if required, evidence of a stakeholder analysis and communications plan in place.

Name:

Mark Trenchard

Signed:



Appendix 1 – Scheme Impact Pro Forma

Appendix 2 – Project Plan

Appendix 3 – Risk Register

Appendix 4 – Letters of Support

Appendix 1 - Travel WEST Scheme Impact Pro-Forma

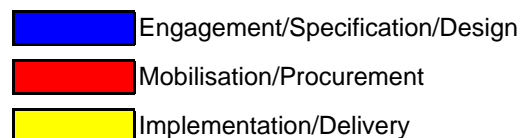
For cycling/walking elements of your bid, please provide the following data - if available			
Input data	Without Scheme	With Scheme	Reference to supporting information (e.g. section of Economic Assessment Report).
Description of infrastructure/facilities	The WEST programme has made progress towards provision of improved sustainable transport links and infrastructure, as well as travel behaviour information, engagement and promotion within West Of England Authority areas, to encourage access for employment and training, retail, education and leisure across the area and to improve health through greater use of walking and cycling for local journeys.	<p>Travel WEST builds on the successful LSTF WEST programme with a package focussed around the Enterprise Zone and Enterprise Areas across the West of England. The headline project deliverables are set out below:</p> <ul style="list-style-type: none"> * A total of 8km of new, quality walking and cycling links in key locations, with a further 11.5km of improved routes; * Engagement with over 75 businesses and the award of over 20 business grants; and * Engagement with 40 schools and 50 communities 	<i>Further information available in the application form.</i>
Route length (km)	West of England has a series of traffic-free walking and cycling, and on-road cycle routes serving commuting, leisure and other journey purposes. This network has seen improvements through LSTF WEST which are included in the Reference Case.	Travel WEST programme ties in with the committed improvements. It will bring further funding from 2015 and contribute towards delivery of the strategic West of England cycle network in addition to delivering local cycle benefits by providing a total of 8km of new, quality walking and cycling links in key locations.	<i>More detailed description is available in Section B2 - The Strategic Case of our submitted application form. This includes an illustrative map showing proposed new cycling and walking routes or their improvement.</i>
Average trip length (km)	1.13 for Walking 4.57 for Cycling	1.13 for Walking 4.57 for Cycling	<i>No local survey data was available. The figures presented were based on the average trip lengths for relevant modes based on data from National Travel Survey. They are not expected to change significantly.</i>
Average cycling speed (kph)	20	20	<i>TAG Unit A5.1 Appendix B, B.4.5</i>
Number of users (per day)	71,115 for Walking 26,149 for Cycling	72,108 for Walking 26,514 for Cycling	<p><i>This is a conservative estimate only based on the number of commuters who cycle or walk to work as shown in 2011 Census Data. The Census information was factored up by changes in cycling and walking mode share as a result of Travel WEST.</i></p> <p><i>Increase is also expected in cycling and walking travellers for purposes other than commuting. No reliable information is available to convert such increase in trips to cycling/walking users as the frequency of travelling by cycling / walking is not available.</i></p>
Percentage of additional users that would have driven a car otherwise.	N.A.	67.00%	<i>This was estimated using mode share with and without Travel WEST, as presented in this pro forma. Changes in mode share were estimated based on analysis of transport impacts from Travel WEST following the same approach adopted for the successful 2011 WEST LSTF bid. Analysis results show that modal shift to cycling and walking comes from bus and train users as well as car drivers and passengers, out of which car drivers account for approximately 67% of the increase in cycling and walking users.</i>

If you are expecting your project to reduce car travel, please provide the following information			
Input data	Without Scheme	With Scheme	Reference to supporting information (e.g. section of Economic Assessment Report).
Traffic levels (Vehicle km) in the affected area	18,018,701,789 per annum	17,974,411,757 per annum	Modelled traffic levels in VKM and VHR for AM, IP and PM peak hours were from GBATS models for scenarios with and without Travel WEST in 2016. These hourly values were then annualised based on factors presented in Table 3.3 of the accompanying VIM report. These factors have been reviewed by the DfT in 2011 during the NFHP Metrobus engagement.
Traffic levels (Vehicle hours) in the affected area	252,660,318 per annum	251,507,589 per annum	
Average Speed in the Morning Peak	38.1 kph	38.3 kph	
Mode share (in person trips)			<p>'Without Scheme' mode share was estimated based on an analysis of mode split information in Great Bristol Strategic Transport Study survey (2004), 2011 and 2001 Census Journey to Work data and historic Big Commuter Count records. The same assumptions have been adopted in the previous West of England Cycle City Ambition Grant Funding Bid undertaken in early 2013.</p> <p>'With Scheme' mode share was based on its 'Without Scheme' counterpart with relevant adjustments to reflect the forecasted increase in active travel modes resultant from Travel WEST. It has been assumed that the increase in cycling and walking is attributed to decrease in all other modes, rather than just highway car trips only, in order to construct a more robust and realistic business case.</p> <p>The aforementioned supporting evidence can be found in the accompanying Forecasting Report and Value for Money Report.</p>
Car Driver	46.58%	46.35%	
Car Passenger	13.06%	13.00%	
Bus passenger	6.34%	6.31%	
Rail Passenger	3.21%	3.19%	
Cyclist	13.75%	13.90%	
Walking	17.05%	17.24%	

For Bus elements of your bid please fill in the following table			
Input data	Without Scheme	With Scheme	Reference to supporting information (e.g. section of Economic Assessment Report).
Annual number of passenger trips	Not Appraised	Not Appraised	<p>As explained in Section 4.2 of the accompanying Value for Money Report, this appraisal and its supporting analyses take a conservative approach, which does not evaluate benefits to Public Transport users brought by Travel WEST. Therefore the benefits presented and mode share estimated do not consider the improvements to public transport services and any subsequent impacts on the number of users. BCR based on decongestion and environmental impacts currently stands at 6.29. The inclusion of PT user benefits is expected to increase this figure further as a result of improved travel speed, better publicity and information provision relating to public transport services.</p> <p>Average trip length is based on National Travel Survey data available at https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/35600/nts0306.xls</p>
Average trip distance (km)	8.53 km	8.53 km	
Average wait time (mins)	Not Appraised	Not Appraised	
Average fare per trip (£)	Not Appraised	Not Appraised	
Average in-vehicle time (mins)	Not Appraised	Not Appraised	
Description of your intervention	Relevant Travel WEST Interventions include, Public Transport publicity, promotion and support, smartcard ticketing and Real Time Information. Support for a number of schemes in West of England is also identified including Port Minibus/Bus Service, Nailsea to Bristol X8 Kickstart and Queensway shared use bus, X18 commuter service.		

Appedix 2 - High Level Project Plan

Theme & Project	Task	2015										2016		
		April	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	March	
A1	Employer Account Management	Blue	Blue	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
A2	Engagement with Employers	Blue	Red	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
A2	Strategic Routes for Walking & Cycling	Blue	Blue	Red	Red	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
A2	Bus Improvement Measures	Blue	Red	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
B3	Community Engagement	Blue	Blue	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
B4	Cycle Hire Scheme	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
B4	Freight Consolidatrion	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
C5	Estate Agents Pilot	Blue	Blue	Red	Red	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
C6	Access to Work - Dock and EA	Blue	Red	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
C7	Sustainable Travel Engagement	Blue	Red	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
C7	Pedestrian/Scooter Training	Blue	Red	Red	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
A1, A2	Sustainable Transport Field Team	Blue	Red	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
A1, C7	On and Off Site Measures	Blue	Blue	Blue	Red	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
Cross Project	Promotions/Marketing/Incentives/Events	Blue	Red	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow



Appendix 3

Travel WEST Risk Register

Risk Owner	Source of Risk	Consequence	Pre Response			Specific Action	Post Response		
			Probability	Impact	Risk Rating		Probability	Impact	Risk Rating
Programme Board	Insufficient authority or partner delivery resource	Delays to the delivery of programme measures and impact on quality	M	H	H	<ul style="list-style-type: none"> Build on well-established delivery teams from WEST Ensure realistic Project Plans are signed off by the Programme Board Ensure sufficient resources are identified and available to progress delivery in line with Project Plans Top-sliced' funding identified for dedicated Programme Manager and Core Team Early arrangements for continuation or commencement of new partnering or procurement arrangements 	M	M	M
Programme/ Project Managers	Schemes do not deliver projected outcomes	Failure to deliver benefits	M	H	H	<ul style="list-style-type: none"> Ensure project outcomes are well defined and reflected in Evaluation Plan Programme and change management process to have regard to scheme benefits 	M	M	M
Programme Board	Impact on reputation from poor project delivery or outcomes	Impact on reputation results in loss of Government confidence and future funding opportunities	M	H	H	<ul style="list-style-type: none"> Establish robust governance and programme/project management arrangements. Regular liaison and progress reporting to DfT to ensure expectations are met. 	L	M	L
Programme Board	Failure to deliver local contribution	Insufficient funding to complete the programme measures	M	M	M	<ul style="list-style-type: none"> Letters of support to formalise partner contributions. Involvement of key stakeholders in governance and delivery arrangements. Close monitoring and regular reporting of local contribution spend and status. Commitment to authority funding contributions. 	L	M	L
Programme Board	Underestimation of scheme costs	Cost increases	M	M	M	<ul style="list-style-type: none"> Develop detailed and costed Project Plans for individual Projects. Benchmarking of costs against previous schemes. Strong Programme Management and change control process operated. Good project management including regular reporting to the Programme Board and JTEC. 	L	M	L
Programme Board/ Programme Manager	Failure to secure all DfT funding	Insufficient funding to complete the programme measures	M	M	M	<ul style="list-style-type: none"> Close adherence to DfT grant funding requirements. Robust programme and project management to ensure delivery in line with funding profile. Regular liaison and progress reporting to DfT. 	L	M	L
JTEC/ Programme Board	Cross boundary governance arrangements fail to provide robust decision making and change control process	Impact on timely delivery of programme elements and on reputation	M	M	M	<ul style="list-style-type: none"> Build on well-established governance arrangements for LSTF WEST and other cross boundary schemes. Define process and tolerances for escalating issues and change requests to the Programme Board and Joint Transport Executive Committee 	L	M	L
Programme/ Project Managers	Contractor, operator or supplier cease trading or change ownership	Increased scheme cost and delays to the programme	L	M	L	<ul style="list-style-type: none"> Thorough vetting of contractors etc in line with authority policies and procedures 	L	M	L
JTEC	Objections to TRO's	Programme delayed or scheme components terminated	L	M	L	<ul style="list-style-type: none"> Positive Member support Early consultations to ascertain likely objections 	L	L	L
Programme/ Project Managers	Effects of inflation on costs	Cost increases exceed available budget	L	L	L	<ul style="list-style-type: none"> Robust estimate of future inflation levels. Impact of inflation changes will be monitored to enable forward planning of budgets 	L	L	L

1. West of England Local Enterprise Partnership (LEP)
2. North Bristol SusCom
3. North Somerset Enterprise Agency
4. Business West Bath and North East Somerset
5. Bristol and Bath Science Park
6. Job Centre Plus
7. Weston Gateway Business Park
8. Buro Happold
9. DHL
10. Sirona Care & Health
11. Curo
12. First Somerset and Avon
13. First Great Western
14. Sustrans
15. Bristol Airport
16. NextBike UK Ltd
17. University of Bath
18. University of the West of England (UWE)
19. Abbeywood Community School
20. Patchway Community College
21. Ralph Allen School
22. Midsomer Norton Schools Partnership
23. Worle Community School
24. Wellsway School
25. Locking Primary School
26. Priory Community School
27. St Martin's Church of England Primary School
28. Milton Park Primary School
29. Bath & North East Somerset Public Health
30. North Somerset Council Public Health
31. Royal United Hospital
32. Bristol Clinical Commissioning Group
33. St. Modwen
34. Knightstone Housing
35. Persimmon Homes
36. Alliance Homes Group
37. Southern Brooks Community Partnership

WEST OF ENGLAND LOCAL ENTERPRISE PARTNERSHIP

Alistair Cox
Service Manger City Transport
Bristol City Council
College Green
Bristol
BS1 5TR

Date: 28 February 2014

Contact: Robert Sinclair

Email: rsinclair@bristolairport.com

Telephone: 01275 473627

Dear Alistair,

The West of England Local Enterprise Partnership is fully supportive of the 2015/16 TravelWest bid to the Local Sustainable Transport Fund.

Evidence of our commitment to this bid and our desire to maximise the positive benefits derived from LSTF is demonstrated by the inclusion of £3 million of capital funding for 2015/16 in our emerging Strategic Economic Plan as match to the revenue within the bid.

I have worked closely with the West of England authorities as a member of the Programme Board during the delivery of the current LSTF WEST bid, and have been impressed with the level of involvement from local business on the key commuter routes. We look forward to increasing the numbers involved in area travel planning and the promotion of sustainable commuting.

The research carried out as part of the initial funding has shown an increase in walking and cycling as well as growing bus passenger numbers. This is something the Local Enterprise Partnership is keen to see develop as it fits with our aims of reducing congestion and creating a well-motivated, healthy workforce, and helps lay the foundation for a long term sustainable economy allowing the West of England to play the fullest role in securing economic growth.

The delivery of the MetroBus and the future MetroWest rail schemes will build on this work by continuing to promote and encourage sustainable commuting.

Yours sincerely,



Robert Sinclair
West of England LEP Transport Lead

We are a private/public
partnership that is growing
the economy of the Bristol
& Bath city region.

West of England Local
Enterprise Partnership
Wilder House, Wilder Street
Bristol BS2 8PH

www.westofenglandlep.co.uk
Tel: 0117 903 6868
Email: administrator@westofenglandlep.co.uk

Alistair Cox
c/o West of England Partnership
Floor 1,
Wilder House Wilder Street Bristol BS2 8PH

18 March 2014

Dear Alistair

Local Sustainable Transport Fund – 2015/16 business case submission

North Bristol SusCom is a group of major employers, located in North Bristol, promoting **sustainable commuting** for our 40,000 employees and 30,000 students. We are working together to influence and improve local transport provision to **combat traffic congestion** and reduce the impact upon our environment.

As you know, our members have been heavily engaged in the development and delivery of the LSTF supported Key Commuter Routes and WEST projects. Our members can now see real changes, that they have influenced, happening on the ground and we are gathering some real momentum in our joint efforts.

Already we have seen:

- Investments in new commuter routes (X18, C1-C4 services and Wessex Red services)
- private company bus services now being run on a commercial basis and open to others
- cycle route improvements
- employer grants helping to support a range of sustainable transport improvements on employer's sites – 2+ car parks, new cycle racks, showering and drying facilities for cyclists, an electric car club, electric bikes, car park management systems, behaviour change pilots, a new bus shelter
- Travel roadshows and personalised travel planning support

- Greater participation and support for the Annual Travel Awards, participation in commuter travel challenges and annual staff travel surveys.
- High numbers of businesses engaging in the SES Case Study for the DfT, which combined with the annual travel survey will help us measure how we are doing.
- And perhaps most significantly we are now having more constructive and engaged discussions (between businesses, with the local councils, with the west of England LEP and with transport providers) about transport issues and greater collaboration on developing solutions.

Extending the Local Sustainable Transport Fund (LSTF) to 2015/16 provides a valuable opportunity to build upon this excellent work and these achievements and to further increase the pace of change in travel behaviour in the North and East Fringes of Bristol.

It will create opportunities to further strengthen joint working between North Bristol SusCom, South Gloucestershire Council and the WoE LEP which will ensure that the necessary projects and initiatives to achieve sustainable growth are delivered in a timely manner.

It will also help us ensure that this smarter choices activity is better aligned and mainstreamed with the major infrastructure investments planned to start coming to fruition in the West of England (MetroRail, MetroBus, Electrification) in the years following on from the LSTF.

North Bristol is expected to see strong economic growth across our three Enterprise Areas (Emersons Green, Filton and Avonmouth/Sevenside) over the next 20 years. A lot of the planning for that growth is taking place now and ensuring that it not only delivers sustainable transport solutions for the future but helps to address some of the current constraints today is essential.

North Bristol SusCom is currently meeting with a wide range of businesses (members and non-members) in Bristol's North & East Fringes to update our area wide travel plan. We are pleased that this LSTF 2015-16 business case continues to have a strong emphasis on

business and employer engagement and the key commuter routes within North Bristol and builds on what we know has worked well to date.

We can confirm that we plan to provide match funding of £14,000 (through employer membership fees) for the £22,500 allocated to North Bristol SusCom to provide employer engagement for the 2015-16 LSTF project. Our members also regularly give significant in-kind contributions in hosting and attending meetings, Charing and Vice Charing North Bristol SusCom, providing us with office space (Bristol and Bath Science Park) and participating in the wide range of LSTF supported activity.

On behalf of North Bristol SusCom, and all our members, I am pleased to endorse this LSTF 2015-16 Business Case. We look forward to working with you in its successful delivery.

Yours sincerely



Ann O'Driscoll
Director

North Bristol SusCom Members

- Airbus • Atkins • Babcock • Boeing Defence UK • Bristol & Bath Science Park •
 - Cribbs Causeway • Filton 20 Business Park • Friends Life • HP • ISG •
 - John Lewis • MITIE • MOD Abbey Wood • National Composites Centre •
 - NHS Blood & Transplant • North Bristol NHS Trust • Nvidia •
 - STMicroelectronics • UWE •

17 March 2014

Alistair Cox
West of England LSTF Bid Coordinator
c/o Louise Eddins
Sustainable Travel and Road Safety team
North Somerset Council
Town Hall
Walliscote Grove Road
Weston-super-Mare
BS23 1UJ

Dear Alistair


Local Sustainable Transport Fund – 2015-16 business case submission

I represent North Somerset Enterprise Agency Ltd who are a not-for-profit organisation which encourages and supports local businesses thus helping to create a healthy local economy.

We are happy to support the West of England's funding bid to the Local Sustainable Transport Fund (LSTF). Extending LSTF to 2015-16 provides an excellent opportunity to build upon the previous LSTF work and achievements to date.

We fully recognise the need to promote and coordinate sustainable transport initiatives. On behalf of North Somerset Enterprise Agency Ltd I am pleased to endorse the LSTF 2015-16 bid and we are keen to work with you in its successful delivery delivering intensive work within schools, colleges and walking, cycling and public transport infrastructure within the area.

Yours sincerely



Angela Hicks
Chief Executive

Local Sustainable Transport Fund (LSTF)
2015/16 Business Case Submission

Dear Mr Cox,

I am writing write on behalf of the Initiative in B&NES and Bath Chamber of Commerce which represents the interests of almost 200 businesses in the district.

We are delighted to be working closely with Bath & North East Somerset Council to promote sustainable transport and improve its infrastructure in our area.

We have already seen some benefits from previous LSTF funded activities which has resulted in an increase in walking or cycling to work. It has also raised in the consciousness of many more people, the concept of looking at alternative modes of travelling. This is a slow process and therefore it is vital that the work continues since we believe the only way to achieve widescale behavioural change is to provide consistent messages over a relatively long time frame, supported by physical changes to infrastructure.

Activities such as on site personal travel planning roadshows, employer grants, cycle and walking infrastructure improvements and commuter challenge events all help to persuade staff to make more informed sustainable transport choices.

The LSTF bid for funding in 2015/6 will allow the process to continue and so build on the valuable work that has already been delivered in the area through the LSTF Key Component and LSTF WEST projects.

I am delighted to be able to endorse the West of England's LSTF funding bid for 2015/6

Yours sincerely,



W. Ian Bell - Executive Director.



Alistair Cox
c/o West of England Partnership
Floor 1, Wilder House
Wilder Street
Bristol
BS2 8PH

19 March 2014

Dear Alistair

Local Sustainable Transport Fund – 2015/16 Business Case Submission

The Bristol & Bath Science Park, as a founding member of North Bristol Sus Com, views the extension of the Local Sustainable Transport Fund to 2015/16 as a valuable opportunity to build on the excellent work already undertaken through the Key Commuter Routes and WEST initiatives. It will also support the anticipated growth across the three Enterprise Areas in the north fringe.

In particular, we have been very encouraged by the increasing level of direct industry engagement, new commuter routes and transport options, and the grants to employers to improve sustainable travel options. The funding has enabled us to participate in the first car club in the north fringe which will open up travel options for our increasing number of cycling tenants and we are also participating in the DfT's cordon count to enable more accurate analysis of transport needs in the region.

We are pleased to see the four local authorities collaborating to submit a West of England bid, and feel that the LSTF initiative is another example of the benefits of cross-authority working.

The Bristol & Bath Science Park is pleased to endorse the LSTF 2015-2016 Business Case. We look forward to working on its successful delivery through our membership in North Bristol SusCom.

Yours truly

A handwritten signature in blue ink, appearing to read "Bonnie Dean".

Bonnie Dean
Chief Executive

jobcentreplus

Department for
Work and Pensions

Mr. Alistair Fox
West of England Partnership Manager
Wilder House
Wilder Street
Bristol
BS2 8PH

Bath Jobcentre
Somerset Hall
Somerset Street
Bath
BA1 3PB

0845 604 3719
www.direct.gov.uk

20 March 2014

Local Sustainable Transport Fund (LSTF) – 2015/16 Business Case Submission

Dear Mr. Cox,

I write on behalf of Bath Jobcentre, Somerset Hall, Somerset Street, Bath. We work over 1700 jobseekers.

We are pleased to be working closely with Bath & North East Somerset Council to promote sustainable transport and improve it's infrastructure in our area. We have already seen benefit from previous LSTF funded activities, in particular through the bus travel passes recently made available to us through the scheme.

The LSTF bid for funding in 2015/6 will continue the good work that has been delivered in the area through the LSTF Key Component and LSTF WEST projects. Activity like on site personal travel planning roadshows, employers/schools grants, cycle/walking infrastructure and commuter challenge events help us to provide real support to our employees to make more informed sustainable transport choices.

On behalf of Bath Jobcentre I am pleased to endorse the West of England's LSTF funding bid for 2015/6

Yours sincerely



Dave Acheson
Jobcentre Manager

Email dave.acheson@jobcentreplus.gsi.gov.uk
Telephone 01225 303201



Alistair Cox
West of England LSTF Bid Coordinator
c/o Louise Eddins
Town Hall
Walliscote Grove Road
Weston-super-Mare
BS23 1UJ

Dear Alistair

Local Sustainable Transport Fund – 2015-16 business case submission

I represent Dowlas UK Ltd who are the enabling developer for Weston gateway Business Park situated in the Junction 21 Enterprise Area in Weston-super-Mare.

Transport infrastructure and work to promote sustainable travel plays a key role in supporting economic growth and building cohesive communities and therefore we are happy to support the West of England's funding bid to the Local Sustainable Transport Fund (LSTF). Extending LSTF to 2015-16 provides an excellent opportunity to build upon the previous LSTF work and achievements to date.

Additional funding towards vital infrastructure routes to attract investment in to the area is essential in North Somerset's plight to create sustainable jobs and attract new organisations in to the area.

We fully recognise the need to promote and coordinate sustainable transport initiatives. On behalf of Dowlas UK Ltd, I am pleased to endorse the LSTF 2015-16 bid and we are keen to work with you in its successful delivery.

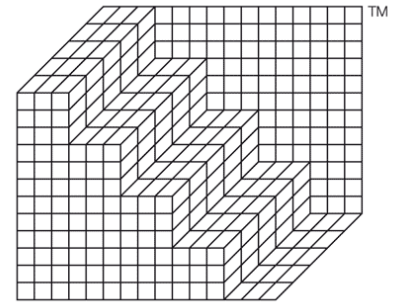
Yours sincerely,

Gemma Day
Managing Director
Dowlas UK Ltd

12 March 2014

By Post

Mr. Alistair Cox
c/o West of England Partnership Office
Wilder House
Wilder Street
Bristol
BS2 8PH



Buro Happold

RE: Local Sustainable transport Fund (LSTF) - 2015/16 Business Case Submission

Dear Mr Cox

I'd like to support the West of England authorities in their bid for continued LSTF funding. We are an international firm on engineering consultants employing 1,700 people worldwide and 400 at our head office in Bath.

Buro Happold is pleased to be working closely with Bath & North East Somerset Council to promote sustainable transport. We have benefited from LSTF-funded cycle maintenance visits (Dr. Bike) which have complemented our investment in cycle facilities. We were pleased to see our efforts recognised at the 2013 Travelwest Sustainable Business Travel Awards, with a silver award for our travel plan and to be voted the West of England's most cycle friendly employer.

I consider that the LSTF bid for funding in 2015/6 will continue the good work that has been delivered in the area through the West of England's LSTF projects. Capital investment in walk/cycle infrastructure supported by travel planning events and Dr. Bike visits will help to support our employees to make sustainable transport choices and create the right conditions to reduce our dependence on car travel.

On behalf of Buro Happold, I am pleased to endorse the West of England's LSTF funding bid for 2015/6.

Yours sincerely
on behalf of Buro Happold Limited

A handwritten signature in black ink, appearing to read 'Neil Squibbs'. The signature is written in a cursive style and is positioned below the typed name and title.

Neil Squibbs
Managing Director - Bath
ddi +44 (0)1225 320646
email neil.squibbs@burohappold.com

Buro Happold Limited
Camden Mill
Lower Bristol Road
Bath
BA2 3DQ
UK

Telephone: +44 (0)1225 320600
Facsimile: +44 (0)870 787 4148



DHL Supply Chain
Freight Consolidation Centre
Warehouse 3
Smoke Lane
Avonmouth
Bristol
BS11 0YA

Mr Alistair Cox
C/o West of England Partnership Office
Wilder House
Wilder Street
Bristol
BS2 8PH

Local Sustainable Transport Fund (LSTF) – 2015/16 Business Case Submission
Dear Mr Cox,

I write on behalf of DHL Supply Chain, which is located at 251 Midsummer Boulevard, Milton Keynes. Our organisation has around 1500 employees located in the Bath and Bristol areas.

DHL Supply Chain is pleased to be working closely with Bath & North East Somerset Council to promote sustainable transport and improve its infrastructure in our area. We have already seen benefit from previous LSTF funded activities. An example of this is the Freight Consolidation Centre that Bath and North East Somerset Council help facilitate. This centre receives deliveries on behalf of retailers and businesses based in Bath, consolidates them and makes the onward delivery on as few vehicles as physically possible reducing the number of vehicles travelling in and around Bath and Bristol. This benefit is enhanced by the use of Electric vehicles.

The LSTF bid for funding in 2015/6 will continue the good work that has been delivered in the area through the LSTF Key Component and LSTF WEST projects. Activity like on site personal travel planning road shows, employers/schools grants, cycle/walking infrastructure and commuter challenge events help us to provide real support to our employees to make more informed sustainable transport choices.

On behalf of DHL Supply Chain I am pleased to endorse the West of England's LSTF funding bid for 2015/6

Steve Coghlan
General Manager
DHL Bristol Consolidation Centre
Tel. 01179 825870
Mob. 07899 740068
Email - Steve.coghlan@dhl.com

Mr. Alistair Cox
c/o West of England Partnership Office
Wilder House
Wilder Street
BRISTOL
BS2 8PH

St Martin's Hospital
Clara Cross Lane
BATH
BA2 5RP

t: 01225 838257

f: 01225 831798

www.sirona-cic.org.uk

Date: 14 March 2013

Ref:LF/rdm

Dear Mr Cox

Local Sustainable Transport Fund (LSTF) – 2015/16 Business Case Submission

I write on behalf of Sirona Care and Health Community Interest Company which is located at St Martins Hospital Bath. Our organisation has around 2000 employees/students.

Sirona is pleased to be working closely with Bath & North East Somerset Council to promote sustainable transport and improve its infrastructure in our area. We have already seen benefit from previous LSTF funded activities. This has included funding to support our Electric car and charging point, roadshows provided for our staff to support sustainable travel and the various infrastructure improvements in Bath for public transport and charging points.

The LSTF bid for funding in 2015/6 will continue the good work that has been delivered in the area through the LSTF Key Component and LSTF WEST projects. Activity like on site personal travel planning roadshows, employers/schools grants, cycle/walking infrastructure and commuter challenge events help us to provide real support to our employees to make more informed sustainable transport choices.

On behalf of Sirona Care and Health I am pleased to endorse the West of England's LSTF funding bid for 2015/6.

Yours sincerely



Linda Frankland
Finance and Information Lead

Mr. Alistair Cox
c/o West of England Partnership Office
Wilder House
Wilder Street
Bristol
BS2 8PH

Dear Mr Cox,

Local Sustainable Transport Fund (LSTF) – 2015/16 Business Case Submission

I write on behalf of Curo Housing, whose Head Office is situated in Bath. Our organisation has around 470 employees.

Curo are pleased to be working closely with Bath & North East Somerset Council to promote sustainable transport and improve its infrastructure in our area. We have already seen many benefits from previous LSTF funded activities. Previously we have received a grant for a large secure cycle shed and more lockers. We have also had the loan of an electric bike, visits from the Travel Roadshow and taster rail and bus tickers. We are at present in negotiation about placing an EVCU on site after information given to us by LSTF.

The help from LSTF West has undoubtedly increased the number of employees who have chosen more sustainable transport. For example the number of cyclists has more than doubled since we have had the new cycle shelter and continues to rise with a waiting list of those needing a locker. In recognition of the increasing number of cyclists and runners, Curo has added another shower room, a drying room and upgraded the original shower room.

Curo will continue to work with LSTF West to achieve a further increase of our employees deciding to opt for greener transport. We will consult with the LSTF Team to try different events and their successful bid for 2015/16 funding is vital to not only us but to all of the many other organisations in the local area that rely on their advice.

On behalf of Curo I am pleased to endorse the West of England's LSTF funding bid for 2015/6.

Yours sincerely,

Beverley Bottle

Member of Curo Green Action Team

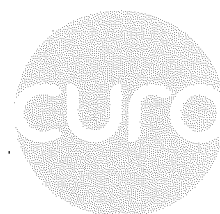
Curo
The Maltings, River Place,
Lower Bristol Road, Bath BA2 1EP

T 01225 366000 F 01225 366100
E hello@curo-group.co.uk

www.curo-group.co.uk



The Curo Group incorporates:
Two companies registered in England and Wales: Curo Group (Albion) Limited (Co. No. 4302179, HCA No. LH4336), Curo Places Limited (Co. No. 3574882, HCA No. LH4209, Charity Commission No. 1074574), Two Industrial and Provident Societies: Curo Choice Limited (FSA No. 24208R, HCA No. LH3918) and Curo Places (Bristol) Limited (FSA No. 20903R, HCA No. L0419). The registered office for all organisations in the Group is: The Maltings, River Place, Lower Bristol Road, Bath BA2 1EP.



Our Ref: PM/pas
Date: 10 March 2014

Alistair Cox
Service Manager, Strategic Transport
Place Directorate
Bristol City Council
Brunel House
St George's Rd
Bristol
BS1 5UY

Enterprise House
Easton Road
Bristol BS5 0DZ
Tel: 0117 955 8211
Fax: 0117 955 1248

Local Sustainable Transport Fund Bid

First Bus are pleased to support Bristol City Council's bid for 2015/16. This will include support for Smart card and marketing budgets for promotions and targeted work with employers (including info and taster tickets).

We have demonstrated a committed track record of partnership working over the years with the Councils regarding the LSTF.

Earlier schemes have addressed a variety of sustainable transport measures and we saw significant changes in the way people travelled as a result. The improvements the schemes generated have given people more options to make healthier and greener transport choices.

The introduction of smart cards has long been a core priority for both ourselves and Bristol City Council and the ability to engage employers in this important initiative is a key challenge which collectively we need to address to ensure continued modal shift

Yours sincerely



Paul Matthews
Managing Director

John Seddon
Transport Policy Manager,
Department of Environment and Communities Services, South
Gloucestershire Council
PO Box 299,
Civic Centre,
High Street,
Kingswood
Bristol, BS15 0DR

5th Floor
50 Eastbourne Terrace
Paddington
London W2 6LG

13th March 2014

Dear Mr Seddon,

Local Sustainable Transport Fund – 2015/16 business case submission

I represent First Great Western who are the principal train operator and franchise holder for routes serving Bristol Parkway station, and are responsible for the management of the station and its associated facilities.

First Great Western recognises that high quality transport infrastructure and services together play a key role in supporting economic growth and competitiveness, along with initiatives such as the Local Sustainable Transport Fund programme that seek to promote sustainable transport. In the West of England, continued investment in such initiatives will be particularly important in enabling the large amount of planned development to be delivered in a manner which is sustainable and which maintains and extends the area's economic success.

Extending the Local Sustainable Transport Fund (LSTF) to 2015/16 provides an outstanding opportunity to build upon the excellent work and achievements that the current LSTF WEST programme has so far achieved, and to further increase the pace of change in travel behaviour in the West of England. It will create opportunities to further strengthen joint working between First Great Western and the four West of England transport authorities (Bath and North East Somerset, Bristol, North Somerset and South Gloucestershire Councils), which will help ensure that the necessary projects to achieve growth are delivered in a timely manner.

Bristol Parkway Station is located in the centre of the North Fringe of Bristol – an area which has seen substantial economic growth in the past three decades and will continue to see further growth that is planned into the late 2020s. Parkway is central to enabling sustainable travel to and from the North Fringe, and therefore its facilities need to be of the highest possible standard in order to cater for users.

Bristol Parkway provides a high level of connectivity to the North Fringe, being the gateway allowing businesses and local communities to access London,

Bristol, Wales and the South West by rail. The station is served by numerous local bus services and provides an interchange point for services connecting communities and employment sites across the North Fringe of Bristol and beyond. It is also the main station for numerous major local employers within walking and cycling distance as well as the major education facility provided by the University of the West of England's Frenchay campus.

The programme of works included within this bid are designed to support access to the station through walking and cycling and by bus. It will support the substantial investment in electrification of the Great Western main line, which will improve journeys times and reliability from this station.

Already nearly half of the passengers using Parkway access the station by sustainable means, and the measures outlined in this bid will support an increase in these numbers.

Providing safe, convenient and high quality facilities with accurate up to date and comprehensive information influences a passenger's choice of travel to or from the station.

This project will focus on improving facilities for:

- Cycle users - access improvements, signage, and cycle storage.
- Bus users - high quality information, bus shelters, access and signage.
- Pedestrians - access improvements, signage, and information.

First Great Western has an agreement in principle from the Local Delivery Group to provide match funding of £120,000 for these improvements at Bristol Parkway. We will work with partners to develop and deliver a scheme to support this important gateway to the North Fringe for commuters, visitors, residents and businesses.

First Great Western fully recognises the need to promote and coordinate sustainable transport initiatives and welcomes the opportunity to work in partnership with the West of England authorities to successfully deliver the LSTF programme.

On behalf of First Great Western, I am pleased to endorse the bid and we are keen to work with you in its successful delivery. The approach being taken matches our aspirations in the West of England to continue to grow rail travel and to deliver a sustainable transport system serving the sub-region.

Yours sincerely



Matthew Golton
Bid Director

Alistair Cox
West of England LSTF Bid Coordinator
c/o Louise Eddins
Town Hall
Walliscote Grove Road
Weston-super-Mare
BS23 1UJ

25th March 2014

Dear Alistair,

Local Sustainable Transport Fund – 2015-16 business case submission

I represent Sustrans, who are a leading UK charity enabling people to travel by foot, bike or public transport for more of the everyday journeys.

We are happy to support the West of England's funding bid to the Local Sustainable Transport Fund (LSTF). Extending LSTF to 2015-16 provides an excellent opportunity to build upon the previous LSTF work and achievements to date. Sustrans has a long history of successful partnership project delivery within the West of England, including delivery of the current Active Travel to Schools project and Community Active Travel project.

We fully recognise the need to promote and coordinate sustainable transport initiatives. On behalf of Sustrans, I am pleased to endorse the LSTF 2015-16 bid and we are keen to work with you in its successful delivery delivering intensive work within schools, colleges and walking, cycling and public transport infrastructure within the area.

Yours Sincerely,



Ian Barrett

South West Regional Director

RECEIVED
27 MAR 2014

Bristol Airport, Bristol, BS48 3DY
T: 0871 334 4444 F: 0871 334 4449
www.bristolairport.co.uk

26th March 2014

Alistair Cox
West of England LSTF Bid Coordinator
c/o Louise Eddins
Sustainable Travel & Road Safety Team
North Somerset Council
Town Hall
Walliscote Grove Road
Weston-super-Mare
BS23 1UJ

Dear Alistair

Local Sustainable Transport Fund – 2015-16 business case submission

Bristol Airport is one of the most successful regional airports in the UK. Over 100 destinations across 30 countries are served by direct flights, including 15 international capitals.

Transport infrastructure and work to promote sustainable travel plays a key role in supporting economic growth and competitiveness and therefore we are happy to support the West of England's funding bid to the Local Sustainable Transport Fund (LSTF). Extending LSTF to 2015-16 provides an excellent opportunity to build upon the previous LSTF work and achievements to date.

If the application is successful Bristol Airport will be able to continue to develop and build on the work undertaken to date to encourage sustainable travel for commuter and business journeys to the airport.

Bristol Airport will consider providing match funding where appropriate and relevant.

We fully recognise the need to promote and coordinate sustainable transport initiatives. On behalf of Bristol Airport, I am pleased to endorse the LSTF 2015-16 bid and we are keen to work with you in its successful delivery.

Yours sincerely,



Alan Davies
Planning and Environment Director



nextbike UK Ltd
Apollo House
359 Kennington Lane
London
SE11 5QY

Mr. Alistair Cox
c/o West of England Partnership Office
Wilder House
Wilder Street
Bristol
BS2 8PH

Local Sustainable Transport Fund (LSTF) – 2015/16 Business Case Submission

Dear Mr Cox,

I write on behalf of Nextbike UK Ltd which is delivering and operating the new Bath cycle hire scheme. Nextbike is one of the leading international operators of bike sharing systems with 15,000 bicycles in 10 countries and 4 continents. Our flagship European projects are metropolradruhr in the Ruhr area (www.metropolradruhr.de) with 2,700 bikes and veturilo in Warszawa (www.veturilo.waw.pl) with 2,600 bikes. In the UK, Nextbike is delivering schemes in Glasgow and Belfast, both launching in 2014. Please visit www.nextbike.net for more information.

Nextbike UK Ltd is pleased to be working closely with Bath & North East Somerset Council to promote cycling by providing easy, convenient and low cost access to self-service bikes across Bath. The new LSTF funded scheme is set to launch in May 2014 with huge support and commitment from key stakeholders and the general public. We believe Bath will be another very successful scheme delivered by Nextbike.

A successful LSTF bid for funding in 2015/6 will allow us to continue the good work being delivered in the area through the LSTF Key Component and LSTF WEST projects. Our ambition is to expand the scheme strategically year on year to build the reputation of Bath as one of the best cycling cities in the UK, and reach levels of cycling that we have achieved in other Nextbike cities across the world.

On behalf of Nextbike UK I am pleased to endorse the West of England's LSTF funding bid for 2015/6.

Yours sincerely,

nextbike UK, Manager



UNIVERSITY OF
BATH

Brian Schofield
Head of Security Services

Telephone +44 (0)1225 386350
Facsimile +44(0)1225 386474
E-mail b.schofield@bath.ac.uk

13th March 2014

Mr. Alistair Cox
c/o West of England Partnership Office
Wilder House
Wilder Street
Bristol, BS2 8PH

Dear Mr Cox,

Local Sustainable Transport Fund (LSTF) – 2015/16 Business Case Submission

I write on behalf of The University of Bath, which is located at Claverton Down, Bath; our organisation has around 2.6K staff and 15K students.

The University are pleased to be working closely with Bath & North East Somerset Council to promote sustainable transport and improve its infrastructure in our area. We have already seen benefit from previous LSTF funded activities including electric vehicle charging points, real time information on bus stops within the Campus, electric cycle loan scheme and cycle shelters.

The LSTF bid for funding in 2015/6 will continue the good work that has been delivered in the area through the LSTF Key Component and LSTF WEST projects. Activity like on site personal travel planning roadshows, employers/schools grants, cycle/walking infrastructure and commuter challenge events help us to provide real support to our employees to make more informed sustainable transport choices.

On behalf of The University of Bath I am pleased to endorse the West of England's LSTF funding bid for 2015/6

Thank you.

Yours sincerely

Brian Schofield

Brian Schofield
Head of Security Services

Alistair Cox
c/o West of England Partnership
Floor 1, Wilder House
Wilder Street
Bristol BS2 8PH

21 March 2014

Dear Alistair

Local Sustainable Transport Fund – 2015/16 business case submission

I write to offer the University of the West of England's full support to the LSTF business case for 2015/16.

We believe that the work performed under the LSTF programme to date has been one of the most effective and positive transport projects undertaken by the West of England. The project has allowed us to:

- Put together a comprehensive programme of engagement with future and current students on sustainable travel, creating in-depth understanding of the motivations of students to travel more sustainably. This has been achieved through a dedicated Universities' Transitions Officer who has also piloted a successful cycle loan scheme which will be offered to thousands of future students whose car parking at UWE is being phased out.
- Extend the network of University-subsidised 'Wessex Red' services to extend high quality options for students and commuters, which we expect to result in successful fully commercial services by 2016.
- Engage much more effectively through "SusCom", the sustainable business travel forum for the north fringe of Bristol to develop improved solutions to commuting journeys for staff and students.

This is just a selection of ways the project has assisted us to reduce single occupancy car use at UWE.

Thanks to the expected commercialisation of our bus services our ambition is to re-allocate in the region of £100k of former bus subsidy towards cycle infrastructure and projects in 2015/16 for staff and students at UWE. As match funding for the 2015/16 programme, we would look forward to working in partnership with the West of England through LSTF to allow us to continue this successful work.

Yours sincerely



Steve Ward
Travel Planner

Alistair Cox

c/o West of England Partnership Office
Wilder House
Wilder Street
Bristol
BS2 8PH

Dear Alistair Cox,

**Local Sustainable Transport Fund – West of England Sustainable Travel
(WEST)**

The school has always experienced a challenge with educating parents with regards to use our overflow car park at the end of the day and not to endanger students with parking on double yellow lines, but also to use the transport links that we have available. There are a number of buses that either stop outside the school or very close by to the school. We are also 5 minutes walk away from the Bristol Parkway station. We have a number of feeder primary schools that are either within walking distance or a on a bus route, but consideration also needs to taken into account for our large catchment area which extends to Winterbourne and Horfield/Lockleaze. Any project that will encourage students to use sustainable transport is vital especially with the increase of educational establishments on New Road

The 'move to secondary schools' project within the transitions theme of the bid represents an opportunity to work with primary schools ahead of the transition to our school which is welcome. As part of this project we would seek ways to strengthen engagement with our feeder primary schools and support work with year 7 pupils once they have made the transition.

I wish the West of England Authorities success with your bid and look forward to working with you in its successful delivery.

Yours sincerely



Eva Gossan
Business Manager



LEARNING IS OUR BUSINESS

Alistair Cox

c/o West of England Partnership Office
Wilder House
Wilder Street
Bristol
BS2 8PH

Dear Alistair Cox,

Local Sustainable Transport Fund – West of England Sustainable Travel (WEST)

Travel to school is a key issue for Patchway Community College due to our location adjacent to the A38 and the need for so many of our children to travel along, or cross, this main road on their way to and from school. There is considerable traffic congestion locally and we would like all of our students to independently walk, cycle or scoot to school. As part of this we need to do some work on safe routes and upgrade our bike and scooter sheds.

Safety is an area that we would like to focus on. In addition to safe routes to school, this includes road safety and the use of cycle helmets.

The 'move to secondary schools' project within the transitions theme of the bid represents an opportunity to work with primary schools ahead of the transition to our school which is welcome. As part of this project we would seek ways to strengthen engagement with our feeder primary schools and support work with year 7 pupils once they have made the transition.

I wish the West of England Authorities success with your bid and look forward to working with you in its successful delivery.

Yours sincerely

A handwritten signature in black ink that reads "J Millicent".

Jane Millicent

Patchway Community College is part of Fusion Schools Trust: a company limited by guarantee
Registered in England: Company Number 08663011

Registered Office: Patchway Community College, Hempton Lane, Almondsbury, Bristol BS32 4AJ Head: Mrs Jane Millicent
tel: 01454 862020 fax: 01454 862021 www.patchwaycc.com email: enquiries@patchwaycc.com





Mr. Alistair Cox
c/o West of England Partnership Office
Wilder House
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BS2 8PH

Claverton Down Road, Bath, BA2 7AD
Telephone: +44 (0) 1225 832936
Fax: +44 (0) 1225 832338
E-mail: enquiries@ralphallenschool.com
www.ralphallenschool.com

11 March 2014

Local Sustainable Transport Fund (LSTF) – 2015/16 Business Case Submission

Dear Mr Cox,

I write on behalf of Ralph Allen School, which is located in Claverton Down, Bath. Our organisation has around 1300 employees/students with multitudes of parents, community and local businesses visiting the school all year round.

We are pleased to be working closely with Bath & North East Somerset Council to promote sustainable transport and improve it's infrastructure in our area. We have already seen benefit from previous LSTF funded activities.

With the support, expertise and endless energy of Aly Vernon (our Sustrans Active Travel Co-ordinator) and Jessica Fox Taylor (B&NES Local Sustainable Transport Coordinator), we have delivered many events and action. These include evening events and on line support for parents and staff for safe and healthy journey planning; curriculum activities including bike maintenance; transition rides from our local primary school and safe cycling activities. We have also improved our cycling and scooter facilities on site to support active travel. Partnership working has brought about pace and interest to our school and local community ambition to improve and inform our transport choices.

The LSTF bid for funding in 2015/6 will continue the good work that has been delivered in the area through the LSTF Key Component and LSTF WEST projects. Activity like on site personal travel planning roadshows, employers/schools grants, cycle/walking infrastructure and commuter challenge events help us to provide real support to our employees to make more informed sustainable transport choices.

On behalf of Ralph Allen School I am pleased to endorse the West of England's LSTF funding bid for 2015/6 and very much hope to continue this essential work and deliver at a local community level.

Yours sincerely

Jo Marsh

Business Manger

Principal: Mr Tim Withers BA (Hons), MA
Vice Principal: John Chantry BA (Hons)
Vice Principal: Andrew Greenhough BSC (Hons)



Mr. Alistair Cox
c/o West of England Partnership Office
Wilder House
Wilder Street
Bristol
BS2 8PH

17 March 2014

Dear Mr Cox,

Local Sustainable Transport Fund (LSTF) – 2015/16 Business Case Submission

I write on behalf of the Midsomer Norton Schools Partnership which is located in Midsomer Norton. Our organisation has around 350 employees and 2,100 students.

Midsomer Norton Schools Partnership is pleased to be working closely with Bath & North East Somerset Council to promote sustainable transport and improve its infrastructure in our area. We have already seen benefit from previous LSTF funded activities.

The LSTF bid for funding in 2015/6 will continue the good work that has been delivered in the area through the LSTF Key Component and LSTF WEST projects. Activity like on site personal travel planning roadshows, employers/schools grants, cycle/walking infrastructure and commuter challenge events help us to provide real support to our employees to make more informed sustainable transport choices.

On behalf of the Midsomer Norton Schools Partnership I am pleased to endorse the West of England's LSTF funding bid for 2015/6

Yours sincerely

A handwritten signature in black ink, appearing to read 'Alun Williams'.

Alun Williams
Headteacher

Norton Hill School
Charlton Road, Midsomer Norton, BA3 4AD
Tel: 01761 412557 | Fax: 01761 410622
Email: headsqa@nortonhillschool.com
www.nortonhillschool.com

Somervale School
Redfield Road, Midsomer Norton, BA3 2JD
Tel: 01761 414276 | Fax: 01761 410613
Email: Headsec@somervaleschool.com
www.somervaleschool.com



Alistair Cox
West of England LSTF Bid Coordinator
c/o Louise Eddins
NSC Sustainable Travel & Road Safety Team
Town Hall
Walliscote Grove Road
Weston-super-Mare
BS23 1UJ

21 March 2014

Dear Alistair

Local Sustainable Transport Fund – 2015-16 Business Case Submission

As the School Business Manager at Worle Community School, I assist with supporting the educational needs of students at this school. This includes working with North Somerset Council and others to provide information and access to sustainable transport options and safer routes to/from the school where students can be encouraged to walk/cycle.

Worle Community School is a large secondary school with approximately 1500 students between the ages of 11 and 16. Located on the outskirts of Weston-super-Mare our students prominently come from the Worle area but also from the wider area of Weston-super-Mare.

We are happy to support the West of England's funding bid to the Local Sustainable Transport Fund (LSTF). Extending LSTF to 2015-16 provides an excellent opportunity to build upon the previous LSTF work and achievements to date. We fully recognise the need to promote and coordinate sustainable transport initiatives. On behalf of Worle Community School, I am pleased to endorse the LSTF 2015-16 bid and we are keen to work with you in its successful delivery.

Yours sincerely

Keith Perry
School Business Manager

Mr. Alistair Cox
c/o West of England Partnership Office
Wilder House
Wilder Street
Bristol
BS2 8PH

Local Sustainable Transport Fund (LSTF) – 2015/16 Business Case Submission

Dear Mr Cox,

I write on behalf of Wellsway School which is located at Chandag Road, Keynsham, Bristol. Our organisation has around 1650 employees/students.

Wellsway School are pleased to be working closely with Bath & North East Somerset Council to promote sustainable transport and improve its infrastructure in our area. We have already seen benefit from previous LSTF funded activities. In the past year alone our school cycling club has gone from strength to strength, developing their club further with the help of the Active Travel Project. A cycling champion has regularly supported the club and provided equipment for the enthusiastic cyclists to maintain their bikes. The Active Travel Project provided a bike maintenance course for the students and lights so they promoted safe travel throughout the winter months. They have also supported cycling courses and activities.

The LSTF bid for funding in 2015/6 will continue the good work that has been delivered in the area through the LSTF Key Component and LSTF WEST projects. Activity like on site personal travel planning roadshows, employers/schools grants, cycle/walking infrastructure and commuter challenge events help us to provide real support to our employees to make more informed sustainable transport choices.

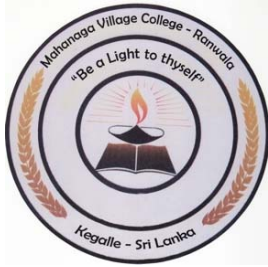
The cycling champions have delivered sessions in our school on sustainable transport and attended parents evenings and open days. They have actively encouraged our students and their families to consider the local congestion and given information on safer routes to school by walking and cycling.

On behalf of Wellsway School I am pleased to endorse the West of England's LSTF funding bid for 2015/6

Yours sincerely,



Mrs A Arlidge



Locking Primary School

Meadow Drive, Locking, Weston-super-Mare, North
Somerset, BS24 8BB



Headteacher: Mrs J Jones Telephone: 01934 822867
Fax: 01934 824255

Email: locking.pri@n-somerset.gov.uk
Website: www.locking.n-somerset.sch.uk

Alistair Cox
West of England LSTF Bid Coordinator
c/o Louise Eddins
NSC Sustainable Travel & Road Safety Team
Town Hall
Walliscote Grove Road
Weston-super-Mare
BS23 1UJ

Tuesday 25th March 2014

Dear Alistair

Local Sustainable Transport Fund – 2015-16 business case submission

I represent Locking Primary School a rapidly expanding large primary school sited in Locking Village.

We are happy to support the West of England's funding bid to the Local Sustainable Transport Fund (LSTF). Extending LSTF to 2015-16 provides an excellent opportunity to build upon the previous LSTF work and achievements to date.

We fully recognise the need to promote and coordinate sustainable transport initiatives. On behalf of Locking Primary School I am pleased to endorse the LSTF 2015-16 bid and we are keen to work with you in its successful delivery.

Yours sincerely,

Joanne Jones
Head Teacher





Ref: MK/SH

21 March 2014

Alistair Cox
West of England LSTF Bid Coordinator
c/o Louise Eddins
NSC Sustainable Travel and Road Safety Team
Town Hall
Walliscote Grove Road
Weston-super-Mare
BS23 1UJ

Registered Office:
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North Somerset BS22 6BP

Tel: 01934 511411 Fax: 01934 520199
e-mail: mailbox@staff.priory.n-somerset.sch.uk
www.priory.n-somerset.sch.uk

PrioryCSA pcsparents

Dear Alistair

Local Sustainable Transport Fund – 2015-16 business case submission

I represent Priory Community School – An Academy Trust, an ‘outstanding’ mixed 11-16 Academy Trust situated in North Worle near Weston-super-Mare. PCSA became an Academy in 2011, having previously been a Technology College. With 1242 students on roll (as at January 2014) we are an oversubscribed school who serves our local community. Student who attend PCSA come from a variety of backgrounds from urban to rural and boys outnumber the girls. Students enter PCSA with lower than average Key Stage 2 SAT results. However, academic results are excellent and have risen significantly in the last 5 years. In 2014 75% of students left PCSA with 5 or more good GCSEs including English and maths.

We are happy to support the West of England’s funding bid to the Local Sustainable Transport Fund (LSTF). Extending LSTF to 2015-16 provides an excellent opportunity to build upon the previous LSTF work and achievements to date.

We fully recognise the need to promote and coordinate sustainable transport initiatives. On behalf of Priory Community School, I am pleased to endorse the LSTF 2015-16 bid and we are keen to work with you in its successful delivery.

Yours sincerely

Mr Martin Kerslake
Director of Finance and Business Services



St Martin's Church of England Primary School

'Learning together, achieving together'

Headteacher: Mr. S. Marriott M.Ed. B.A. (Hons). PGCE



Alistair Cox
West of England LSTF Bid Coordinator
c/o Louise Eddins
NSC Sustainable Travel & Road Safety Team
Town Hall
Walliscote Grove Road
Weston-super-Mare
BS23 1UJ

Dear Alistair,

Local Sustainable Transport Fund – 2015-16 business case submission

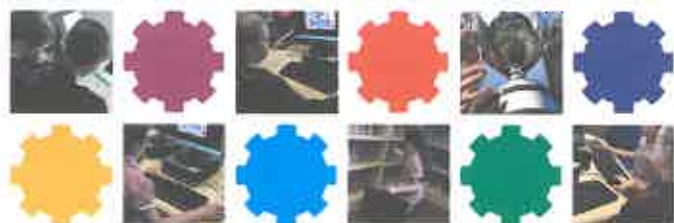
I represent St Martin's C of E Primary School which is situated in Worle, Weston Super Mare. St Martin's school is a large primary school with 570 pupils and we are trying to reduce the amount of traffic outside of school by encouraging children to travel actively to school.

We are happy to support the West of England's funding bid to the Local Sustainable Transport Fund (LSTF). Extending LSTF to 2015-16 provides an excellent opportunity to build upon the previous LSTF work and achievements to date.

We fully recognise the need to promote and coordinate sustainable transport initiatives. On behalf of St Martin's C of E Primary School, I am pleased to endorse the LSTF 2015-16 bid and we are keen to work with you in its successful delivery.

Yours sincerely,

Fran Martin
Assistant Headteacher.



Spring Hill, Worle, Weston-super-Mare BS22 9BQ
Tel: 01934 628651 Fax: 01934 417522
E-mail: stmartin's.pri@n-somerset.gov.uk



Milton Park Primary School
Milton Park Road
Weston-super-Mare
Somerset BS22 8DY
Tel: 01934 624868
Fax: 01934 620515
Mobile: 07910 874441

Email: miltonpark.pri@n-somerset.gov.uk

Headteacher: Mrs S Hedger BSc (Hons)

Alistair Cox
West of England LSTF Bid Coordinator
c/o Louise Eddins
NSC Sustainable Travel & Road Safety Team
Town Hall
Walliscote Grove Road
Weston-super-Mare
BS23 1UJ

Dear Alistair

Local Sustainable Transport Fund – 2015-16 business case submission

I represent Milton Park Primary School which is a Primary School within Weston super Mare. The school consists of 14 classes and an associated nursery, which caters for about 400 children. Our catchment area is mixed with some areas of deprivation.

My school has benefited from the continuing support from the Active Travel to School Officer, who has worked enthusiastically with my School Council to promote a Sustainable Transport policy within the school and local community.

We are happy to support the West of England's funding bid to the Local Sustainable Transport Fund (LSTF). Extending LSTF to 2015-16 provides an excellent opportunity to build upon the previous LSTF work and achievements to date.

We fully recognise the need to promote and coordinate sustainable transport initiatives. On behalf of Milton Park Primary, I am pleased to endorse the LSTF 2015-16 bid and we are keen to work with you in its successful delivery.

Yours sincerely,

Mrs S Hedger
Head Teacher
Milton Park Primary School

Dr Bruce Laurence
Director of Public Health
St Martin's Hospital
John Plass 2nd Floor
Clara Cross Lane
Bath BA2 5RP

18th March 2014

Mr. Alistair Cox
c/o West of England Partnership Office
Wilder House
Wilder Street
Bristol
BS2 8PH

Local Sustainable Transport Fund (LSTF) – 2015/16 Business Case Submission

Dear Mr Cox,

I write on behalf of the Bath and North East Somerset public health team, which is located at St. Martin's hospital, Bath.

Since the NHS reforms took effect in April 2013 we work as part of Bath & North East Somerset Council. Our role is to promote health through any means, including through helping people to adopt more active lifestyles. Therefore sustainable transport and improvements in infrastructure for walking and cycling are crucial to our aims. We have already seen benefit from previous LSTF funded activities such as the building of a new off-road walking and cycling route between the Bristol-Bath cycle path at Twerton Fork and Bath Spa University, and working with businesses in the Council's area to encourage sustainable travel. This latter includes provision of road-shows which visit employers sites to inform staff of sustainable travel opportunities and provision of grants to employers for sustainable travel infrastructure, such as cycle storage facilities and showers.

The LSTF bid for funding in 2015/6 will continue the good work that has been delivered in the area through the LSTF Key Component and LSTF WEST projects. Activities such as those described above and others like commuter challenge events help us to provide real support to our employees to make more informed sustainable transport choices.

As director of Public Health I am pleased to endorse the West of England's LSTF funding bid for 2015/6

Yours sincerely



Bruce Laurence
Director of Public Health
Bath & North East Somerset Council

Date: 19 March 2014
My ref:
Your ref:
Contact: Becky Pollard
Direct dial: 01275 885131
Email: Becky.pollard@n-somerset.gov.uk

Alistair Cox
West of England LSTF Bid Coordinator
c/o Louise Eddins
Town Hall
Walliscote Grove Road
Weston-super-Mare
BS23 1UJ

Dear Alistair

LOCAL SUSTAINABLE TRANSPORT FUND – 2015-16 BUSINESS CASE SUBMISSION

As Director of Public Health for North Somerset Council I am responsible for improving the health of the local population.

I am happy to support the West of England's funding bid to the Local Sustainable Transport Fund (LSTF). Extending LSTF to 2015-16 provides an excellent opportunity to build upon the previous LSTF work and achievements to date. North Somerset Council recently adopted a Public Health Strategy and Implementation Plan 2013-15 found at http://www.n-somerset.gov.uk/Your_Council/Policies_plans_and_strategies/Pages/Policies,plans-and-strategies.aspx. This bid will help to deliver a number of public health outcomes set out within our strategy including increasing physical activity, reducing obesity and developing sustainable and healthy communities.

I am committed to considering how the North Somerset Council specialist public health team and public health grant can align with and support this business case.

We fully recognise the need to promote and coordinate sustainable transport initiatives. I am pleased to endorse the LSTF 2015-16 bid and we are keen to work with you in its successful delivery delivering intensive work within schools, colleges and walking, cycling and public transport infrastructure within the area.

Yours sincerely



Becky Pollard
Director of Public Health
North Somerset Council



18th March 2014

Mr. Alistair Cox
c/o West of England Partnership Office
Wilder House
Wilder Street
Bristol
BS2 8PH

Security and Safety Department
Estates and Facilities Directorate
Royal United Hospital
Combe Park
Bath
BA1 3NG

Tel: 01225 825395

nicholasreed@nhs.net
www.ruh.nhs.uk

Dear Mr Cox

Local Sustainable Transport Fund (LSTF) – 2015/16 Business Case Submission

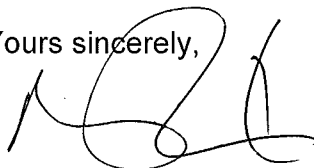
I write on behalf of the Royal United Hospital Bath NHS Trust, which is located in Bath. Our organisation has around 4900 employees and numerous placement students (in the hundreds) throughout the year.

The RUH are pleased to be working closely with Bath & North East Somerset Council to promote sustainable transport and improve its infrastructure in our area. We have already seen benefit from previous LSTF funded activities including bike workshops, sustainable travel events, bike hire scheme extension (planned) and support for environmentally friendly electric cars.

The LSTF bid for funding in 2015/6 will continue the good work that has been delivered in the area through the LSTF Key Component and LSTF WEST projects. Activity like on site personal travel planning roadshows, employers/schools grants, cycle/walking infrastructure and commuter challenge events help us to provide real support to our employees to make more informed sustainable transport choices.

On behalf of the RUH I am pleased to endorse the West of England's LSTF funding bid for 2015/6

Yours sincerely,



Nicholas Reed
Head of Security And Safety



Bristol Clinical Commissioning Group

Alistair Cox
Senior Responsible Office
Local Sustainable Transport Fund
City Transport
3rd Floor Brunel House
Bristol City Council

South Plaza
Marlborough Street
Bristol, BS1 3NX

Tel: 0117 976 6600

Fax: 0117 976 6601

Minicom: 0117 900 2675

Via Email

adrian.davis@bristol.gov.uk

Date: 26 March 2014

Ref: JS/tb/fc

Dear Alistair

Local Sustainable Transport Fund

Bristol's Clinical Commissioning Group is committed to supporting work on the wider determinants of health. Along with our Public Health colleagues, we recognise the substantive role of travel mode choice in both acute and longer term health outcomes.

We wholly support the West of England bid and the proposed extension of the existing Local Sustainable Transport Fund work in Bristol. We recognise that this largely builds on the important work over the past few years to give a greater choice to residents and visitors alike in travelling by the healthier modes of travel, including public transport. A healthier transport system whereby the healthy choices are the easy choices will contribute to a reduction in the disease burden, the costs of which are borne in significant part by the NHS.

Yours sincerely,

Jill Shepherd
Chief Officer
NHS Bristol CCG

Tel: 0117 900 2397

Email: Jill.Shepherd@bristolccg.nhs.uk

If you need this letter in a different format, please telephone the number under the address

Chair: Dr Martin Jones

Chief Officer: Jill Shepherd

www.bristolccg.nhs.uk/about-us/our-leadership/governing-body.aspx

20 March 2014

Alistair Cox
West of England LSTF Bid Coordinator
c/o: Louise Eddins
Town Hall
Walliscote Grove Road
Weston-super-Mare BS23 1UJ

Dear Alistair

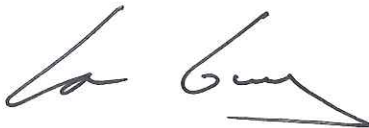
Local Sustainable Transport Fund – 2015-16 Business Case Submission

I write on behalf of St.Modwen Developments which is the Development Partner working with the Homes and Communities Agency in the J21 Enterprise Area on the 200 acre Locking Parklands scheme comprising employment space, a new High Street, a new school and 1450 new homes. St. Modwen is an FTSE 250 Development Company which works in many sectors of the property development market and has many 'mixed use' schemes similar to Locking Parklands in other areas of the country.

Transport infrastructure and work to promote sustainable travel play key roles in supporting economic growth and building cohesive communities, therefore we are happy to support the West of England's funding bid to the Local Sustainable Transport Fund (LSTF). One of the key attractions of an area is the ability of the employees who work there to be able to have a better journey to work experience.

We fully recognise the need to promote and coordinate sustainable transport initiatives. On behalf of St. Modwen I am pleased to endorse the LSTF 2015-16 bid and we are keen to work with you in its successful delivery.

Yours sincerely



Ian Guy
Senior Development Manager

Alistair Cox
West of England LSTF Bid Coordinator
c/o Louise Eddins
Sustainable Travel and Road Safety
North Somerset Council
Town Hall
Walliscote Grove Road
Weston-super-Mare
BS23 1UJ

Dear Alistair

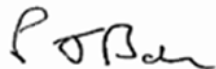
Local Sustainable Transport Fund – 2015-16 business case submission

I represent Knightstone Housing who are leading housing association in Somerset and the West of England, committed to building vibrant, stable and safe communities where people can make their homes. We provide services to over 23,000 people in 11,000 homes, and build around 300 homes a year.

One strand of our offer to residents is our Into Work programme, a critical component of which is the ability to mobilise our residents enabling them to take advantage of opportunities outside of their immediate area. We are therefore happy to support the West of England's funding bid to the Local Sustainable Transport Fund (LSTF). Extending LSTF to 2015-16 provides an excellent opportunity to build upon the previous LSTF work and achievements to date.

We fully recognise the need to promote and coordinate sustainable transport initiatives. On behalf of Knightstone, I am pleased to endorse the LSTF 2015-16 bid and we are keen to work with you in its successful delivery delivering intensive work within schools, colleges and walking, cycling and public transport infrastructure within the area.

Yours sincerely,



Phil Barker
Into Work Programme Manager
Knightstone Housing

knightstone.co.uk

Weston Gateway Business Park, Weston-super-Mare, BS24 7JP
Telephone :: 08458 729729 | Email :: talktous@knightstone.co.uk

Knightstone Housing Group Limited, an Industrial & Provident Society registered in England & Wales.
Registration Number IP29867R (HCA Registration Number L4436) :: VAT Number 634 6182 39.
Chief Executive Nick Horne, Chair Nick Medhurst.

If you need this information in another
format please contact us.





PERSIMMON



PERSIMMON HOMES SEVERN VALLEY

Churchward House

Churchward Road

Yate

Bristol

BS37 5NN

Tel: 01454 333877

Fax: 01454 327123

www.persimmonhomes.com

Our Ref: CH/TLH

19th March 2014

Alistair Cox
West of England LSTF Bid Coordinator
c/o Louise Eddins
Town Hall
Walliscote Grove Road
Weston-super-Mare BS23 1UJ

Dear Alistair

Local Sustainable Transport Fund – 2015-16 business case submission

I represent Persimmon Homes Severn Valley, who as Managing Director has seen my business invest heavily in new housing schemes and infrastructure delivery in Weston-super-Mare for the last 20 years.

As part of the Local Authorities emerging Weston Villages plan, our development, Haywood Village, will deliver some 2,500 homes, schools, retail space, 25 acres of employment opportunity and recreational space. We shall be a key player in the area for the next 15 years.

Transport infrastructure and work to promote sustainable travel plays a key role in supporting economic growth and building cohesive communities and therefore we are very happy to support the West of England's funding bid to the Local Sustainable Transport Fund (LSTF). Extending LSTF to 2015-16 provides an excellent opportunity to build upon the previous LSTF work and achievements to date.

We fully recognise the need to promote and coordinate sustainable transport initiatives. On behalf of Persimmon Homes, I am pleased to endorse the LSTF 2015-16 bid and we are keen to work with you in its successful delivery.

Yours sincerely

Carl Haley
Managing Director

Date: 27th March 2014

Alistair Cox
West of England LSTF Bid Coordinator
c/o Louise Eddins
Sustainable Travel and Road Safety
North Somerset Council
Town Hall
Walliscote Grove Road
Weston-super-Mare
BS23 1UJ

Dear Alistair

Local Sustainable Transport Fund – 2015-16 business case submission

I represent Alliance Homes Group, a social housing provider based in the South West of England.

Our vision is to be the leading social enterprise in the West of England, recognised for creating innovative and suitable solutions that improve the quality of life of people within its operating area.

We have approximately 6,500 homes and employee over 300 staff.

We are happy to support the West of England's funding bid to the Local Sustainable Transport Fund (LSTF). Extending LSTF to 2015-16 provides an excellent opportunity to build upon the previous LSTF work and achievements to date.

We fully recognise the need to promote and coordinate sustainable transport initiatives. On behalf of Alliance Homes Group, I am pleased to endorse the LSTF 2015-16 bid and we are keen to work with you in its successful delivery delivering intensive work within schools, colleges and walking, cycling and public transport infrastructure within the area.

Stronger communities, Better homes, Smarter business

customerservices@alliancehomes.org.uk www.alliancehomesgroup.org.uk

Yours sincerely,

A handwritten signature in cursive script, appearing to read 'M Williams', written in dark ink on a light background.

Michael Williams
Business Enterprise Manager

Tel: 01275 398
Fax: 01275 398
Email: @alliancehomes.org.uk



Coniston Community Centre,
The Parade, Coniston Road, Patchway,
South Gloucestershire, BS34 5LP

Tel: 01454 868570
office@southernbrooks.org.uk

18th March 2014

Dear Mr Cox,

**Local Sustainable Transport Fund – West of England Sustainable Travel (WEST)
15/16**

Southern Brooks Community Partnership is the community lead organisation for the Patchway and Filton Priority Neighbourhood in South Gloucestershire. We have been pleased to be working closely with the LSTF West neighbourhood's project over the last 2 years.

The project has supported our action plan and provided a unique opportunity to encourage sustainable travel within our established community. With help from LSTF we have established the Filton Flyer - A bus purchased to enable a new route in a underserved part of Filton. Local residents clearly identified the need for the route. The service was launched in Dec 2013. Ridership has been steadily increasing. Indications are that it will meet its target for the level of ridership required to make the service commercially viable and therefore sustainable. We are delighted this has been possible.

I'd be pleased to ensure Southern Brooks continues to support the aims of the LSTF programme going forward. In 15/16 we'd like to be able to build on the community links with sustainable travel and would welcome community events and promotions to build on the new cycling and walking infrastructure that has happen in our area as a result of the LSTF.

We are also keen to explore joint car sharing promotions and ways to help local people to access local facilities on foot.

On behalf of the Partnership I would like to welcome the West of England authorities business case submission for 15/16. We look forward to working with you in its successful delivery.

Yours sincerely

A handwritten signature in black ink that reads 'Julie Close'.

Julie Close
Director