

Cabinet – 12 December 2012

Local Sustainable Transport Fund (LSTF)

Portfolio:	Councillor Tom Ansell, Transport and Environment
Related Portfolio:	Councillor Adrian Andrew, Deputy Leader, Regeneration
Service:	Regeneration – Strategic Transportation
Wards:	St. Matthews
Key decision:	Yes
Forward plan:	Yes

1. Summary

- 1.1 The Government's Local Sustainable Transport Fund (LSTF) was announced as part of the Comprehensive Spending Review in October 2010. This new fund makes £560m available to support sustainable transport measures over the next four years and presents an opportunity to boost sustainable transport.
- 1.2 Centro in conjunction with the seven West Midlands Metropolitan Local Authorities, submitted their bid – 'Smart Network, Smarter Choices' in June 2011. The bid focused on encouraging smarter travel choices in a manner that aimed to reduce carbon emissions and lead to reductions in road congestion. It also aims to improve journey times and support modal shift to public transport, walking and cycling.
- 1.3 In selecting the focus for the grant, when Centro submitted the bid they chose those corridors that went across Local Authority boundaries and that could provide the maximum benefit for any intervention from LSTF. Corridor 4 where we are focusing our resources, covers Walsall, Sandwell and Dudley and is one of the busiest bus routes by way of patronage in the West Midlands. To continue to grow the success of the route it was selected as part of the bid.
- 1.4 The Department for Transport announced on 27th June 2012 that the West Midlands bid had successfully secured £33.2m of the LSTF funding. The capital/revenue funding split is £14.4m (Capital) and £18.7m (Revenue).
- 1.5 As a result of the successful bid, Walsall Council has an allocation of £511k over two years for infrastructure improvements. These infrastructure improvements will take place along the 404 bus route in Walsall.

2. Recommendations

- 2.1. That Cabinet approve the acceptance of the Local Sustainable Transport Fund Grant Conditions and Funding of £511k to support the delivery of upgrades to traffic signal equipment;
- 2.2. That Cabinet approve the delivery of the LSTF infrastructure programme over two financial years 2012/13 and 2013/14 noting the report details set out in section 3 of the report;
- 2.3. That Cabinet notes the other elements of the LSTF programme particularly the Technology Showcase aspect to be delivered by Centro and the Smarter Choices element which will support the Steps to Work programme in Walsall, further details are set out below in paragraph 3.6;
- 2.4. That Cabinet notes the governance arrangements for the LSTF programme included at **Appendix A** and appoints the Portfolio Holder for Transport and Environment to represent Walsall at Member Board meetings for the duration of the LSTF programme;
- 2.5. That Cabinet delegates the authority for entering into the Grant Conditions and Funding Agreement and approving and signing off any changes to the infrastructure programme, Head of Terms, governance and formal legal agreement with Centro to the Executive Director for Regeneration, in consultation with the Cabinet Member for Transportation and Environment.

3. Report Detail

- 3.1. The LSTF programme across the West Midlands comprises of three main streams; Infrastructure, Smarter Choices and Technology Showcase. The infrastructure works will focus on improving walking and cycle routes, enhancing passenger waiting facilities and small scale highway improvements. The Smarter Choices work-stream will focus on workplace travel planning, WorkWise and other supporting measures. Technology Showcase will see the roll out of enhanced passenger information across the public transport network.
- 3.2. Walsall's LSTF programme will include a mixture of all three work streams. The infrastructure will be centred on upgrades to traffic signals along the bus route 404, in order to improve the efficient movement of traffic and safe movement of pedestrians and cyclist on the road network. The infrastructure works will be carried out at the following locations:-
 - Caldmore Road/Brace Street
 - Caldmore Road/Caldmore Green
 - Caldmore Road/Watery Lane
 - Wednesbury Road/Corporation Street junction

- 3.3. The works will include replacing old traffic signals utilising halogen lamps, with new modern signals using Light Emitting Diodes (LED) technology. The new LED signals will cut the power consumption and energy cost by more than 50% at each location. A further saving will also be incurred by the maintenance free period of five to seven years.
- 3.4. The current halogen lamps used in many of the traffic signals across the road network, are replaced in bulk every twelve months. This is primarily done to reduce failures and road user danger on the network. Through the introduction of LED signals, the instances of replacement and maintenance of signals will be reduced. Any failures of equipment during the maintenance free period will be rectified by the manufacturer.
- 3.5. A further benefit for the introduction of LED signals is the reduction in pollution to the environment. The Walsall infrastructure improvements will reduce the overall annual CO₂ emissions at the upgraded sites from 8.1 tonnes down to 3.3 tonnes of carbon.
- 3.6. The Smarter Choices work will comprise of the following four strands:-
- **WorkWise** – this includes support to job seekers through the provision of free travel passes to interviews, training and new jobs. It will also include free monthly travel passes for the first two months of a new job and free cycling support including cycle training, route planning and subsidised equipment and bike purchases.
 - **Business & Employers** – includes a package of Travel Plan support for the top 10 employers along bus route 404. Workplace Travel Advisors will provide site specific advice; they will also set up corridor business travel networks to support smaller employers in business parks, industrial estates and local centres.
 - **Education & Community** – will provide support for secondary schools, Colleges and Universities, to implement measures that will have the greatest impact on modal shift, improving access to training and skills.
 - **Cycling and Walking** – this includes improving access for communities to key destinations, in particular local centres and public transport interchanges. This will include enhancements to existing cycle routes together with the provision of new routes, both on-street and off-road, supported by increased storage facilities at key trip generators and key hubs/centres.
- 3.7. The Technology Showcase is a Centro led work-stream that will focus primarily on enhancing information for public transport users.

4. Walsall's LSTF Programme

- 4.1. The LSTF project in Walsall has been broken down into two phases, in order to facilitate smooth delivery with minimal disruption to users of the road network. Work will take place during the following periods:-

- Phase 1 Caldmore Road Area – October and February Half Terms 2012/13
- Phase 2 Corporation Street/Wednesbury Road Junction – Summer 2013

5. LSTF Infrastructure cost and funding

- 5.1 The total cost of the infrastructure work is £511k, this is set out in **Table 1** below. The cost shown in the table will be funded 100% from the LSTF grant. The forecast shows that Walsall is programmed to spend £251k this year and a further £260k in 2013/14. The risk and contingency element for the overall Walsall programme is £40k. If there are any cost overruns this contingency which is centrally held will be used to cover the additional cost.
- 5.2 If this £40k is insufficient to cover any increases then additional financial resources will be required from the Transport Capital Programme. Should there be any under spend on Walsall's LSTF programme, additional work will added to ensure that the full allocation is spent.

FUNDING	Qtr4 £'000	2013/14 £'000	2014/15 £'000	Total £'000
Walsall Capital ITB	0	0	0	0
Walsall Capital Other				
Walsall secured Private				
Total Walsall Capital	0	0	0	0
LSTF Capital	251	260	0	511
Total Funding	251	260	0	511

Table 1 – LSTF funding and forecast

Next Steps/Timetable

- 5.3 Work is ongoing to ensure that Walsall implements its programme inline with the agreed deadlines. It is expected that there will be continued dialogue with Centro and Dft as the LSTF Programme continues.

6. Council priorities

The LSTF programme aligns with the West Midlands Local Transport Plan and the Walsall Transport Strategy which supports the Council's vision that *'Walsall will be a great place to live, work and invest, where people can get around easily and safely'*. Further, it underpins delivery against the corporate priorities, including: -

- Communities and Neighbourhoods – roads, public transport, walking and cycling impact upon all of Walsall's communities and neighbourhoods. Improving transport provision and providing people attractive transport choices helps support our efforts to make the Borough a better place in which to live, work and visit.

- Economy – high-quality transport infrastructure is essential to supporting existing businesses and attracting new businesses/investment to the Borough. In turn, this sustains and improves employment opportunities for local people.
- Health and Well-Being – reducing the need to travel and the promotion of sustainable transport modes (walking and cycling) can help improve the health and well-being of our residents.

7. Risk management

The principal risk issue that should be of concern to Cabinet at this stage is that any risk for time overruns and/or cost escalation beyond the centrally held contingency, will have to be under written by Walsall Council.

8. Financial implications

Walsall Council is not committing any financial resources to the LSTF Programme. Cabinet should however be mindful that if there are any cost overruns, then these will have to be funded by Walsall Council.

9. Legal implications

Centro is the accountable body to the Department for Transport for the LSTF funding. Each delivery partner is required to sign a Head of Terms (HOT) Agreement agreeing to work in a spirit of mutual trust and cooperation. The HOT covers the mobilisation phase of the programme but remains in place until superseded by formal binding agreements between each local authority partner and Centro. Walsall Council will need to enter into such a Funding Agreement with Centro.

10. Property implications

There are no proposals within the report that impact on property.

11. Staffing implications

There are no proposals within the report that impact on staffing.

12. Equality implications

As part of the development of the West Midlands LTP and Walsall Transport Strategy, consideration has been given to ensuring that the needs of all sections of the community are considered in transport projects.

13. Consultation

13.1. LSTf supports the West Midlands LTP and Walsall Transport Strategy which have been the subject of wide consultation with partners and stakeholders. Major public consultation was undertaken in 2010/11 on the strategies themselves, while partners and stakeholders are consulted with respect to individual transport projects.

13.2. The West Midlands authorities have been commended for the comprehensive nature of involvement in developing previous LTP strategies and when consulting on transport schemes.

Background papers

Smarter Choices, Smarter Network LSTF Bid

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12 December 2012

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LSTF Programme Management Structure

