

Bath & North East Somerset Council

MEETING/ DECISION MAKER:	Cllr Roberts, Cabinet Member for Transport	
MEETING/ DECISION DATE:	On or after 01 October 2014 (for single Member decision)	EXECUTIVE FORWARD PLAN REFERENCE:
		E 2695
TITLE:	Local Sustainable Transport Fund 2015/6	
WARD:	All	
AN OPEN PUBLIC ITEM		
List of attachments to this report: Appendix 1: LSTF bid document Appendix 2: Bath & North East Somerset funding details		

1 THE ISSUE

- 1.1 In 2013 The Coalition Government announced a new iteration of £64 million for the Local Sustainable Transport Fund (LSTF) in financial year 2015/16. In addition £100m of capital funding for sustainable travel initiatives has been included within the Local Growth Fund.
- 1.2 The four West of England (WoE) authorities were successful in bidding together for £4million revenue funding and £3 million capital funding. This is to be split between the four UAs on a population basis with Bath and North East Somerset Council receiving £643k revenue funding (including contribution to WoE central delivery team) and £486k capital funding.

2 RECOMMENDATION

- 2.1 To accept a revenue funding award of £643k to support sustainable transport initiatives in 2015/6, made by the Department for Transport under the LSTF programme and a capital funding award of £486k to improve pedestrian and cycling links in the Bath Enterprise Area in 2015/6.

3 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

- 3.1 The funding available to Bath & North East Somerset Council is £1.129 million consisting of £643k revenue, £486k capital to spend by March 2016 with the focus on Bath Enterprise Area. The Department of Transport have been clear that money allocated for 2015/2016 must be used within that period.

- 3.2 The Government has classified this grant as non-ringfenced, however there are conditions as to how and where it is to be spent. Technically it may be possible to reallocate this funding to other areas of spend and this will be explored as part of the Council's formal decision making process.
- 3.3 The capital allocation of £486k is proposed to be spent on cycling and walking infrastructure: To upgrade the Riverside path in the Bath Enterprise Area. This is an existing path with existing revenue maintenance commitments, so works here would not incur additional revenue maintenance costs.
- 3.4 The revenue allocation of £643k funds a series of projects in and around the Bath Enterprise Area. At the end of the grant period all of these would be reviewed against existing priorities at that time. Each of the projects could either be stopped, with no further ongoing revenue commitment to the Council or become self-sustaining. The one exception to this is Business Support, which is estimated to have an ongoing cost of c£5kpa. This would be funded through existing budgets. The grant also funds the four full time staff in Bath & North East Somerset Council's LSTF Team during 2015/16.
- 3.5 There is scope, within the West of England, to request approval of movement of budgets within headings (but not between Capital and Revenue) to ensure the most efficient and effective use of the fund
- 3.6 Local authority match funding of £169k is available of which £145k is represented by the Council's contribution to the capital Flood Mitigation scheme and £24k for the freight consolidation operation (should the new contract be approved). In addition matched funding contributions of £105k provided by 3rd parties are available but these are not underwritten by the Council.

4 STATUTORY CONSIDERATIONS AND BASIS FOR PROPOSAL

- 4.1 The Local Sustainable Transport Fund measures contribute to 'To leading Bath and North East Somerset to an environmentally sustainable, low carbon and climate resilient future' by reducing the number of delivery vehicles entering the city. This encompasses transport, peak oil and air pollution.

5 THE REPORT

- 5.1 In 2011 a £600 million Local Sustainable Transport Fund (LSTF) was launched by the Department for Transport to support delivery of the Local Transport White Paper Creating Growth, Cutting Carbon.
- 5.2 The Fund has two core objectives:
- support the local economy and facilitate economic development, for example by reducing congestion, improving the reliability and predictability of journey times or enhancing access to employment and other essential services; and
 - reduce carbon emissions, for example by bringing about an increase in the volume and proportion of journeys made by low carbon sustainable modes including walking and cycling.
- 5.3 In addition, the Fund has four secondary objectives:
- help to deliver wider social and economic benefits (e.g. accessibility and social inclusion) for the community;
 - improve safety;
 - bring about improvements to air quality and increased compliance with air quality standards, and wider environmental benefits such as noise reduction; and
 - actively promote increased levels of physical activity and the health benefits this can be expected to deliver.

- 5.4 Bath & North East Somerset Council, together with the three other West of England UAs, submitted a successful bid in 2011 for £24 million of which £2.7m was allocated to this Council, £1.5 million for capital projects and £1.2 million for revenue; to be spent between 2012 and 2015.
- 5.5 In 2013 The Coalition Government announced a new iteration of £64 million for the Local Sustainable Transport Fund in financial year 2015/16. In addition £100 million of capital funding for sustainable travel initiatives has been included within the Local Growth Fund.
- 5.6 Implementation of the successful applications will commence from April 2015. The award can only be claimed for expenditure between 1 April 2015 and 31 March 2016
- 5.7 This year the four West of England authorities were successful in bidding together for £4 million revenue funding and £3 million capital funding. This is to be split between the four UAs on population basis, Bath and North East Somerset Council will receive £643k revenue funding (including contribution to WoE central delivery team) and £486k capital funding.
- 5.8 The bid is focussed on sustainable transport projects in the Bath Enterprise Area in order to meet the DfT's guidelines and enabling us to demonstrate its ability to contribute to economic growth.
- 5.9 The revenue funding of £643k will build on the Council's LSTF work which commenced in 2012 and includes:
- Promotion of sustainable travel matched with improvements to strategic walking and cycling routes.
 - Growing Business Partnerships in the Bath Enterprise Area.
 - Encourage residents of new housing developments, including Bath Riverside to choose sustainable travel options.
 - Support and promote the developing network of bus routes serving the Bath Enterprise Area.
 - Removing travel barriers for people starting in work or education.
 - Target schools transition work in Bath and improve school travel planning.
 - Promote and develop cycle hire, electric vehicle charging points and the freight consolidation operation in Bath.
- 5.10 The new iteration of capital funding for sustainable travel initiatives has been made available through the Local Growth Fund. In 2015/16 £3 million of this capital funding has been allocated by the Local Enterprise Partnership for sustainable transport projects in the West of England, of which £486k is available to Bath & North East Somerset Council.

6 RATIONALE

- 6.1 The proposal will bring £1.129 million of additional funding to the Council to assist in meeting its corporate priorities which would not otherwise be available.

7 OTHER OPTIONS CONSIDERED

- 7.1 There are no other sources of Government funding available for schemes of this size and scope so no other options were considered other than not to bid at all. Not bidding would have left the Council with no opportunity to obtain additional sustainable transport funding.

8 CONSULTATION

8.1 Prior to the the initial LSTF funding bid in 2011/12 consultation was carried out with: Cabinet members; Parish Council; Town Council; Overview & Scrutiny Panel; Other B&NES Services; Service Users; Local Residents; Community Interest Groups; Stakeholders/Partners; Other Public Sector Bodies;

8.2 This report has been approved by the Section 151 Finance Officer and the Monitoring Officer

9 RISK MANAGEMENT

9.1 A risk assessment related to the issue and recommendations has been undertaken, in compliance with the Council's decision making risk management guidance.

Contact person	<i>Colin Rees 01225 395101</i>
Background papers	
Please contact the report author if you need to access this report in an alternative format	