

**SUSTAINABLE TRANSPORT FUND**

*To:* **Cabinet**

*Date:* **5th April 2011**

*From:* **Acting Executive Director - Environment Services**

*Electoral division(s):* **All**

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

*Purpose:* **To seek approval from Cabinet for the Council's bid to the Sustainable Transport Fund**

*Recommendation:* **Cabinet is recommended to:**

- a) approve the bid to the Sustainable Transport Fund contained in Appendix 1;**
- b) to delegate to the Cabinet Member for Growth, Infrastructure and Strategic Planning in consultation with the Acting Executive Director for Environment Services, to make any minor changes to the bid before submission to the Department for Transport;**
- c) to delegate to the Cabinet Member for Growth, Infrastructure and Strategic Planning in consultation with the Acting Executive Director for Environment Services the completion and signing of the application form for the Sustainable Transport Fund.**

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## 1. BACKGROUND

- 1.1 The Government announced the creation of a Local Sustainable Transport Fund as part of the Local Transport White Paper titled 'Creating Growth, Cutting Carbon' published on 19<sup>th</sup> January 2011. The purpose of the fund is to enable the delivery by local transport authorities of sustainable transport solutions that support economic growth while reducing carbon. It is also an opportunity to deliver additional wider social, environmental, health and safety benefits for local communities.
- 1.2 £560million will be available to the fund for the 4-year period to 2014-15 and will comprise both revenue and capital. The split by year and between revenue and capital is set down in table 1.

**Table 1 - Sustainable Transport Fund allocations**

£m	2011-12	2012-13	2013-14	2014-15	Total
<b>Revenue (£m)</b>	50	100	100	100	350
<b>Capital (£m)</b>	30	40	60	80	210
<b>Total (£m)</b>	80	140	160	180	560

- 1.3 Any English Local Transport Authority outside London can apply for funding, however, the suggestion is that only one bid will be allowed per transport authority.

## 2. THE SUSTAINABLE TRANSPORT FUND

- 2.1 Guidance on the Sustainable Transport Fund states that all bids must include a local financial contribution and the greater this contribution and the greater the contribution from the private sector and other external organisations, the more positively the bid will be considered in the assessment process.
- 2.2 The Guidance also suggests that packages of measures that are able to deliver greater benefits, rather than individual measures in isolation will be favoured. There is no limit on the types of measures that might make up a package proposal. However, the Fund is not designed to support major infrastructure or service enhancements in relation to inter-urban journeys. The fund will also not support major rail, passenger transport or road infrastructure enhancements. The Guidance suggests that Packages could cover, but are not restricted to:
- Encouraging modal shift;
  - Managing demands on the network;
  - Better traffic management
  - Improving access and mobility
- 2.3 The Government envisages two types of packages for which bids can be made; 'small projects' that can be up to £5million over the 4-year period and 'large projects' that will be between £5million and £50m. Bids for small packages can be made either by 18th April 2011 or February 2012. If the

later date is chosen, however, funding will only be available over three rather than the four years available for bids made in April 2011.

- 2.4 To prepare the bid, an officer group has been formed consisting of officers from the County, all five districts and Cambridgeshire Horizons. The focus of this work has been to identify projects for inclusion in the bid that meet the wider objectives of the Councils, of the Government through the Sustainable Transport Fund Guidance and which have community support. The conclusion from this work is that it would be most beneficial to make a bid for the first stage of the Fund and this should be in the under £5m category. This does not rule out a follow on large bid from this area at a later stage.
- 2.5 The resulting bid contains a mix of schemes that provide benefit across the county and which focus on the key need for improved accessibility in rural parts of Cambridgeshire, particularly through the promotion and development of Community Transport schemes linked to the emerging Cambridgeshire future transport work, which is investigating options for local transport solutions and on cycling and walking measures especially within Cambridge City. Although the timescale to develop this bid has been tight, district officers have worked closely with their leading members to ensure there is widespread support for the package going forward as there is not time for formal endorsement of the bid by all of the Councils prior to its submission.
- 2.6 Appendix 1 contains the draft bid for the Sustainable Transport Fund for Cambridgeshire. Cabinet is asked to consider and approve this bid and delegate to the Cabinet Member for Growth, Infrastructure and Strategic Planning in consultation with the Acting Executive Director for Environment Services, any minor changes to the detail of the bid.
- 2.7 The bid contained in Appendix 1 will be submitted under cover of a standard application form produced by the Department for Transport. This requires background details about Cambridgeshire and our key priorities. It is proposed that subject to approval from Cabinet of the bid contained in Appendix 1, this application form be completed and agreed by the Cabinet Member for Growth, Infrastructure and Strategic Planning in consultation with the Acting Executive Director for Environment Services prior to submission to the Department for Transport by 18th April 2011. Cabinet is therefore also asked to delegate to the Cabinet Member for Growth, Infrastructure and Strategic Planning the authority to complete and sign the application form for the Sustainable Transport Fund.
- 2.8 It is anticipated that the outcome of the bid will be known in June.

### **3. ALIGNMENT WITH PRIORITIES AND WAYS OF WORKING**

#### **Supporting and protecting vulnerable people when they need it most**

- 3.1 A key part of the bid is to ensure that accessibility is improved in areas of greatest need and it therefore will contribute, if funding is secured, towards this Council Priority.

## **Helping people live healthy and independent lives in their communities**

- 3.2 A key part of the bid is to ensure that accessibility is improved in areas of greatest need and that sustainable forms of transport are promoted. Particularly in the case of cycling and walking, this is beneficial to health. It therefore will contribute, if funding is secured, towards this Council Priority.

## **Developing the local economy for the benefit of all**

- 3.3 Access to employment and facilities that people need is an important part of promoting individual life chances but also the wider economy. The bid contains proposals to increase accessibility for those most in need and therefore will contribute towards this Council priority.

## **Ways of Working**

- 3.4 The following bullet points set out implications identified by officers for the four ways in which the Council wishes to work:
- Being a truly local Council - the proposals here have been developed with the district councils and many of the individual elements of the bid that have been developing for some time have had considerable community involvement;
  - Making sure that the right services are provided in the right way -there are no significant implications;
  - Investing in prevention - there are no significant implications;
  - Working together - this bid is the product of close working between the County and district councils and in terms of individual schemes, with communities and so it demonstrates strong principles of working together.

## **4. SIGNIFICANT IMPLICATIONS**

### **Resource and Performance Implications**

- 4.1 The main Local Transport Plan funding settlement for the Council has been cut significantly. If the full amount of this bid (£5m) can be secured, it will go a long way towards allowing the Council to develop new forms of transport provision to address the issues as a result of that funding cut.

### **Statutory, Risk and Legal Implications**

- 4.2 There are no significant implications for any of the prompt questions within this category.

### **Equality and Diversity Implications**

- 4.3 The bid is focused on improving accessibility for those most in need and so will help to provide greater chances to access jobs and facilities that people need.

## Engagement and Consultation

- 4.4 The bid has been worked up in close consultation with the district councils and in some cases, local communities.

Source Documents	Location
Sustainable Transport Fund Guidance document	Room B306 Castle Court Shire Hall, Cambridge