

# LOCAL SUSTAINABLE TRANSPORT FUND

## KEY PRINCIPLES & TOP TIPS FOR DESIGNING A STRONG PROGRAMME

# Creating Growth, Cutting Carbon

## Making Sustainable Transport Happen

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- Places localism at the heart of the transport agenda in order to create local growth and cut carbon emissions
- National commitments:
  - **funding for Bikeability** £11m in 2011/12
  - **improving end-to-end journeys** by enabling most public transport journeys to be undertaken with a smart ticket by December 2014;
  - setting out in a strategic framework for road strategy, by spring 2011, how to **ensure that Britain's roads are among the world's safest**;
  - **reviewing traffic signs policy** so as to provide more freedom for local authorities
- Local Sustainable Transport Fund

# Local Sustainable Transport Fund – some facts

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- For all English transport authorities outside London
- £560m over four years: 2011-15
- Mixture of revenue and capital
- Builds on successful previous schemes – sustainable travel towns, cycle demonstration towns

# Local Sustainable Transport Fund – what is it for?

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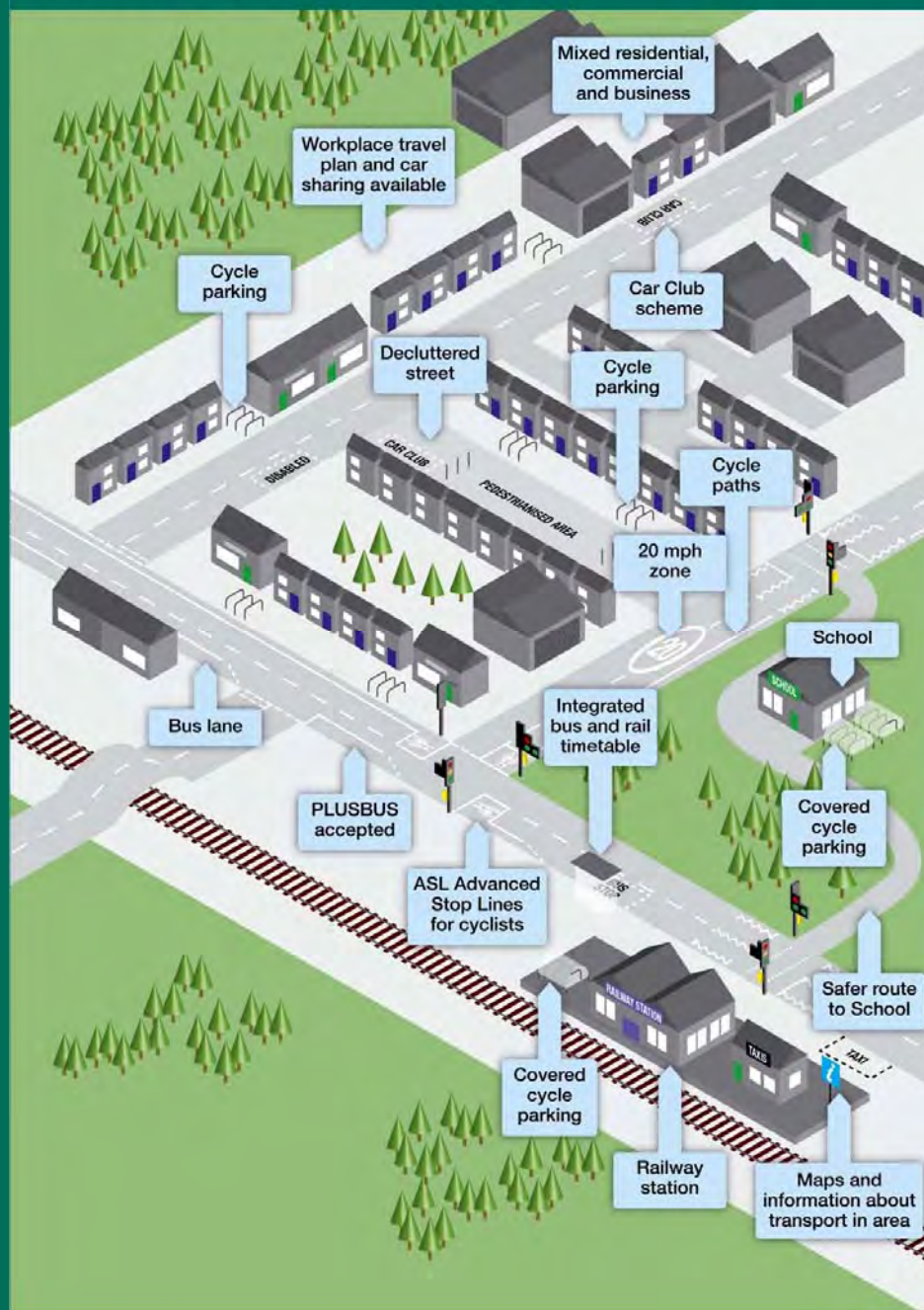
- To support initiatives which address growth and carbon at a local level
- Opportunity to boost sustainable travel on the ground – lots of evidence of what works
- Opportunity to influence choice
- Targeted, modest investments - most bids should be small projects
- Packages of complementary measures

**Local authorities are best placed to design solutions to their transport problems, DfT to facilitate best practice...**

## People, place and purpose

- Which people can change their habits?
- What will motivate them?
- Where do they live?
- Where are they going?
- What measures are required for them?
- How to engage or identify with them

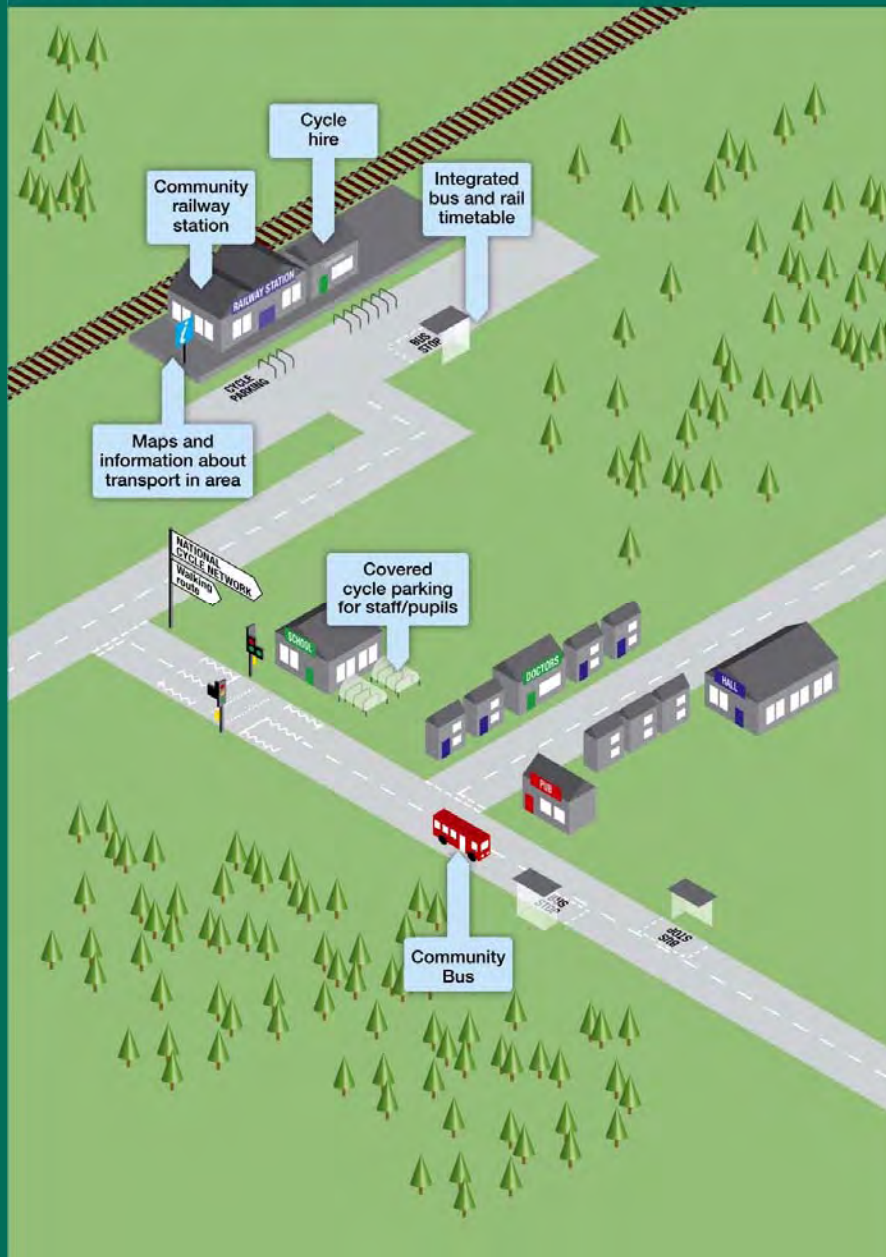
Figure 4.1: Packages of measures in “Anytown”



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## Packages of measures in “Anytown”

Figure 4.2: Packages of measures in “Anyvillage”



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Packages of measures  
in “Anyvillage”

# LSTF Bids for Growth Areas

- Growth areas established on sustainable travel principles
- Think about:- how much parking is really necessary?
  - proper provision for cyclists and pedestrians
  - land use planning – location of key local facilities



# Growth Areas - Sources of reference

- **Manual for Streets** [www.dft.gov.uk/pgr/sustainable/manforstreets/](http://www.dft.gov.uk/pgr/sustainable/manforstreets/)
- **Delivering Sustainable Transport for Housing Growth – Case Studies from Local Communities**  
[www.dft.gov.uk/pgr/sustainable/sustainabletransportsolutions/](http://www.dft.gov.uk/pgr/sustainable/sustainabletransportsolutions/)
- **Eco-town guidance**  
[www.dft.gov.uk/pgr/sustainable/sustainabletransportnewdevelopment/](http://www.dft.gov.uk/pgr/sustainable/sustainabletransportnewdevelopment/)
- **Local Transport Note 2/08 Cycle Infrastructure Design**  
[www.dft.gov.uk/pgr/roads/tpm/ltnotes/lt208.pdf](http://www.dft.gov.uk/pgr/roads/tpm/ltnotes/lt208.pdf)
- **Manual for Streets 2 - Wider Application of the Principles** available from the Chartered Institution of Highways and Transportation (details are on our MfS webpage above).

- Healthy Lives, Healthy People White Paper published last November  
(see <http://www.dh.gov.uk/en/Publichealth/Healthyliveshealthypeople/index.htm> )
- Public health outcomes include increasing physical activity through cycling and walking
- White Paper outlines ring fenced public health budgets for upper tier and unitary authorities

# Local Sustainable Transport Fund – what is it not for?

- Major
  - Rail
  - Other passenger service or
  - Road infrastructure enhancement

*Although proposals could be presented which complement these*

# What have we learnt?

- Need to consistently champion sustainable travel
- Packages of infrastructure and “smart choice” measures work best – these need to be joined up.
- Need sustained investment over time
- Need local support

# PREPARING AND SUBMITTING BIDS

## Number of bids

- Only one bid per authority, where bid related to a single authority
- Keen to encourage innovative and collaborative bids that cut across authority boundaries – need to identify lead and partner authorities
- In metropolitan areas, lead will normally be ITA
- Key issue is that bids are complementary

# Joint bids

Could take various forms:

- A unitary authority bidding jointly with its surrounding county
- Neighbouring authorities joining forces to enhance a travel to work area
- A lead authority for a programme covering a large number of authorities (e.g. school travel, travel for job seekers).
- Authorities may wish to apply together if they feel their transport issues are similar (e.g. market towns)
- Bidding in partnership with a National Park Authority (led by a transport authority)

# Multiple bids in summary

- One bid per single authority
- You may wish to lead or partner a number of joint bids
  - **in which case – contact us**
- You won't be penalised for partnering other neighbouring bids
- Do the maths - £560m to support as many LAs as possible



**Packages might include a broad range of sustainable transport interventions ...**

Measures to encourage modal shift	Managing demands on the network
Better traffic management	Improving access and mobility

**...depending on what's right for the transport problems in your area**

# Funding available

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£m	2011/12	2012/13	2013/14	2014/15	Total
<b>Resource</b>	50	100	100	100	<b>350</b>
<b>Capital</b>	30	40	60	80	<b>210</b>
	80	140	160	180	560
Funding for Bikeability and other progs	(25)	(11)*	(11)*	(11)*	(58)
<b>Total</b>	55	129	149	169	502

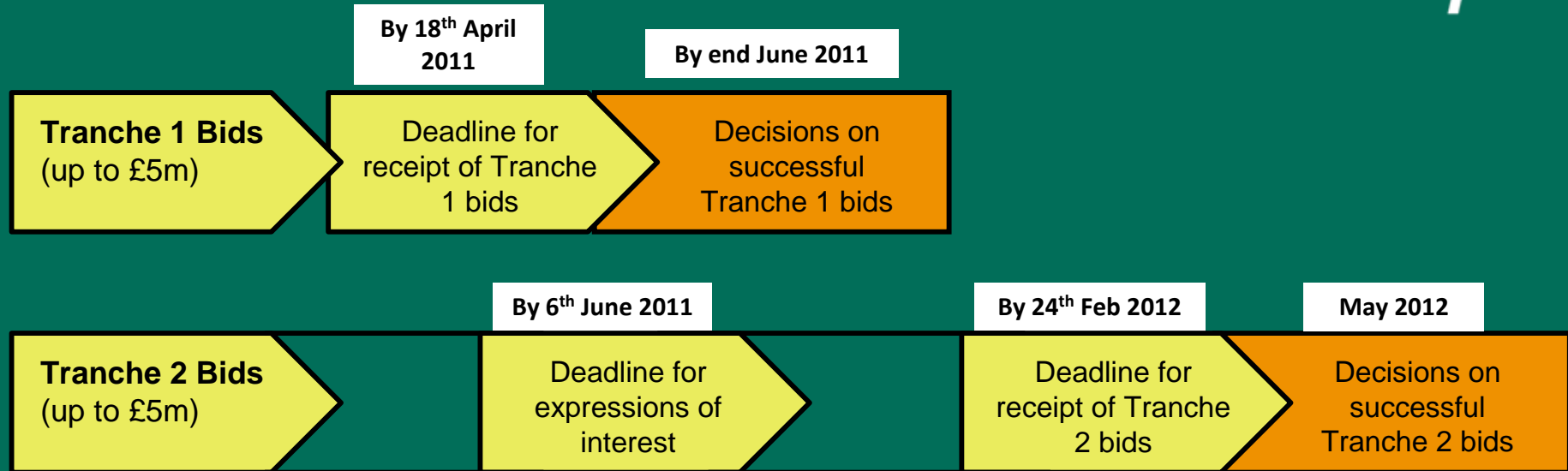
**62.5% Resource, 37.5% Capital**

\*indicative allocations

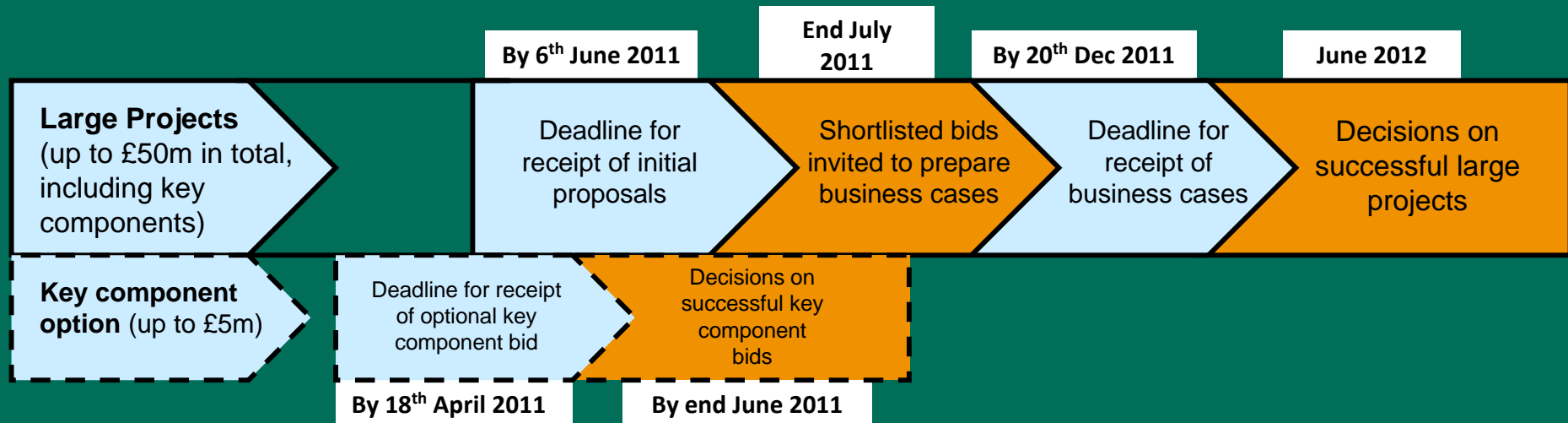
# Bidding options for transport authorities

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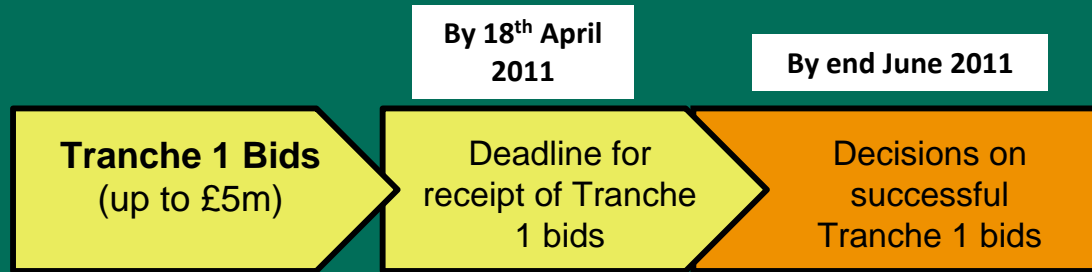
Small projects



Large projects



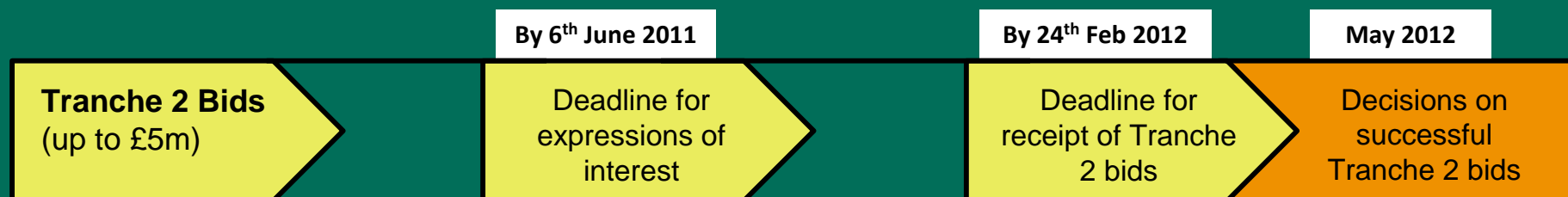
# Small projects – Tranche 1



- For authorities wishing to make an early submission to the Fund
- Fully developed proposals, ready for implementation
- Bids must be submitted by 18<sup>th</sup> April

# Small projects – Tranche 2

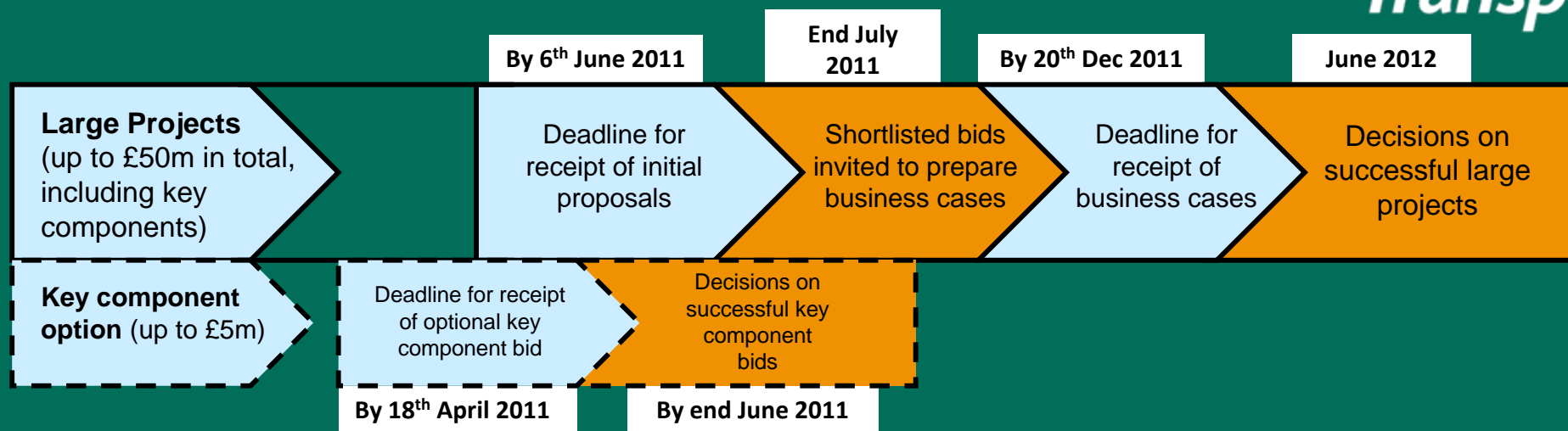
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- For authorities requiring more time to develop proposals and form partnerships
- Expressions of interest (sections A and B of the application form) required by 6<sup>th</sup> June 2011.
- Ensures fair spread of funding across bidding rounds
- Bids must be submitted by 24<sup>th</sup> February 2012

# Large Projects & Key Component option

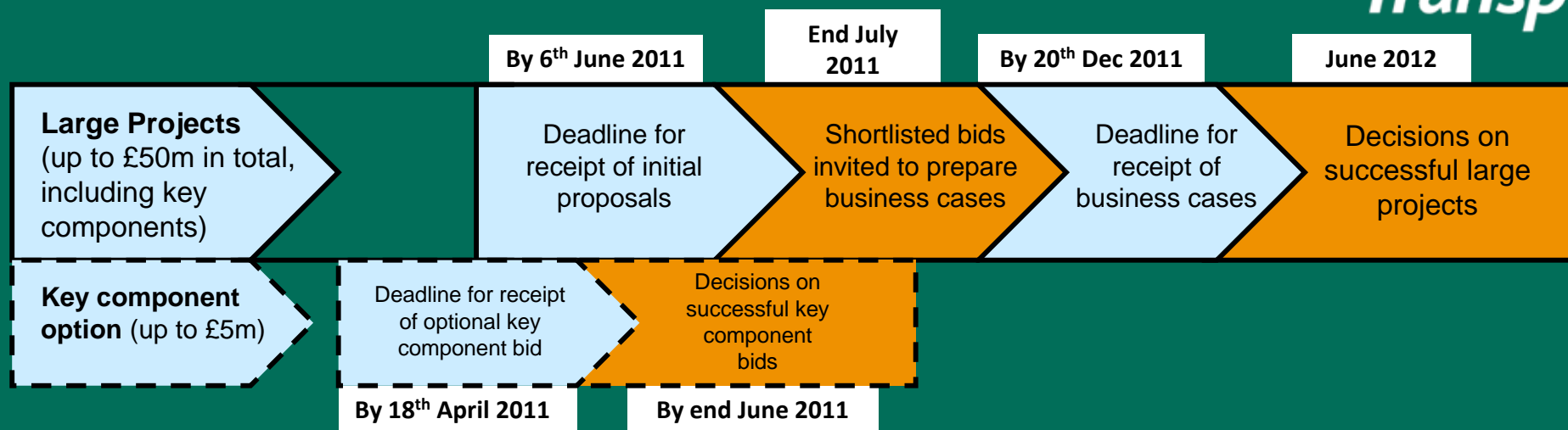
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- Bids over £5m and up to £50m
- Key component option:
  - an opportunity to accelerate delivery of large projects
  - not mandatory
  - key component must stand on its own merits
  - and must be presented as part of the overall large project package

# Large Projects & Key Component option

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- Initial proposals (using standard application form) required by 6<sup>th</sup> June
- Initial proposals subject to same assessment process as for small projects.
- Successful large project bids shortlisted and invited to prepare business cases in July 2011.
- Business cases subject to a formal economic appraisal (NATA), proportionate to the level of funding sought

# Meeting the assessment criteria

- Bids can draw upon your own evidence or the results from similar initiatives implemented elsewhere
- Carbon and economy objectives mandatory
- Other policy objectives viewed favourably
- Must demonstrate good value for money, be deliverable and affordable
- Bids must include a commitment to make a local contribution towards overall costs – no minimum contribution
- Bids assessed by DfT in consultation with an independent expert panel



## Bids will be viewed favourably where....

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- They have support of a range of community interests
- Incorporate plans for partnership working with external bodies in the design and delivery of solutions

# Assessment

- How far do the proposals deliver the objectives of the fund?
- Are the package proposals mutually supporting? – are they likely to address the transport problem?
- VfM
  - small projects – cost effectiveness, likely overall scale of benefits & deliverability
  - Large projects, NATA appraisal at business case stage
  - We may choose to partially fund some bids

# Evaluation

- Shared interest in evaluating the effectiveness of the fund
- Requires support from outset in providing baseline & monitoring data
- Successful authorities will be consulted on the design of an evaluation framework.

## Further info

- For the White Paper and the bidding guidance, see

<http://www.dft.gov.uk/press/speechesstatements/statements/baker20110119>

- FAQs to be published after the workshops