

Single Member Cabinet Decision

Executive
Forward Plan
Reference**E2695****Local Sustainable Transport Fund 2015/6**

Decision maker/s	Cllr Roberts, Cabinet Member for Transport
The Issue	<p>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.</p> <p>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.</p>
Decision Date	28 10 2014
The decision	The Cabinet Member agrees that 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 should be accepted.
Rationale for decision	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.
Financial and budget implications	<p>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.</p> <p>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.</p> <p>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.</p> <p>The revenue allocation of £643k funds a series of projects in and</p>

	<p>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.</p> <p>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</p> <p>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.</p>
Issues considered	Social Inclusion; Customer Focus; Sustainability; Human Resources; Property; Young People; Equality (age, race, disability, religion/belief, gender, sexual orientation); Human Rights; Corporate; Health & Safety; Impact on Staff; Other Legal Considerations
Consultation undertaken	Ward Councillor; Cabinet colleagues; Parish Council; Town Council; Overview & Scrutiny Panel; Staff; Other B&NES Services; Service Users; Local Residents; Community Interest Groups; Stakeholders/Partners; Other Public Sector Bodies; Section 151 Finance Officer; Monitoring Officer
How consultation was carried out	Correspondence, meetings.
Other options considered	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.

Signatures of Decision Makers	
Date of Signature	
Subject to Call-in until 5 Working days have elapsed following publication of the decision	