

Individual Executive Member Decision

Title of Report:	Newbury/Thatcham Local Sustainable Transport Fund Bid
Report to be considered by:	Individual Executive Member Decision
Date on which Decision is to be taken:	16 February 2012
Forward Plan Ref:	ID2413

Purpose of Report:	To inform of a bid proposal to secure grant funding of up to £4 million from DfT for sustainable non-car transport measures within West Berkshire, and to seek approval for the bid.
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Recommended Action:	To approve the bid
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Reason for decision to be taken:	Acceptance of the joint bid by DfT Ministers will depend upon Member support.
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Other options considered:	Not supporting the Bid . However the LSTF funding is an opportunity to deliver additional measures over and above those already planned that would otherwise require funding from the Council's own resources, or at the expense of other programmed capital/resource expenditure.
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Key background documentation:	Bid Document at Appendix B
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Portfolio Member Details	
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Contact Officer Details	
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Implications

Policy:	The proposals in the bid are in accordance with the West Berkshire Local Transport Plan and supporting strategies.
Financial:	Positive benefit. No direct financial commitment required. The West Berkshire contribution amounts to some officer time and member support as required. s.106 funding already committed in the Newbury/Thatcham area will be enhanced by additional funding if the bid is successful.
Personnel:	Some transport policy team officer time to administer elements of the bid programme
Legal/Procurement:	No issues identified. Some small scale procurements in accordance with standard council procedures.
Environmental:	Positive - encouraging sustainable travel
Property:	no implications
Risk Management:	Delivery if the bid is successful will be subject to routine Council risk management procedures. Overall risk to Council is very low.
Equalities Impact Assessment:	Stage 1 completed. No requirement for Stage 2.

Consultation Responses

Members:	
Leader of Council:	Councillor Graham Jones
Overview & Scrutiny Management Commission Chairman:	Councillor Brian Bedwell
Ward Members:	Transport Policy Task Group Members including Cllrs Law, Betts and Bryant
Opposition Spokesperson:	Opposition Members of Transport Policy Task Group
Local Stakeholders:	Vodafone, AWE, Job Centre Plus, Newbury College, West Berkshire Partnership, NHS Berkshire West, New Greenham Partnership, Hampshire County Council, Oxfordshire County Council, Reading Borough Council, Network Rail, First Great Western.
Officers Consulted:	Mark Edwards, Clive Tombs, Jon Winstanley, David Lowe, Pauline Mant, Rachael Lancaster, Chris Sperring, Mark Cole, Bryan Lyttle, Gary Lugg, John Ashworth
Trade Union:	N/A

Is this item subject to call-in?	Yes: <input type="checkbox"/>	No: <input checked="" type="checkbox"/>
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If not subject to call-in please put a cross in the appropriate box:	
The item is due to be referred to Council for final approval	<input type="checkbox"/>
Delays in implementation could have serious financial implications for the Council	<input checked="" type="checkbox"/>
Delays in implementation could compromise the Council's position	<input type="checkbox"/>
Considered or reviewed by Overview and Scrutiny Management Commission or associated Task Groups within preceding six months	<input type="checkbox"/>
Item is Urgent Key Decision	<input type="checkbox"/>
Report is to note only	<input type="checkbox"/>

Supporting Information

1. Background

- 1.1 The Coalition Government announced details of its Local Sustainable Transport Fund (LSTF) in January 2011, as part of the Transport White Paper 'Creating Growth, Cutting Carbon'. The purpose of the fund is to enable local transport authorities to deliver local sustainable transport solutions that support the twin policy aims in the White Paper of growing the economy and reducing carbon.
- 1.2 This report outlines the details of LSTF (Section 2), the bidding options that have been available to local authorities (Section 3), and the details of the Newbury/Thatcham small package bid, including details of the individual package elements.

2. The Local Sustainable Transport Fund (LSTF)

- 2.1 LSTF is a £560 million fund covering the period to 2014/15. All English local transport authorities outside of London have been able to apply for funding, both individually and through joint applications with other authorities where a wider functional economic area crosses local authority boundaries, as is the case with Reading and Wokingham.
- 2.2 The key emphasis by DfT is that bids must be committed to, and deliver, both of the Government's core objectives of supporting economic growth while reducing carbon. In addition they must offer value for money and be deliverable, affordable, and financially self-sustainable beyond the end of the funding period in 2014/15.
- 2.3 The fund comprises both revenue (62.5%) and capital (37.5%) funding. In addition, DfT expect that bids will contain a local contribution towards the overall cost of projects, which can come from local authority or other external partners. Details of the local contributions for our bid can be found below. .

3. LSTF Bidding Options

- 3.1 Three main bidding options have been available to local authorities as part of the application process. For Large Project bids up to £40m, such as the Reading joint bid which we supported in December 2011, initial proposals were required to be submitted to DfT by 6th June 2011 and a list of those invited to develop full business cases was made on 3rd August 2011.

- 3.2 For Small Project bids such as the Newbury/Thatcham bid (i.e. those seeking contributions up to £5m), local authorities have had two bidding tranches. Authorities with advanced proposals were able to submit an early Tranche 1 bid in April 2011, and successful recipients were announced on 5th July 2011). Authorities with less developed proposals were able to submit an Expression of Interest by 6th June 2011 under Tranche 2, with a view to submitting full bids by 24th February 2012 and announcement on funding in June 2012.
- 3.3 West Berkshire Council submitted an Expression of Interest for the Newbury/Thatcham bid for Tranche 2 of the Fund on 3rd June 2011. This bid will not be compromised by or dependent upon the success of the large Reading joint bid.

West Berkshire Bid

- 4.1 This bid is a real opportunity to support initiatives that address challenges faced by both urban and rural communities in West Berkshire, by supporting employers, families and young people to adopt sustainable low carbon travel habits, and to assist young people living in rural areas to access employment and training.
- 4.2 The package of measures proposed focuses on behaviour change and small scale local infrastructure improvements in the Newbury and Thatcham urban area, with key corridor upgrades and support for wider programmes to bring wider economic benefits. Key elements include:
- Dedicated work with employers and business parks to increase the number of employees walking or cycling to work; with a particular focus on those living within 2km (walking) and 5km (cycling);
 - Travel planning and behaviour training for adults with special needs to allow them to reach employment and training more independently, without reliance on private vehicles and taxis;
 - Upgraded bus infrastructure along the Newbury – Thatcham corridor, including real-time passenger information and upgraded interchanges and routing;
 - Extending a current bus link between Oxford, Didcot, Milton Park and Science Vale to Newbury and the Vodafone campus;
 - Establishing a 'Wheels 2 Work' moped hire scheme to allow young people in rural areas to get to employment or training;
 - Working with the PCT and doctors on health referral projects (eg. health walks), to help people who, due to ill health, have become economically inactive, to get back into work;
 - Upgrading of pedestrian and cycling signage within Newbury and Thatcham to improving access to services and facilities, and encourage walking and cycling.
- 4.3 The package supports the goals and strategies within the West Berkshire Local Transport Plan that link to tackling climate change, reducing congestion on key corridors and supporting our local economy, and builds on the successful measures being implemented locally by the Council or through partnership and community working.
- 4.4 Three key elements each fall into one of three key themes within the bid:
- Travel Planning & Travel Behaviour

- Public Transport
- Active Travel.

4.5.1 These three themes will be supported by a branding and marketing package which will link with other Council, local health and public transport information to reinforce the impact of the programme.

4.6 If successful the funding will be matched by existing council programmes that are either already committed or proposed as part of the LTP Implementation plan, together with in-kind support from local employers such as AWE and funding brought in through partner organisations such as CTC. There is no additional financial burden on the council. This is an opportunity to enhance delivery of LTP and sustainable transport objectives. Risk to the council of non-acceptance is very low.

Appendices

Appendix A – Equality Impact Assessment – Stage 1

Appendix B – Bid Document

APPENDIX A

Equality Impact Assessment – Stage One

Name of item being assessed:	Newbury/Thatcham Local Sustainable Transport Fund Bid
Version and release date of item (if applicable):	
Owner of item being assessed:	
Name of assessor:	
Date of assessment:	

1. What are the main aims of the item?
To promote healthy and sustainable travel choices in the Newbury and Thatcham Area

2. Note which groups may be affected by the item, consider how they may be affected and what sources of information have been used to determine this. (Please demonstrate consideration of all strands – age; disability; gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion or belief; sex; sexual orientation)		
Group Affected	What might be the effect?	Information to support this.
All	Greater transport choices for all groups	See bid document
Further comments relating to the item:		
The bid is not targeted at a specific group, rather it aims to promote increased travel choice for all. As part of any measures specific legal requirements such as DDA compliance etc. will be automatically incorporated.		

3. Result (please tick by double-clicking on relevant box and click on 'checked')	
<input type="checkbox"/>	High Relevance - This needs to undergo a Stage 2 Equality Impact Assessment
<input type="checkbox"/>	Medium Relevance - This needs to undergo a Stage 2 Equality Impact Assessment
<input type="checkbox"/>	Low Relevance - This needs to undergo a Stage 2 Equality Impact Assessment
<input checked="" type="checkbox"/>	No Relevance - This does not need to undergo a Stage 2 Equality Impact Assessment

For items requiring a Stage 2 equality impact assessment, begin the planning of this now, referring to the equality impact assessment guidance and Stage 2 template.

4. Identify next steps as appropriate:	
Stage Two required	
Owner of Stage Two assessment:	
Timescale for Stage Two assessment:	
Stage Two not required:	

Name:

Date: