

14 June 2012		ITEM 4
Planning, Transport and Regeneration Overview and Scrutiny Committee		
LOCAL SUSTAINABLE TRANSPORT FUND PROGRAMME UPDATE		
Report of: Cllr Andy Smith, Portfolio Holder for Regeneration, Highways and Transportation		
Wards and communities affected: All	Key Decision: Key	
Accountable Head of Service: Andy Millard, Head of Planning and Transportation		
Accountable Director: Graham Farrant, Chief Executive		
This report is Public		
Purpose of Report: To update Overview and Scrutiny Members on the Local Sustainable Transport Fund (LSTF) delivered in 2011/12 and the planned deliverables in 2012/13.		

EXECUTIVE SUMMARY

In 2011, the Council was successful in its bid for the Local Sustainable Transport Fund (LSTF). This means that the Council will receive a total of £5m from the Department for Transport to develop and deliver a package of sustainable transport measures over the next 4 years.

Thurrock's LSTF package is focused on enabling a modal shift away from single occupancy car use towards sustainable transport such as walking, cycling and public transport. The dominant element of the package is the delivery of 'Smarter Choices' measures, including workplace travel planning, school travel planning, station travel planning, personalised journey planning, liftsharing, as well as marketing and promotional activities.

These measures will be complemented by targeted improvements in sustainable transport infrastructure for walking, cycling and public transport. Furthermore, the Council is developing a Freight Quality Partnership and associated measures to improve the economic and environmental performance of local industry in this authority area.

The table overleaf outlines our estimated LSTF programme costs over the next 4 years.

Scheme Element	£K	2011-12	2012-13	2013-14	2014-15	Total
Workplace Travel Planning	Revenue	£ 60	£ 100	£ 100	£ 125	£ 385
	Capital	£ -	£ -	£ -	£ -	£ -
Sustainable Travel to School	Revenue	£ 65	£ 65	£ 65	£ 65	£ 260
	Capital	£ 60	£ 85	£ 110	£ 125	£ 380
Liftsharing	Revenue	£ 10	£ 10	£ 5	£ 5	£ 30
	Capital	£ 5	£ 5	£ 5	£ 5	£ 20
Marketing and Promotion	Revenue	£ 75	£ 100	£ 100	£ 100	£ 375
	Capital	£ -	£ -	£ -	£ -	£ -
Personalised Journey Planning	Revenue	£ 100	£ 300	£ 300	£ 300	£ 1,000
	Capital	£ -	£ -	£ -	£ -	£ -
Walking and Cycling Infrastructure	Revenue	£ -	£ 75	£ 75	£ 100	£ 250
	Capital	£ 125	£ 175	£ 300	£ 325	£ 925
Public Transport Improvements	Revenue	£ 75	£ 150	£ 200	£ 200	£ 625
	Capital	£ 75	£ 100	£ 125	£ 175	£ 475
Freight	Revenue	£ 50	£ 75	£ 75	£ 75	£ 275
	Capital	£ -	£ -	£ -	£ -	£ -
GRAND TOTAL						£5,000
Revenue Total		£ 435	£ 875	£ 920	£ 970	£ 3,200
Capital Total		£ 265	£ 365	£ 540	£ 630	£ 1,800

Further information is available within the Council's LSTF submission document.

<http://www.thurrock.gov.uk/travel/transport/>

2011/12 Programme

Last year the Council were successful in spending all of its funding allocation. Given that this was achieved within a short timescale due to the delay in the announcement of the funding by the DfT, this was a major achievement.

The 2011/12 programme delivered the following;

- Chafford Hundred station travel plan
- Two voluntary workplace travel plans
- Established a Freight Quality Partnership
- Contacted over 3,000 residents to provide Personalised Journey Plans
- Developed several key walking and cycling schemes (capital infrastructure improvements)
- Developed a unique Thurrock brand
- Set up a Thurrock liftsharing website
- Participated in various national school competitions and schemes

2012/13 Programme

Following on from the above, the Council has developed a focused package of measures to be delivered in 2012/13. The 2012/13 programme will enable the Council to deliver a further package of sustainable transport, centred on the various workstreams identified in the agreed bid to the DfT (as agreed by Cabinet in March 2012).

1. RECOMMENDATIONS:

1.1 That the Committee note the progress in delivering the LSTF programme.

2. INTRODUCTION AND BACKGROUND:

Background

- 2.1 In August 2011 the Department for Transport (DfT) confirmed that the Council had been successful in its bid for the Local Sustainable Transport Fund (LSTF). This meant that the Council would receive £5m from the DfT to develop and deliver a package of sustainable transport measures over a 4 year period (2011/12 to 2014/15).
- 2.2 Thurrock's LSTF package is focused on enabling a modal shift away from single occupancy car use towards sustainable transport such as walking, cycling and public transport. The dominant element of the package is the delivery of Smarter Choices measures, including workplace travel planning, school travel planning, station travel planning, personalised journey planning, liftsharing, as well as marketing and promotional activities.
- 2.3 These measures are complemented by targeted improvements in sustainable transport infrastructure for walking, cycling and public transport. Furthermore, the LSTF will enable the development of a Freight Quality Partnership and associated measures to improve the economic and environmental performance of local industry in this authority area.
- 2.4 Thurrock Council's LSTF programme includes an integrated and complementary package of both capital and revenue measures that, if delivered effectively, will work to support economic growth and reduce carbon emissions in the Thurrock area. The LSTF programme includes:
- Smarter Choices:
 - Workplace Travel Planning
 - School Travel Planning
 - Rail Station Travel Plans
 - Sustainable Travel To School
 - Personalised Journey Planning
 - Lift Sharing
 - Marketing and Promotion

- Walking and Cycling Improvements
- Public Transport Improvements
- Sustainable Freight measures

3. ISSUES AND/OR OPTIONS:

2011/12 Programme

- 3.1 Since LSTF funding was approved, significant progress has been made within each workstream. Two voluntary workplace travel plans have been secured, supported by the development of a borough-wide car sharing site powered by Liftshare.com. Level 1 Bikeability training has been delivered to school pupils, in preparation for Level 2 training. A number of promotional activities have taken place in conjunction with the schools, including Walk Once a Week, Cyclicious and Walk to School Month, some of which specifically targeted female pupils, who are currently under-represented amongst those who cycle to school. 11 school travel plans have been updated and together with infrastructure measures that will facilitate improved walking and cycling to three schools.
- 3.2 A Personalised Journey Planning pilot project took place between 31st January and 10th March. During the six week period, 1,067 households (2,783 residents) participated in the PJP intervention, representing 32% of those targeted. 2,493 pieces of information or supporting incentives were given out to those who participated, with the most popular resource being the Thurrock Public Transport Map & Guide, which 41% of participants received. 60% of those surveyed had already made or intended to make a change in their travel behaviour. A trial workplace-based PJP intervention held at IKEA was less successful; however it provided valuable lessons for the future.
- 3.3 As part of the walking and cycling workstream, four key infrastructure projects have been completed. These include the provision of new shared use pathways across existing desire lines and the widening of existing footways. Such improvements make walking and cycling a more attractive option and help to link up residential areas with schools and other amenities.
- 3.4 The work undertaken as part of the public transport workstream has predominantly focused on information provision and branding. A series of leaflets have been produced and distributed to Council buildings, libraries, supermarkets and other public amenities, which have proved very popular. A Council-subsidised bus service now includes the Travel Thurrock branding and information provided at bus stops and shelters has been improved. In addition, a station travel plan has been produced for Chafford Hundred, which is awaiting sign-off.
- 3.5 In terms of marketing and promotion, the Travel Thurrock brand and logo were established and marketing has taken place through a number of channels - more traditional print media such as local newspapers, online, through newspaper websites and through new social media such as Twitter.

- 3.6 As part of the freight workstream, the formal launch of the Thurrock Freight Quality Partnership (FQP) took place at the inaugural meeting on Wednesday 29th February 2012. The meeting was attended by several stakeholders and initial key freight issues for Thurrock have been identified. Free Safe and Fuel Efficient Driving (SAFED) training has been provided to two local SMEs and 12 members of staff at Thurrock Council. The Thurrock ECO Stars Fleet Recognition Scheme, which is a free, voluntary scheme designed to provide recognition, guidance and advice to operators of goods vehicles that are based in or serve Thurrock, has been promoted to operators in Thurrock and recruitment will commence shortly. Finally, a signage review of the Waterglade Industrial Park has been undertaken to highlight routing issues for HGVs and a number of resultant changes are programmed, which will all contribute towards improving air quality.

2012/13 Programme

- 3.7 The 2012/13 programme has been developed in line with the LSTF bid that the Council submitted to DfT in 2011. The detailed programme for 12/13 was agreed by Cabinet in March 2012 and is consistent with the broad programme that was agreed by Cabinet in July 2011.
- 3.8 Details of the approved spend profile are identified in Table 1 below.

Table 1: LSTF Spend Profile

	2011/12	2012/13	2013/14	2014/15	Total
Revenue funding	£435,000	£875,000	£920,000	£970,000	£3,200,000
Capital funding	£265,000	£365,000	£540,000	£630,000	£1,800,000
					£5,000,000

- 3.9 Details relating to the annual allocation of funds is identified in Table 2. This identifies the broad allocation of funding across the work streams for the LSTF period. These amounts were set out in Thurrock's successful LSTF bid and subsequently approved by Cabinet last year.

Table 2: LSTF Works Programme

Scheme / Measure	Funding	2011/12	2012/13	2013/14	2014/15	Total
Workplace Travel Planning	Revenue	60	100	100	125	385
	Capital	0	0	0	0	0
Sustainable Travel to School	Revenue	65	65	65	65	260
	Capital	60	85	110	125	380
Liftsharing	Revenue	10	10	5	5	30
	Capital	5	5	5	5	20
Marketing & Promotion	Revenue	75	100	100	100	375
	Capital	0	0	0	0	0
Personalised Journey Planning	Revenue	100	300	300	300	1,000
	Capital	0	0	0	0	0
Walking &	Revenue	0	75	75	100	250

Cycling Infrastructure	Capital	125	175	300	325	925
Public Transport Improvements	Revenue	75	150	200	200	625
	Capital	75	100	125	175	475
Freight	Revenue	50	75	75	75	275
	Capital	0	0	0	0	0
TOTAL		700	1,240	1,460	1,600	5,000

- 3.10 The spend profile has enabled a more detailed package of measures to be identified for implementation through the LSTF period and a detailed programme of works for 2012/13 has been developed in accordance with the level of funding included in the LSTF bid. The detailed programme for 12/13 is attached at Appendix A.
- 3.11 The LSTF schemes that will be implemented in 2012/13 have been identified through an established scheme prioritisation process (supported by the DfT) which identifies the importance of specific sustainable transport schemes. The process has been used to prioritise the delivery of capital work streams such as walking and cycling infrastructure, sustainable travel to school and public transport improvements.
- 3.12 Additional elements of the LSTF programme have been informed by working with consultants who are experts in specific fields such as workplace travel planning, personalised journey planning and freight. These work stream areas are predominantly funded by a revenue which enables the Council to provide resources which focus upon enabling promotional, education and 'softer' measures to be developed. It is the balance of these various work streams that will enable the Council to both encourage and enable a change in travel behaviours and a move towards more sustainable forms of transport in Thurrock.
- 3.13 The evidence base for the Thurrock Transport Strategy and Implementation Plan has also been used to identify the 'core routes' where LSTF measures will be implemented. This work identifies the routes that serve key destinations and services across Thurrock and those that are economically important to the Borough.
- 3.14 It is possible that the schemes listed within the approved 2012/13 programme may be subject to delay or cost changes. Therefore the programme may need to be amended or realigned, within year, to suit the available budget allocations and to satisfy DfT reporting requirements. The 2012/13 programme currently identifies some unallocated levels of funding that will be used to provide an element of flexibility within the programme and to accommodate the changes that may occur within the financial year.
- 3.15 Any variations to the 2012/13 LSTF programme will be dealt with by prioritising the delivery of LSTF measures, much like the scheme determination process currently adopted for the Highways and Transport Capital Programme. Any variations to the programme would need to be

agreed by the Director of Planning and Transportation, in liaison with the Portfolio Holder for Housing and Regeneration.

4. CONSULTATION (including Overview and Scrutiny, if applicable)

- 4.1 Extensive consultation was undertaken with local residents, key stakeholders, transport user groups and neighbouring as the LSTF bid was developed.
- 4.2 The LSTF Project Board have been involved in the development of the LSTF programme and the prioritised schemes that are to be taken forward for delivery in 2012/13.

5. IMPACT ON CORPORATE POLICIES, PRIORITIES, PERFORMANCE AND COMMUNITY IMPACT

- 5.1 The LSTF programme contributes towards the Council priorities of ensuring a safe, clean and green environment and encouraging prosperity.

6. IMPLICATIONS

6.1 Financial

Implications verified by: **Funké Nana**
 Telephone and email: **01375 652 451**
fnana@thurrock.gov.uk

LSTF funding allocations were confirmed by DfT in August 2011. The approved funding allocation is consistent with the amount identified in the spend profile and works programme for the LSTF.

£1.24m has been allocated for the LSTF programme in 2012/13, as per the Council's LSTF bid. Appendix A provides detail of the schemes to be implemented with this funding.

There is limited flexibility within the allocated annual amounts and the LSTF Project Management Team are responsible for managing delivery against the programme.

6.2 Legal

Implications verified by: **Remi Aremu (Planning Solicitor)**
 Telephone and email: **01375 652 994**
raremu@thurrock.gov.uk

There are no specific legal implications arising out of the report. The proposed expenditure for the LSTF package of measures should be in accordance with Department for Transport guidance.

6.3 Diversity and Equality

Implications verified by: **Samson DeAlyn**
Telephone and email: **01375 652472**
sdealyn@thurrock.gov.uk

An Equality Impact Assessment has been completed for the LSTF works programme. It recognises the package of sustainable transport measures that will support improved quality of life in the Borough and its social and economic regeneration as well as transport priorities for, Congestion & CO2 mitigation, Accessibility, Road Safety, Air Quality and Climate Change adaptation.

Improving access to services through sustainable modes of transport will be addressed throughout the plan period. The LSTF work identifies improved information, education and access to sustainable transport in Thurrock. This will enable more people to identify and use sustainable modes of transport.

6.4 **Other implications (where significant) – i.e. Section 17, Risk Assessment, Health Impact Assessment, Sustainability, IT, Environmental**

7. CONCLUSION

- 7.1 The LSTF programme will enable the Council to deliver a package of sustainable transport measures to deliver sustainable transport solutions that support economic growth while reducing carbon.
- 7.2 An effective package of measures, delivered through the LSTF programme, will encourage and enable local people and visitors to Thurrock to use alternative modes of transport, thereby reducing congestion, improving accessibility and contributing towards improved air quality.

BACKGROUND PAPERS USED IN PREPARING THIS REPORT:

- LSTF funding bid

APPENDICES TO THIS REPORT:

- **Appendix A – 2012/13 LSTF Programme**

Report Author Contact Details:

Name: Ryan Passfield
Telephone: 01375 652006
E-mail: rpassfield@thurrock.gov.uk