

Local Sustainable Transport Fund

Tranche 2 small project workshops, October 2011

Frequently Asked Questions

Financial

1. Can we make alterations to the cost profile submitted in our expression of interest?

Bidders will not be permitted to bid for increased LSTF funding.

We appreciate that bidders may wish to amend the scope and composition of their bid between submission of the expression of interest and the final bid in February 2012. We will therefore accept alterations to spend profiles. Changes may arise through (i) alterations to the cost of particular elements, or (ii) alterations the delivery schedule by accelerating or decelerating particular elements. This on the condition that bidders remain within the same overall financial request.

2. Will you accept alterations to the revenue/capital split?

We appreciate that the actual split will vary from bid to bid depending on their nature and composition. Minor alterations to the revenue/capital split will be acceptable (both in-year and in total). However, bids which are heavily weighted to either capital or revenue may not be affordable within the overall context of the available funding.

3. What evidence is required to show that the local contribution is secure?

We are looking for evidence of local buy-in and commitment to successful delivery of LSTF projects. Local contributions may come from a range of sources and therefore assurance may be evidenced in a number of ways. Contributions directly from bidding authorities are expected to be met. Developer contributions may be evidenced by a supporting letter.

We are keen that LSTF funding supports innovative approaches to funding by leveraging in additional sources of funding. Bidders will not be required to underwrite additional sources of funding beyond their own local authority contributions.

Policy

4. Has economic growth become a more important objective than carbon reduction, as was recently reported?

No. Both economic growth and carbon reduction remain as the core objectives of the Fund, reflecting the vision set out in the Local Transport White Paper. All bids must show a clear and demonstrable fit with these twin objectives.

5. How might we demonstrate economic growth in our bids?

Proposals might support economic growth in a number of ways, for example:

- supporting jobs and business through effectively tackling the problems of congestion;
- improving the reliability and predictability of journey times;
- creating jobs, by enhancing the transport offer for employment sites which in turn attracts inward investment;
- improving the local retail environment to attract inward investment and increased footfall;
- revitalising town centres;
- by increasing the pool of labour available to employers.

Bid presentation

6. Can we add more project partners than those originally identified in our EOI?

Yes. We appreciate that alterations to scope of bids since submission of the EOI may require bidders to bring additional partners on board.

7. Can we use appendices when presenting the bid?

Yes. However, bidders should avoid over-reliance on appendices. Appendices should generally be used for technical detail only. Please ensure that all key points are made in the body text of the application.

8. Should we include a map, and if so, within the 20 pages or as an appendix?

Inclusion of a map helps to illustrate the overall study area. Wherever possible, this should be presented alongside the narrative in the main application. Bidders may wish to re-format the application form to accommodate maps and other illustrations.

9. Do we have to present evidence on what alternatives we considered, and why they were rejected?

This is not mandatory for small project bids. However, bidders may find it helpful to support the case for their preferred package by providing some brief background on the decision making process and alternatives considered.

10. Are we at a disadvantage if we don't have a local transport model?

No. Modelling of traffic impacts is not mandatory and many sustainable transport initiatives are difficult to model at the present time. Value for money can be quantified using actual results of local surveys and travel plans, and/or by drawing on parallels with national studies and research on the impacts of sustainable travel impacts. Bidders should be clear about the assumptions used and the data source, as well as demonstrating transferability to their own particular areas.

11. Should we be claiming economic benefits where they arise outside the bidding authority/study area?

Yes bids can identify wider benefits that arise outside the geographical area covered by the bid. When doing so, these benefits should be separately identified, with an explanation as to why they are relevant to the bid.

Measures

12. Can we fund marketing and communications activities?

Yes. The revenue funding is available to help promote and raise local awareness of the new measures being delivered through LSTF funding as well as existing transport infrastructure and services.

13. Our bid is dependent on other transport decisions which haven't been made yet. Can we bid for measures which assume others will materialise in the timeframe of the LSTF?

Where there are dependences, we will be seeking assurance that the project can be realistically delivered within the Fund period. If your project is successful, there will be no flexibility to defer funding.

Re-submitted bids from Tranche 1

14. Can local contributions from 2011/12 be re-profiled in the revised bid?

Yes, on the basis that the contribution can be realised during the revised Fund period.