

LOCAL SUSTAINABLE TRANSPORT FUND AND BETTER BUS AREAS FUND

To: **Cabinet**

Date: **31 January 2012**

From: **Executive Director Environment Services**

Electoral division(s): **All Cambridge and South Cambridgeshire divisions, Ely North and East, Ely South and West, Haddenham, St Ives, Huntingdon, Godmanchester and Huntingdon East, The Hemingfords and Fenstanton**

Forward Plan ref: **Key decision: No**

Purpose: **To consider the Government's Local Sustainable Transport Fund and Better Bus Areas Fund.**

Cabinet is asked to:

- a) Approve the outline bid for the Local Sustainable Transport Fund as appended to this report;**
- b) Delegate to the Cabinet Member for Growth and Planning in consultation with the Executive Director Environment Services the authority to approve a Local Sustainable Transport Fund bid for submission to the Department for Transport by 24th February 2012.**
- c) Confirm that a bid should be made for funding from the Better Bus Areas Fund.**
- d) Confirm that the package of measures set out in the report should form the basis of that bid.**
- e) Delegate to the Cabinet Member for Growth and Planning in consultation with the Executive Director Environment Services the authority to approve a Better Bus Areas Fund bid for submission to the Department for Transport by 24th February 2012.**

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1. BACKGROUND

1.1 This report:

- Outlines the proposed bid for funding from the second round of the Local Sustainable Transport Fund (LSTF).
- Outlines the Government's Better Bus Areas Fund (BBAF) and sets out a proposal for a bid package to be submitted in partnership with local bus operators.

1.2 The County Council's bid to the first round of the LSTF was unsuccessful in achieving funding. However, the Council was invited to resubmit a bid in the second round. The deadline for second round bids is the 24th February 2011.

1.3 The BBAF was announced by the Parliamentary Under Secretary of State for Transport on 8 December 2011 and the deadline for bids is also 24th February. It will provide grants of up to £5 million to a minimum of 10 local authorities working in partnership with local bus operators, to spend in 2012/13 and 2013/14. The aim of the fund is to increase bus patronage in busy urban areas, to help deliver the Department for Transport's (DfT) aims of creating growth and cutting carbon. Successful bids will be awarded funding at the end of March 2012.

1.4 Given these timescales, Cabinet is asked to approve the outline of the bids attached to this report and to delegate final approval of the bids to the Cabinet Member for Growth and Planning in consultation with the Executive Director Environment Services following their full development.

2. LOCAL SUSTAINABLE TRANSPORT FUND (LSTF)

2.1 A maximum bid of £5m can be made for the LSTF and it is proposed that our bid will be for approximately this amount. The LSTF bid is focused on two economic corridors in Cambridgeshire:

- Alconbury - Huntingdon - St Ives - Northstowe - Science Park Cluster - Cambridge
- Ely - Waterbeach - Science Park Cluster - Cambridge

2.2 The reason for this focus is because of the high levels of congestion on key road routes in each corridor (A14, A10), the presence of a high quality public transport route in each corridor (the Busway and the railway line between Ely and Cambridge) and the high percentage of commuters (c.70%) to key employment sites in Cambridge and the fringe sites in South Cambridgeshire who travel along these two corridors. Tackling congestion in the peak periods will maximise economic and environmental benefits, hence the focus on commuter (peak-time) journeys. Action in these corridors complements the recently announced A14 study and short term measures work and the proposals for a new station at Chesterton to serve the Science Park Cluster.

The proposed bid package

2.3 The proposal is that the bid package will focus on three key programme areas:

- Improving links to employment sites in the bid area
 - Improving links to transport interchanges and corridors
 - Targeted marketing initiatives
- 2.4 Appendix A provides schemes in each of these three programme areas that it is proposed should be included in the LSTF bid and gives an approximate breakdown of the spending in each area. It should be noted that the schemes to be included in the package are still being finalised, so the precise amounts of funding allocated to each of these three areas may change and when submitted, will be included in a formal bid document with full rationale for the submission. This is under development at the present time.
- 2.5 DfT will be assessing the bid in terms of its performance against their main objectives of supporting the local economy/economic development and cutting carbon. They will also consider how the bid supports other objectives including improving safety, air quality and the environment, alongside increasing physical activity and health benefits. Officers have developed the programme and measures with this in mind and have been in regular contact with the DfT to ensure the bid develops in a way that best reflects their requirements.

3. BETTER BUS AREAS FUND – PROPOSED BID PACKAGE

- 3.1 The timescales involved and detail required in the BBAF bid documentation preclude the development of a totally new package for a bid. The proposed bid is therefore based upon proposals presented in the past to the County, Cambridge City and South Cambridgeshire Joint Transport Forum. These schemes have not in themselves yet received approval and consequently, further work will be required on them prior to the bid submission on 24th February and indeed after if the bid is successful. The proposed package is contained in Appendix B and in accordance with the bid requirements, officers consider that the proposed contents of the bid are:
- coherent as a package, and in terms of Government objectives and local objectives for increased bus use, reliability and city centre environment.
 - consistent with Government guidance on preference being given to bids focused on conurbations / large urban areas (100,000 population+).
 - supported by operators.
- 3.2 The proposal builds upon the Cambridge Core scheme and the package of measures in the wider city and fringes that support it including measures within Cambridge City Centre to free up bus movement and satellite park and ride provision in South Cambridgeshire to minimise the length of car journey that people need to make and improve accessibility.
- 3.3 Given the stage of development that these package elements have reached, there is a relatively high deliverability risk attached to the proposed BBAF package. If the Council is successful in its bid, further detailed consideration and stakeholder / public engagement on the package will be required as part of its further development to address this.

4. RECOMMENDATION

- 4.1 Cabinet is asked to:

- a) Approve the outline bid for the Local Sustainable Transport Fund as appended to this report;
- b) Delegate to the Cabinet Member for Growth and Planning in consultation with the Executive Director Environment Services the authority to approve a Local Sustainable Transport Fund bid for submission to the Department for Transport by 24 February 2012.
- c) Confirm that a bid should be made for funding from the Better Bus Areas Fund.
- d) Confirm that the package of measures set out in the report should form the basis of that bid.
- e) Delegate to the Cabinet Member for Growth and Planning in consultation with the Executive Director Environment Services the authority to approve a Better Bus Areas Fund bid for submission to the Department for Transport by 24 February 2012.

5. ALIGNMENT WITH PRIORITIES AND WAYS OF WORKING

5.1 Supporting and protecting vulnerable people when they need it most

Both of these proposed bids will improve accessibility and therefore will enable people more readily to access facilities that they need and jobs.

5.2 Helping people live healthy and independent lives in their communities

The following bullet points set out details of implications identified by officers:

- The report above sets out the implications for this priority as addressed by the LSTF package in paragraph 2.2.
- The BBAF package will increase the attractiveness of the bus, improving its viability as a travel choice for more trips into the city centre.
- The BBAF improvements in the city centre will reduce conflict between bus and general traffic with pedestrians and cyclists, enhancing the attractiveness of walking and cycling for trips in / through the city centre.

5.3 Developing the local economy for the benefit of all

The report above sets out the implications for this priority in paragraphs 2.2 and in Appendix B. (Due to the cost of printing colour copies of this appendix have been limited to being provided separately for Cabinet Members and Group Leaders and other lead members).

5.4 Ways of Working

There are no significant implications for the Council's ways of working. More context on Working Together is provided in paragraph 6.4.

6. SIGNIFICANT IMPLICATIONS

6.1 Resource and Performance Implications

The following bullet points set out details of significant implications identified by officers:

- Officer resource will be needed to develop a BBAF bid, and this may require short term reallocation of resource from other projects such as

- Chesterton Interchange or Cambridgeshire Future Transport. While this is undesirable, it is considered to be manageable.
- The LSTF and BBAF offer opportunities for additional transport funding; however as they are competitive funds there is no guarantee that bids submitted by the County Council will be successful.
 - If funding from the BBAF is achieved, timescales for delivery are very challenging. Successful bids will be announced in March 2012, with funds to be spent by March 2014.

6.2 Statutory, Risk and Legal Implications

The timescales for delivery of a successful BBAF bid package will be challenging, and the nature of the package may require sensitive handling politically and with stakeholders.

6.3 Equality and Diversity Implications

The objectives and improvements proposed in the LSTF and BBAF packages will have a positive impact on transport and accessibility if the bids are successful and the schemes are delivered.

6.4 Engagement and Consultation

Officers have also worked closely with partner organisations, including Cambridge City Council, South Cambridgeshire District Council, East Cambridgeshire District Council and National Express East Anglia / Abellio on developing the LSTF package and will continue to work closely with partners if the bid is successful in order to deliver the measures outlined.

The BBAF package has had some 'in principle' consideration by County, City and South Cambridgeshire Members through the Joint Transport Forum although it is clear that significant further development work will be required.

Stagecoach have indicated their strong support for the city centre elements of the proposed BBAF package.

Detailed public and stakeholder consultation will be needed on the BBAF package if the bid is successful.

Source Documents	Location
Guidance on Better Bus Areas Fund http://www.dft.gov.uk/publications/better-bus-areas-fund	B-Wing, Second Floor Castle Court Cambridge

Appendix A: LSTF package – cost breakdown and proposed schemes

Scheme / Programme Area	Year			Total from LSTF (£000s)	Approximate percentage of total spend
	2012/13	2013/14	2014/15		
1) Improving links to employment sites	377.8	667.3	875.5	1,920.6	33%
<p>Proposed schemes:</p> <p>Improvements to pedestrian and cycle links between The Busway and nearby employment sites (e.g. improved signage/facilities)</p> <p>Improvements to facilities at employment locations close to the Busway (working in partnership with local businesses including Small and Medium Enterprises (SME's))</p> <p>Encouraging the take up of travel plans by companies along the corridor using the tried and tested Travel for Work approach.</p>					
2) Improving links to transport interchanges and corridors	686.0	1,280.0	618.0	2,584.0	44%
<p>Proposed schemes:</p> <p>Development of Waterbeach/Huntingdon Station travel plans including improvements in access to the station and improved facilities at the station (e.g. additional cycle parking infrastructure)</p> <p>Ely Station improvements to access, information and infrastructure including access to Angel Drove Car Park</p> <p>Improvements to pedestrian route between Cambridge station and city centre (e.g. wayfinding/legible maps and signage)</p> <p>Improvements to cycle parking at Cambridge station in conjunction with CB1 development</p> <p>Improvements to stops along the Busway (e.g. cycle parking) and improvements along the Busway corridor (e.g. signage/wayfinding)</p> <p>Improved feeder pedestrian/cycling links from settlements close to the Busway to the Busway corridor.</p>					
3) Targeted marketing initiatives	315.0	543.0	513.0	1,371.0	23%
<p>Proposed schemes:</p> <p>Targeting commuters in the bid area directly with information about journey choices via Personalised Travel Planning</p> <p>Improving travel information available on the web</p> <p>Marketing, events and promotion of travel choices</p>					
Totals	1,378.8	2,490.3	2,006.5	5,875.6	100%

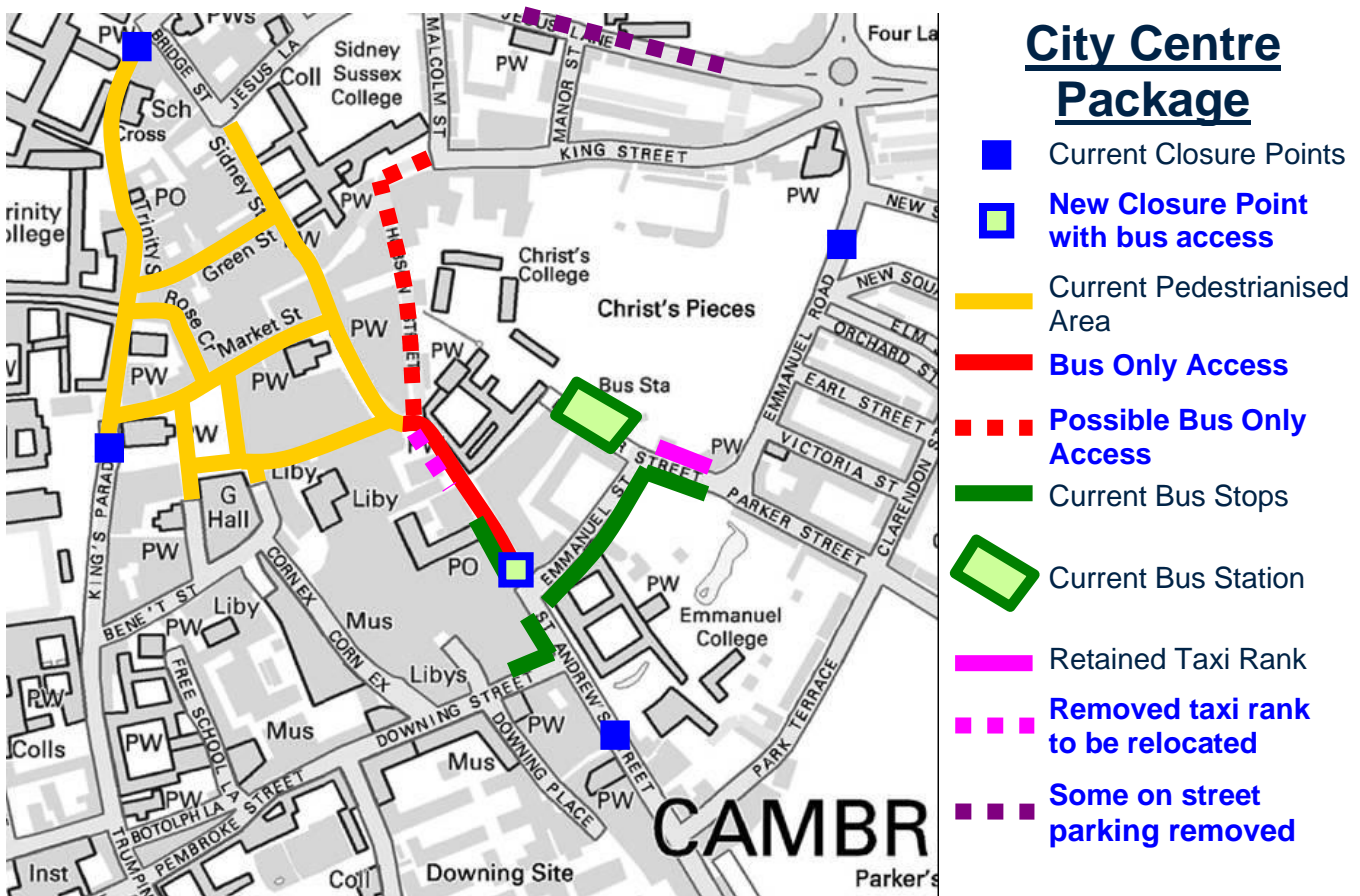
Appendix B: Proposed Better Bus Areas Fund package

Proposed package: Streamlining bus services through Cambridge city centre

A package of measures including some of the following is proposed:

- Cambridge Core Scheme extension – potential remove all traffic but buses and cycles from St Andrews Street north of Emmanuel Street through the day.
- Address taxi overcrowding in St Andrews Street.
- Remove / relocate some on-street parking in Jesus Lane.
- Bus priority measures along Chesterton Road
- Improved bus stop infrastructure in Hobson Street and Jesus Lane.
- Removal of some parking on Histon Road and Station Road.
- On Street ticketing at busy or constrained boarding points to reduce bus standing time and pedestrian congestion.
- Enhanced enforcement of infringements on key bus routes and stops.
- Rerouting of some buses away from Bridge Street / Magdalene Street.
- Park and ride capacity enhancements
- Rural interchange enhancements on longer routes benefiting from the city centre improvements.

Figure A1: City centre elements of the proposed Better Bus Areas Fund package



The outcomes that would be achieved are:

- Shorter journey times for buses on routes through city centre
- Greater reliability of journey times for buses on routes through city centre.
- Reduced amounts of Particulate and Nitrogen Oxides emitted by buses in the city centre due to the above, improving air quality.
- Increased attractiveness of bus as a travel option as a result of the above.
- Reduced level of conflict between buses, pedestrians, cyclists, taxis and general traffic in busiest areas of St Andrews Street, leading to improved environment for pedestrians, cyclists and bus users in this area.
- Increased bus patronage; mode shift from private car use.
- More efficient use of the transport network – reduced congestion and enhanced opportunities for new trips.