



Report of the DIRECTOR OF CITY DEVELOPMENT

Executive Board

Date: 22 June 2011

Subject: LOCAL SUSTAINABLE TRANSPORT FUND BID FOR WEST YORKSHIRE

Electoral Wards Affected:

Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

Eligible for Call In

Not Eligible for Call In

(Details contained in the report)

EXECUTIVE SUMMARY

1. The Department for Transport has invited bids for the £560m Local Sustainable Transport Fund, to promote measures which support economic growth and reduce carbon. The fund period lasts until March 2015. Metro on behalf of the Integrated Transport Authority have submitted a full bid for West Yorkshire called 'Getting Transport to Work', incorporating an area package to support travel behaviour change; promotion of active travel and public transport; and complementary capital investment.
2. The proposals are focussed on access to key employment destinations in each of the five District areas and the total value of the Large Project Bid is £30.8 million.
3. Prior to the Large Project Bid an early "key component" bid for the advanced delivery of elements from the main package was submitted on 18 April with a decision expected in July.
4. Leeds, along with the other West Yorkshire District Councils is participating in thematic bid focussed on travel to school which is being led by the sustainable transport charity Sustrans for a consortium of local authorities.
5. If successful the bid will lead to a short listing of projects for the second stage of the bidding process, when a detailed business case will be required. Successful projects will be announced in June 2012.

1.0 Purpose of this Report

- 1.1 This report informs Members of the bid which has been prepared and submitted to the Department for Transport for Local Sustainable Transport Fund project for West Yorkshire.

2.0 Background Information

- 2.1 The Local Sustainable Transport Fund (LSTF) is a £560 million programme for the period 2011-15 aimed at enabling local authorities in England, outside London, to build on plans for taking forward sustainable travel measures through their Local Transport Plans and to develop packages of measures that support economic growth and reduce carbon. This funding is split between approximately 30% capital and 70% revenue resource. The bidding process is complex but provides several opportunities for bids, the main features being:

- Large Projects' (up to £50 million value if sponsored by the ITA in metropolitan areas) or Small Projects (up to £5m). Submission deadline 6 June 2011 for a pre-qualification process, leading to short listed proposals preparing detailed business cases, which if successful would permit a start of projects in the year 2012-13.
- Key Component as part of a Large Project (up to £5 million in total) submission deadline 18 April 2011 for an early start of selected projects in 2011-12.
- Thematic bids for Large or Small Projects (deadline 6 June 2011) provide an opportunity for independent bids with local authority support, including for example Sustrans who were previously supported through Cycling England.

- 2.2 It is a pre-requisite that all bids meet the two main policy objectives set out by the Secretary of State for Transport namely that proposals should (1) 'support the local economy and facilitate economic development, for example by reducing congestion, improving reliability and predictability of journey times, or enhancing access to employment or other essential services' and (2) 'reduce carbon emissions, for example by bringing about an increase in the volume and proportion of journeys made by low carbon sustainable modes including walking and cycling'.

- 2.3 In terms of the West Yorkshire LTP area, the West Yorkshire Integrated Transport Authority (WYITA) Local Transport Plan (LTP) Committee has considered the approach to bidding for this funding and agreed the principle of submitting both a Large Project bid and an early Key Component bid. This was considered to be the most effective way of demonstrating an integrated and holistic strategy that maximized the opportunities offered for the West Yorkshire area and district councils.

3.0 Main Issues

- 3.1 The West Yorkshire bid "Getting Transport to Work" has been prepared in line with the objectives of the recently adopted West Yorkshire Local Transport Plan 2011-26. The bid has a focus on packages of interventions in the key employment clusters in and around the main urban centres of Leeds, Wakefield, Bradford, Huddersfield, Dewsbury and Halifax, where 41% of employment and the largest destinations (retail, tertiary education and hospitals) are situated. The packages are designed to improve connectivity to these areas (providing the additional transport capacity needed for

sustainable employment growth); support economic growth (by expanding accessible labour pools and reducing congestion); and connect job seekers with jobs.

3.2 There are three elements to the West Yorkshire submission for LSTF funding which are summarised as follows:

- (i) Large Project bid incorporating a West Yorkshire wide package of public transport measures with complementary locally focused measures in each of the five District areas, and associated marketing, training and promotional activities.
- (ii) An early “Key Component” bid for the early delivery of elements from the above package; and
- (iii) A separate “Thematic” bid submitted by the sustainable transport charity Sustrans in conjunction with a consortium of English local authorities for a package focused on travel to school which if successful will complement the West Yorkshire proposals.

Large Project bid

3.3 The bid package has been built around the successful work established with previous local and European funding to create the West Yorkshire Travel Plan Network (WYTPN), and the West Yorkshire Travel for Work Project in partnership with the Job Centre Plus. These partnerships facilitate a particular focus on providing sustainable transport options focused on public transport and active travel that support the efficiency of the local labour market, by reducing the barriers discouraging job seekers from taking up employment in the main towns and cities in West Yorkshire, and encouraging existing employees to travel to work more sustainably.

3.4 The proposal comprises of a core of six main programmes:

- (i) Park and ride service to intercept car borne journeys from the motorway network. bus operators and the Highways Agency will be key partners in this programme.
- (ii) An expanded Travel Plan Network which incentivises commuters to choose alternative modes and ways of travel with employers and the Chambers of Commerce as key partners.
- (iii) Using the established partnership with Job Centre Plus to deliver travel advice to job seekers and address cost barriers of job search and employment take-up.
- (iv) A package of infrastructure measures to address specific barriers to accessing centres from adjacent communities by active modes, with associated marketing and promotional activities to raise awareness and encourage use in which Sustrans are key partners.
- (v) A programme that facilitates movement within the main centres by sustainable travel modes in which town centre management and retailers/business associations will be key partners.
- (vi) A programme of network management enhancements within and to the clusters to deliver network efficiency through the Urban Traffic Management and Control systems.

- 3.5 As part of the geographically discrete local elements for the five West Yorkshire district areas the proposals for Leeds are focused on the following areas; Leeds City Centre and Rim area; Hospital and University Corridor; Aire Valley Leeds corridor; and links with Bradford. The packages and associated interventions consist of the following:
- Active Travel – to develop the physical infrastructure and extend the coverage of measures for walking and cycling being planned through the LTP and to support mode choice through supporting education, training and publicity.
 - Park and Ride and Bus Priority – to develop a new bus park and ride site (the Leeds options include the opportunities offered by the Elland Road Masterplan), and measures to support greater bus use.
 - Low Carbon Vehicle Technology – measures to assist in realising the greater use of alternative forms of energy built around the Council’s work to establish a bio-gas refuelling station and to prime the development of an electric vehicle charging infrastructure.
- 3.6 The total value of the proposed Full Bid is £30.8 million. This is matched by £14.1 million local contribution from West Yorkshire transport partners.

Key Component bid

- 3.7 Metro submitted an early Key Component bid on the 18 April for £4.35 million on behalf of WYITA and the District Councils. Schemes proposed for the key component needed to be deliverable with a significant proportion of funding spend in the current financial year. The West Yorkshire wide elements include early support for the West Yorkshire Travel Plan Network and Travel to Work Project.
- 3.8 The Leeds element of this bid supports the further development and promotion of the Leeds Core Cycle Network (LCCN) previously approved by Executive Board. A successful bid would allow completion of strategic routes in the city “rim” areas, locking in existing LTP spend, providing a platform to complete additional radial routes in identified target areas in the Large Project bid.

Large Project Thematic bid for travel to school

- 3.9 This bid is promoted by Sustrans in partnership with Devon County Council and a group of around 30 local authorities from across England, focusing on direct engagement through ‘Bike it’ Officers and supporting infrastructure measures for schools. Participation in this process is a matter for individual local authorities, Leeds, Bradford, Calderdale and Kirklees have been short listed by Sustrans to be partners in their bid which was also submitted to the DfT on 6th June. The basis of the Leeds element is to complement the West Yorkshire bid with a package of school based measures that provide for more independent travel to school. This will help to support new travel choices available for the journey to work for those who currently drive on the school run.

4.0 Implications For Council Policy And Governance

- 4.1 The bid was prepared in line with the principles agreed by the Joint WYITA LTP Committee at its meeting of 28 April 2011.

- 4.2 The “Key Component” bid was submitted on the 18 April, however due to the tight timescales for the bidding process, the “key component” submission was endorsed retrospectively by the LTP Committee on the 28 April.
- 4.3 The principles of the Large Project bid were endorsed by LTP Committee on the 18 May and approved by the WYITA Executive (Appointed Members) on 3 June. The bid was then submitted by Metro for the 6 June deadline. Future management of the project will be by a joint Metro / local Council project board reporting to the ITA LTP Committee.
- 4.4 If the proposals are shortlisted by the DfT, preparation of a detailed project business will be required. The process for preparing this will include: further consultation; firming up of all package options (including confirming the business case and final site option for park and ride); social and distributional impact analysis; and a full appraisal framework of project impacts and benefits.
- 4.5 In due course if the bid is shortlisted a further report will be provided for Members detailing the proposed business case submission.

5.0 Legal And Resource Implications

- 5.1 This report has no specific legal and resource implications. If successful the project will be managed through Metro on behalf of the District Councils. The DfT expects local funding contributions to form a part of bids and this is proposed from the existing Local Transport Plan Integrated Transport budget as managed by Metro and disbursed to the District Councils and through synergies and match funding from existing programmes within the Highways and Transportation revenue budget. This approach applies to all the elements of the LSTF described in this report.
- 5.2 If the initial bid is successful the detailed funding requirements will be evaluated and reviewed when preparing the detailed business case.

6.0 Conclusions

- 6.1 Metro has submitted ‘Key Component’ and Large Project bids to the DfT on behalf of WYITA and the five West Yorkshire districts for a proposed ‘Getting Transport to Work’ Local Sustainable Transport Fund project to the total value of £35.15 million. In addition, Leeds along with other districts in West Yorkshire are partners in a Sustrans led travel to school Thematic bid.
- 6.2 Both these bids are expressions of interest, which if short listed by the DfT will lead to preparation and submission of a full business case for December 2011. The final decision on funding will be announced by the DfT in June 2012.

7.0 Recommendations

- 7.1 Executive Board is requested to:
- (i) note the preparation of funding bids for the Local Sustainable Transport Fund and the submission of a Large Project bid made to the Government on 6 June 2011;
 - (iv) note the decision made by the West Yorkshire Integrated Transport Authority Executive (Appointed Members) taken on 3 June to approve the bid; and

- (v) note that the Council is a partner in a separate Thematic bid for travel to school led and submitted by Sustrans in partnership with a consortium of local authorities.

8.0 Background Papers

8.1 Background documents supporting this report are as follows:

- (i) West Yorkshire Local Sustainable Transport Fund Key Component Bid – a hard copy has been deposited in the Members' Library.
- (ii) West Yorkshire Local Sustainable Transport Fund Large Project Bid - a hard copy has been deposited in the Members' Library.
- (iii) Local Sustainable Transport Fund bidding guidance, Department for Transport, www.dft.gov.uk, January 2011.
- (iv) Creating Growth; Cutting Carbon (sustainable transport White Paper), Department for Transport www.dft.gov.uk January 2011.