

# WIRRAL COUNCIL

## CABINET

12 APRIL 2012

<b>SUBJECT:</b>	<b><i>LOCAL SUSTAINABLE TRANSPORT FUND (LSTF) - 2011/12 PROGRESS REPORT &amp; 2012/13 PROGRAMME</i></b>
<b>WARD/S AFFECTED:</b>	<b>NEW BRIGHTON, WALLASEY, LISCARD, SEACOMBE, BIDSTON AND ST JAMES, CLAUGHTON, BIRKENHEAD AND TRANMERE, OXTON, ROCK FERRY, PRENTON, BEBINGTON, BROMBROUGH, EASTHAM, LEASOWE (PART) AND MORETON EAST (PART)</b>
<b>REPORT OF:</b>	<b><i>DIRECTOR OF TECHNICAL SERVICES</i></b>
<b>RESPONSIBLE PORTFOLIO HOLDER:</b>	<b><i>COUNCIL DAVE MITCHELL STREETSCENE AND TRANSPORT SERVICES</i></b>
<b>KEY DECISION?</b>	NO

### 1.0 EXECUTIVE SUMMARY

- 1.1 On the 24<sup>th</sup> November 2011 Cabinet approved the acceptance of £810,000 of Local Sustainable Transport Funding (LSTF) from Merseytravel to deliver the 'Key Component' project. This funding, provided over a 4 year period 2011/12 – 2014/15, is to assist the Council to support residents of East Wirral to access employment opportunities, as well as encouraging the use of sustainable transport in order to contribute to reducing carbon emissions in the Borough.
- 1.2 At the 24<sup>th</sup> November 2011 Cabinet meeting it was resolved that Officers report back to a future meeting on the progress in delivering the 'Key Component' projects and provide detailed plans for 2012/13 onwards.
- 1.3 This report provides Cabinet with a review of the successful delivery of Year 1 of the project and seeks authority from Cabinet to continue delivery of the 'Key Component' Project as detailed in Section 4 of this report.

### 2.0 BACKGROUND AND KEY ISSUES

- 2.1 On the 19<sup>th</sup> January 2011 the Government as part of the Local Transport White Paper, issued guidance regarding the creation of a £560million Local Sustainable Transport Fund (LSTF). The purpose of this fund was to help build local economies and address climate change. Authorities were invited to bid to secure funding via the Department for Transport (DfT). Metropolitan areas were required to bid through their respective

Integrated Transport Authorities (ITA's). The fund, both revenue and capital, was available over four financial years 2011/12 to 2014/15.

- 2.2. Applications were invited for small scale projects (up to £5million) or large projects (up to £50million). The Merseyside Transport Partnership (MTP) agreed to submit an application for the large project category and in order to do this a two stage application process was required to be undertaken. The first stage of this was to submit an application for 'Key Component' funding which was for up to £5million of the larger bid.
- 2.3. On 18<sup>th</sup> April 2011, Merseytravel, as the ITA, submitted an early smaller bid, known as the 'Key Component' bid, for £4.877m. The project was to "Facilitate Sustainable Access to Employment in Merseyside". The overall project was composed of three themes. These were:-
- Working with Employers
  - Travel Solutions
  - Sustainable Transport Infrastructure
- 2.4. £810,000 of the total Key Component bid was for the delivery of projects in East Wirral. The Wirral element of the project focussed on working with employers to support business travel and travel plans, providing information, advice and guidance to individuals regarding travel to employment and training, and also improving facilities for walking and cycling.
- 2.5. On the 5<sup>th</sup> July 2011 Merseytravel, on behalf of the MTP were told that the Key Component bid was successful and were invited to submit a full business case. This was submitted in December 2011, to support a £22million major bid. The decision regarding the major bid is anticipated to be announced by the DfT in Summer 2012.
- 2.6. The following tables illustrate the breakdown on the £4.877 million Key Component funding over the 4 year period for Merseyside as a whole and also detail the breakdown of the £810,000 which is Wirral's element of the total Key Component funding.

**Merseyside Key Component Funding £4.877m**

£000	2011-12	2012-13	2013-14	2014-15
Revenue	450	834	848	787
Capital	405	801	431	321

**Wirral's element of Merseyside Key Component Funding £810,000**

£000	2011-12	2012-13	2013-14	2014-15
Revenue	100	135	135	130
Capital	10	100	100	100

2.7. The following table breaks down the funding allocations of Wirral's Key Component project in to the relevant themes.

### Wirral's Allocation of LSTF Key Component Funding

		11/12	12/13	13/14	14/15	Total
Working With Employers	Revenue	25	40	40	40	145
	Capital	10	10	10	10	40
Travel Solutions	Revenue	75	95	95	90	355
	Capital	0	0	0	0	0
Sustainable Transport Infrastructure	Revenue	0	0	0	0	0
	Capital	0	90	90	90	270
<b>Total</b>	<b>Revenue</b>	<b>100</b>	<b>135</b>	<b>135</b>	<b>130</b>	<b>500</b>
	<b>Capital</b>	<b>10</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>310</b>

### 3.0 PROGRESS REPORT 2011/12

3.1. The deadline for returns to Merseytravel for Year 1 claims for LSTF project support is 10<sup>th</sup> April 2012. In accordance with the terms of the funding agreement Wirral will be making a full claim for £100k revenue and £10k capital. The details of the breakdown final claim are still to be finalised at the time of writing this report however they are anticipated to be as follows;

LTSF Key Component Element	Intervention	Capital (£000)	Revenue (£000)
Working with Employers	Business travel support (staffing)		25
Travel Solutions	Travel Solutions Support (staffing)		75
	Travel Cards		
	Scooter Loan Scheme		
	Cycle to Work Scheme		
Sustainable Infrastructure	Scheme Design (note this element has been brought forward from 12/13)	10	
	<b>Total</b>	<b>10</b>	<b>100</b>

3.2. The 'Working With Employers' element of the package aims to raise awareness of sustainable travel choices and identify travel related concerns and issues for local businesses and initiate programmes with employers to address these concerns. The revenue provided through LSTF funds a Business Travel Support Post based in Technical Services who works with local organisations to minimise the cost of travel for their businesses in order to assist to make the Borough an attractive place for businesses to prosper. The Officer is working closely with the Wirral Business Forum through the Invest Wirral network as well as working closely with Merseytravel's Smarter Choices team. The project has currently engaged 26 local businesses and aims to deliver 20 travel plans over the 4 year period.

3.3. The Business Travel Support Officer also manages a small element of capital funding to provide a business travel grant scheme to assist employers with introducing initiatives or infrastructure in support of workplace travel plans. 13 applications have

been received for the business travel grant of which 4 have been approved. Depending on individual circumstances businesses may require planning permission e.g. for cycle storage, and therefore, due to the late start on this project as a result of delays by Merseytravel in finalising the funding agreement, it is considered unlikely that all these permissions will be granted and claims will be processed within the current financial year. We were therefore at risk of not being able to claim the £10k for this element of the programme. Following negotiations with Merseytravel it has been agreed that we can claim engineers design costs for the Sustainable Infrastructure scheme due to be implemented next year in order to compensate for this which will ensure we can make a full claim.

- 3.4. A webpage has been set up on the Council website to promote the business travel support <https://www.wirral.gov.uk/my-services/business/sustainable-transport-fund> and an editorial has been included in local business magazine "The Edge". Invest Wirral and the Wirral Business Forum are also promoting the project to its members through newsletters, emails and Twitter feeds. Due to the project only commencing at the end of the financial year it is still relatively early days but the project is already attracting significant interest from local organisations and businesses.
- 3.5. Due to the short timescales required to enable this project to commence with out delay an existing member of staff from within Technical Services (Transportation Team) has been delivering the project. It is proposed to continue with the current staffing arrangements and review staff resources when the decision on the large bid is announced by the DfT in the Summer. Arrangements for longer term staffing of the project post Summer 2012 will then be considered and further recommendations will be reported to Cabinet as required.
- 3.6. The '**Travel Solutions**' element of the project encompasses the various interventions which assist to remove transport barriers for people seeking to access employment. Interventions to provide information, advice and guidance such as personalised journey planning and travel training provide people with the knowledge, skills and confidence to use public transport. Other interventions include a cycle to work scheme which will offer people a bicycle, training and equipment or a scooter scheme which provides the 6 month loan of a 50cc scooter to people whose new place of employment is not suitably serviced by public transport. Cost is also a major barrier to people using public transport and the scheme will offer travel cards to individuals to assist with the first month of employment prior to them receiving their first months pay.
- 3.7. It was originally anticipated that this project would be delivered through the voluntary and community sector. Due to the short timescales required to commence delivery, in order to avoid any risk of underspend, there was not sufficient time in line with OJEU requirements to go out to tender for this project and therefore at least in the short term it has been considered appropriate to deliver this project in house. Similar to the Working with Employers staffing arrangements it is proposed to review the arrangements when the decision on the large bid is announced by the DfT in the Summer. Arrangements for longer term staffing of this element project post Summer 2012 will then be considered and further recommendations will be reported to Cabinet as required.
- 3.8. The Travel Solutions project has been welcomed by Job Centre Plus and other local employment support organisations. Since February 113 referrals have been received

of to date which 64 interventions have been provided, 46 of these were travel cards, 8 cycles and 2 scooters. 54 personalised journey plans have been provided and 8 people have been travel trained specifically to assist with accessing employment and training. In addition there are a number of referrals still being processed in order to identify the appropriate intervention.

3.9. A dedicated webpage has been set up for the project which can be viewed at <https://www.wirral.gov.uk/my-services/jobs-and-careers/travel-solutions>

3.10. Capital goods such as cycles and travel cards which have been purchased in 2011/12 which due to the short timescales in commencing delivery of the project have not yet been issued will be rolled forward for delivery in 2012/13.

#### 4.0. PROPOSALS FOR KEY COMPONENT DELIVERY 2012/13

4.1. Delivery of the project for 2012/13 must meet the requirements of the funding agreement and as per the agreed spend under the individual themes of :-

- Working with Employers
- Travel Solutions
- Sustainable Transport Infrastructure.

4.2. It is therefore proposed to continue delivery of the Working with Employers and Travel Solutions Project in the same manner as during 2011/12.

LSTF Key Component Element	Intervention	Capital (£000)	Revenue (£000)
Working with Employers	Business travel grant to be offered through Invest Wirral network to assist employers with introducing initiatives or infrastructure in support of workplace travel plans e.g. cycle parking	10 + (10k from 11/12)	
	Business Travel Support Post based in Technical Services		35
	Promotional items / Business Support Items / events		5
	<b>Total</b>		<b>20</b>

LSTF Key Component Element	Intervention	Capital (£000)	Revenue (£000)
Travel Solutions	Travel Solutions Team		45
	Travel Cards		12
	Scooters		20
	Cycles		13
	Promotional items / events		5
	<b>Total</b>		<b>0</b>

4.3. £90,000 of LSTF Capital funding is also provided in 2012/13 to support the construction of “Sustainable Transport Infrastructure” to encourage walking and cycling. This element aims to improve accessibility to employment locations for

pedestrians and cyclists and will support Wirral residents to access employment destinations in a sustainable and cost effective manner.

LSTF Key Component Element	Intervention	Capital (£000)	Revenue (£000)
Sustainable Infrastructure	New Traffic Signals – Bromborough Road / The Wiend / Ellen’s Lane	90 - (10k from 11/12)	0
	<b>Total</b>	<b>80</b>	<b>0</b>

4.4. It is proposed that a scheme to introduce traffic signals at the junction of Bromborough Road / The Wiend / Ellen’s Lane, Bebington be jointly funded between an allocation from the Local Transport Plan Integrated Transport Block Local Safety Scheme programme and the LSTF allocation. This proposal will provide significant safety improvements for pedestrians and cyclists, improved access to Port Sunlight Railway Station, the Unilever factory and improved links to the A41 corridor.

## 5.0. RELEVANT RISKS

- 5.1 The principal risks for the Council are attached to the failure to continue to deliver all or part of the project and therefore not satisfy the requirements of the funding agreement with Merseytravel. In theory this may result in the Council not being able to make a valid claim for the grant from Merseytravel.
- 5.2 This risk will be minimal due to close project management in house as well as through the MTP LSTF Project manager and Steering Group which would result in any issues being identified and managed at an early stage.

## 6.0 OTHER OPTIONS CONSIDERED

- 6.1 No other options have been considered as this report sets out the proposals that have been developed as part of the successful MTP bid to the DfT and therefore the projects have to be delivered in accordance with the original bid to meet the terms and conditions of the funding agreement.

## 7. CONSULTATION

- 7.1 This project has been developed with MTP and funding has been allocated through the LSTF. As individual projects are being delivered various other partners, including private sector and third sector organisations have already been engaged and will continue to be consulted with as appropriate. Officers in Technical Services are also working closely with Officers in Regeneration, Housing & Planning, Finance and Procurement and Legal regarding the on-going delivery of the project.

## 8.0 IMPLICATIONS FOR VOLUNTARY, COMMUNITY AND FAITH GROUPS

- 8.1 The DfT is keen that authorities incorporate plans for partnership working with community and voluntary organisations in the delivery of the programme. This project

may offer opportunities for the voluntary and community sector to tender, and if successful deliver the travel solutions element of the package.

- 8.2 Further discussions regarding this will take place following the announcement of the DfT's decision on the MTP Major Bid. If this is successful this will provide significant additional funding for the Travel Solutions Project and it may be appropriate to consider external delivery of the project at this point.

## **9.0 RESOURCE IMPLICATIONS: FINANCIAL; IT; STAFFING; AND ASSETS**

- 9.1 The Working with Employers and Travel Solutions projects will be fully funded through LSTF and there will be no additional financial implications for the Council. The project has secured £810,00 for Wirral over a 4 year period (2011/12-2014-15).
- 9.2. The Sustainable Infrastructure project will be part funded in conjunction with Local Transport Plan Capital Integrated Transport Block funding. (Cabinet 15<sup>th</sup> March 2012). LSTF Infrastructure schemes will be implemented and will become a quantified Council highway asset, and as such will be subject to the ongoing maintenance within existing resources, as required.
- 9.3. The DfT have indicated that they would like these projects to be sustainable in the longer term, and as such, during the life of the project, Officers will work with partners in the private sector, and with third sector organisations to identify options for on-going delivery.
- 9.4. Support to the Merseyside LSTF Steering Group and project delivery and development will be provided from within existing staffing resources in the Technical Services and Regeneration, Housing and Planning Departments.

## **10.0 LEGAL IMPLICATIONS**

- 10.1 Merseytravel as the Integrated Transport Authority (ITA) are the accountable body for the LSTF project with the DfT. In order for Merseytravel to receive the funding from the DfT they have signed a legal agreement under Section 31 of the Local Government Act 2003.
- 10.2. On the 24<sup>th</sup> January 2012 Wirral Council signed up to a similar legal agreement between the Council and Merseytravel to ensure that the terms and conditions of the grant are met and to ensure that Merseytravel will authorise claims that the Council will make. Grant claims are made quarterly in arrears.

## **11.0 EQUALITIES IMPLICATIONS**

- 11.1 Has the potential impact of your proposal(s) been reviewed with regard to equality?

(a) Yes and impact review is attached – <http://www.wirral.gov.uk/my-services/community-and-living/equality-diversity-cohesion/equality-impact-assessments/eias-2010/technical-services-0>

## **12.0 CARBON REDUCTION IMPLICATIONS**

12.1 The development of walking and cycling infrastructure, and the promotion of walking and cycling as active and sustainable modes will contribute towards a reduction in single occupancy car trips and a reduction in carbon emissions. Encouraging and supporting the use of public transport through the 'Working with Employers' and 'Travel Solutions' elements of the package will also assist in reducing carbon emissions.

## **13.0 PLANNING AND COMMUNITY SAFETY IMPLICATIONS**

13.1 Any applications by employers for facilities such as bike shelters would be subject to the normal planning permission process.

## **14.0 RECOMMENDATION/S**

14.1 Cabinet is requested to:

- (1) Note the success of Wirral Council Officers in successfully delivering Year 1 of the LSTF Key Component Project
- (2) Approve the detailed proposals for 2012/13 as set out in Section 4 and request officers to report to a meeting in early 2013 to provide a progress report on the delivery of the 2012/13 programme and detailed plans for 2013/14 onwards.
- (3) Request Officers to report to a future meeting the outcome of the decision by DfT with regard to the submission of the business case for the large bid. This decision is expected over the Summer 2012.

## **15.0 REASON/S FOR RECOMMENDATION/S**

15.1 2011/12 has been the first year of the four year programme and DfT indicated that any unspent allocations could not be carried forward into future financial years. Although the grant was awarded in July 2011, due to delays in the Merseyside Transport Partners all signing up to the financial agreement the Council could not commence delivery of the project until late January 2012. Given the short timescales it has been a considerable undertaking to enable the full grant to be claimed from Merseytravel and to ensure that the Council did not failed to deliver all or part of the project.

15.2 Cabinet is aware of the significant reduction in funding for transport from the Local Transport Plan settlement. The funding available through the LSTF provides the opportunity to deliver additional projects and schemes in Wirral which will assist in the removal of transport as a barrier for people seeking employment, as well as supporting and delivering projects which will secure carbon reduction.

**REPORT AUTHOR:** *Mike Peet*  
*Service Manager (Traffic and Transportation)*  
telephone: (0151) 606 2154  
email: [michaelp eet@wirral.gov.uk](mailto:michaelp eet@wirral.gov.uk)



## **APPENDICES**

Appendix 1 – East Wirral – LSTF Key Component Area

## **REFERENCE MATERIAL**

None

## **SUBJECT HISTORY (last 3 years)**

<b>Council Meeting</b>	<b>Date</b>
<b>Cabinet</b>	<b>24 November 2011</b>