

Local Sustainable Transport Fund

SUMMARY

- 1.1 The Department for Transport's LSTF team have recently put out a call to local authorities for submission of funding applications for LSTF project extensions. The DfT LSTF team want to identify 'ready to go' schemes to which funding could be redirected in the case of a national LSTF programme-wide underspend. DfT will assess the proposals submitted and in the case of a nationwide programme underspend becoming apparent will reallocate funding to schemes for delivery in 2014/15.
- 1.2 Whilst DfT have offered no guarantees that funding would become available before March 2015 they consider that developing pipeline proposals is good practice and have urged local authorities that are considering future LSTF delivery proposals for 15/16 to consider project extensions before March 2015.
- 1.3 The council's LSTF team, in conjunction with officers within the Regeneration Projects service and Streetpride Traffic and Transport service have considered the potential opportunities and have explored the feasibility of adding and delivering a capital scheme to our existing 14/15 programme and is now seeking urgent approval to submit a capital bid through the current DfT application process.
- 1.4 The proposal is to bid for £450,000 capital funding to deliver a junction improvement scheme at Wilmore Road / Victory Road / Merrill Way. A similar scheme was originally proposed within the council's application to the DfT's Cycle Safety Fund. This application was not successful at that time but officers believe the scheme has considerable merit and ensures on going development of the strategic cycle network, linking up key residential and regeneration employment zones, lies in the heart of the current LSTF bid area, and is a complementary extension to the schemes already being delivered through LSTF and other programmes, including T12 access road to Infinity Park.

RECOMMENDATION

- 2.1 To approve the submission a £450,000 capital bid to the current DfT call for LSTF extension proposals.

- 2.2 To approve the acceptance of the award if Derby's proposal is prioritised for funding reallocation by DfT and adding the proposed scheme to the 14/15 capital programme.

REASONS FOR RECOMMENDATION

- 3.1 To maximise the funding opportunities afforded via the LSTF to deliver schemes that are complementary to the aims of the Local Transport Plan and our Economic Strategy by delivering a scheme that is already well progressed, and has significant merit in terms of additional benefits of already committed investment.
- 3.2 To exhibit to DfT that Derby is proactively developing pipeline proposals, in support of a future application to the 2015/16 LSTF.

SUPPORTING INFORMATION

- 4.1 The Department for Transport has made £560m available to local transport authorities over the 4 year period up to 2014/15. The funding comprises both revenue and capital. The purpose of the fund is to enable the delivery of sustainable transport solutions that support economic growth while reducing carbon.
- 4.2 Derby was successful in the 2012 tranche 2 bidding round to the LSTF grant and in July 2012 was awarded a grant of £5m up to March 2015. The Derby LSTF programme was fully approved by Cabinet in December 2013 and programme delivery is on track.
- 4.3 In July 2013 a new round of LSTF funding of £100million capital and £78million revenue was announced nationally for 2015/16.
- 4.4 In August 2013 DfT indicated that whilst authorities were preparing future bids for 2015/16 that they should consider extension proposals within their existing programme (up to 2014/15). In September DfT indicated that they would be seeking submission of proposals from authorities that could extend their programmes, the deadline for this submission is the 11th October.
- 4.5 As with the previous funding rounds to the LSTF the fund will support transport schemes that will influence the choices made for localised short-distance journeys. Examples of schemes that could be included include town-wide travel plan packages; improvements to traffic management; improvements to conventional public transport services and park and ride, cycle and pedestrian networks; road safety schemes and initiatives; education, training and promotion of alternative modes to the private car; behavioural change programmes and real time bus information. The fund will not support major rail, passenger transport or road infrastructure enhancements.

4.6 The DfT will treat positively applications which have the support of community interest and incorporate plans for partnership working, including working with the private sector.

OTHER OPTIONS CONSIDERED

5.1 To not submit a bid to the current call for project extensions.

This report has been approved by the following officers:

Legal officer Financial officer Human Resources officer Estates/Property officer Service Director(s) Other(s)	Amanda Fletcher n/a n/a Paul Clarke, Head of Planning
For more information contact: Background papers: List of appendices:	Rachel Harvey 01332 641771 rachel.harvey@derby.gov.uk Summary location plan of proposed scheme Appendix 1 – Implications

IMPLICATIONS

Financial and Value for Money

- 1.1 The full costs of the scheme delivery are included within the bid for capital funding, including the staff resource and will not have significant future asset maintenance implications that cannot be contained within existing programmes.

Legal

- 2.1 n/a

Personnel

- 3.1 The funding award would cover the staff resource time, within existing teams, to progress the delivery of this proposal as an addition to the existing capital programme.

Equalities Impact

- 4.1 The scheme proposal aims to improve the safety and accessibility between key residential and employment sites within the city, in particular improving facilities for pedestrians and cyclists.

Health and Safety

- 5.1 n/a

Environmental Sustainability

- 6.1 This proposal supports the delivery of the outcomes of the Local Sustainable Transport Fund which is to support lower carbon economic growth by providing for sustainable transport to key employment sites.

Property and Asset Management

- 7.1 This is a highway asset improvement proposal.

Risk Management

- 8.1 n/a

Corporate objectives and priorities for change

- 9.1 This proposals supports the following corporate objectives
- A thriving sustainable economy
 - Good health and well-being

