

<b>DECISION-MAKER:</b>	CABINET
<b>SUBJECT:</b>	DELIVERING SUSTAINABLE TRANSPORT
<b>DATE OF DECISION:</b>	19 DECEMBER 2011
<b>REPORT OF:</b>	CABINET MEMBER FOR ENVIRONMENT AND TRANSPORT
<b>STATEMENT OF CONFIDENTIALITY</b>	
None	

### **BRIEF SUMMARY**

This report asks Members to accept funding from the Department for Transport for a sustainable travel programme. The outputs expected are improved health for the city residents, reduced carbon emissions from transport and a more efficient transport network. This directly supports the economic growth ambitions of the city.

### **RECOMMENDATIONS:**

Having had regard to the provisions of the Community Strategy and being satisfied that the proposals in this report will or are likely to improve the economic, social or environmental well being of the Southampton area:

- (i) To accept the £3.96m funding package from the Department for Transport (DfT) and to approve the total match funding commitment of £1.7M over the 4 year funding period, principally from SCC Local Transport Plan grant and strategic 'Section 106' developer contributions.
- (ii) To add £230,000 to the 2011/12 revenue estimates and £1,080,000 to the 2012/13 revenue estimates of the Environment and Transport Portfolio funded by the DfT grant (subject to approval of the budget strategy at full Council in February 2012) and to note that further additions of £1,170,000 to the 2013/14 revenue estimates and £1,030,000 to the 2014/15 revenue estimates will be formally made as part of the preparation of those financial years' budgets.
- (iii) To increase by £450,000 the Smarter Travel Choices Capital Scheme within the Environment and Transport Portfolio capital programme, and approve capital expenditure of £450,000, phased £170,000 in 2012/13, £170,000 in 2013/14 and £110,000 in 2014/15.
- (iv) To instruct officers to bring a further report to cabinet in March 2012 detailing the options for governance arrangements and mechanisms for delivery of the programme.

### **REASONS FOR REPORT RECOMMENDATIONS**

1. The terms and conditions of the grant set out by the Department for Transport require formal acceptance by the Council.
2. The proposed programme of behaviour change initiatives is designed to simultaneously encourage economic growth and reduce carbon emissions, both key aspirations of the Council.

## ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

3. Officers considered and rejected this option:
  - not to accept the funding

### DETAIL (Including consultation carried out)

#### Background

4. The DfT Local Sustainable Transport Fund was established to support the ambitions carried in the Government White Paper *Creating Growth, Reducing Carbon*, published in January 2011.
5. The principal purposes of the fund are to introduce measures that encourage economic growth, while simultaneously reducing carbon emissions from transport. The paper acknowledges that the measures and initiatives used to derive these economic and environmental benefits will also produce significant social benefits.
6. The bid process was overseen by a Steering Group comprising representatives from Hampshire CC, Portsmouth CC, Southampton Chamber of Commerce, Hampshire Economic Partnership, South Hampshire Bus Operators Association, Sustrans and the University of Southampton. A wide range of organisations were consulted on the bid.
7. Alongside these consultations, the Council conducted an independent Travel Attitude survey amongst 1500 homes spread evenly across 15 Mosaic groups in Southampton. As part of the survey the proposed Smarter Choices programme was described to residents. 86% said it was an initiative local authorities should invest in.
8. The ambition for Southampton City Centre, as set out in the Core Strategy, is to create over 300,000 m<sup>2</sup> of new office employment, over 5000 new homes and additional leisure facilities, together with 24,000 new FTE jobs. Southampton also has ambitions to become the country's leading low-carbon city. The Port of Southampton and the airport also have major growth plans.
9. Based on current travel behaviour, the predicted population increase in Southampton alone will generate more than seven million additional journeys per year on the city's transport network, including additional in-commuting due to development in the city. The existing congestion problems of the M27 could be exacerbated and the proposed increase in flow of goods to and from the port limited by congestion. The transport assessment of the Core Strategy predicts increases in traffic of typically 10-20% by 2016, and 20-30% by 2031, on parts of the road network in the Southampton area. Together this could result in an increase of up to 50% in trips into and out of the city centre. The Sustainable transport initiatives are designed to address these problems. Measures to be delivered through this funding are detailed in the bid document. Headline initiatives include:
  - A branded city wide travel campaign;
  - Travel events like Sky Ride;
  - School Travel Plans;
  - Cycle Training for young people and adults;

- Rail Station Travel Plans;
- Workplace travel plans with large employers;
- Specific project to support access to Post 16 education opportunities including college and university travel plans;
- Travel measure supporting access to employment;
- Travel measures supporting healthier lifestyles like patient exercise referral schemes; and
- Measure to support improved freight management.

## RESOURCE IMPLICATIONS

### Capital/Revenue

10. In accordance with Financial Procedure Rules (E.14 A), for externally funded revenue activity over £500,000, Cabinet are recommended to increase the expenditure budget of the Travel & Transport section for sustainable travel by these amounts over the period of the LSTF funding:

£000's	2011-12	2012-13	2013-14	2014-15	Total
Revenue	230	1,080	1,170	1,030	3,510
Capital	-	170	170	110	450

Cabinet are also asked to approve the total match funding commitment of £1.7M over the 4 year funding period. This funding will principally be from the Local Transport Plan grant. The balance will come from various sources including strategic 'Section 106' developer contributions.

11. Funding up to the annual totals is reimbursable, but slippage between years is not possible. Therefore, any delayed work will have an impact on the following year's programme. At the conclusion of year 2014/15, the LSTF will only reimburse the expenditure incurred to that date. There is no slippage beyond this point as that would technically be an extension of the project. Reimbursement of expenditure will be via quarterly in arrears grant claims to the LSTF made by the Travel and Transport Compliance officer.
12. There will be no ongoing project revenue costs beyond 2014/15 falling to the Council, however there may be ongoing revenue costs beyond 2014/15 relating to the delivery mechanism (whether an in-house team or another potential option).

### Property/Other

13. There are no property implications carried in this report.

## LEGAL IMPLICATIONS

### Statutory power to undertake proposals in the report:

14. Section 2 of the Local Government Act 2000 permits a Council to do anything that will or is likely to improve the economic, social, or environmental well being of the area, provided such actions are in accordance with the provisions of the Council's Community Strategy. Having considered the provisions of the Community Strategy (see Policy Framework section below) the Council is satisfied that the matters set out in this report are consistent with the aims and objectives of the Community Strategy and are likely to improve both the economic and environmental well being of the

Southampton area.

**Other Legal Implications:**

- 15. The proposals in this report are fully compliant with the provisions of the Equalities Act 2010 and the Human Rights Act 1998. The programmes to be developed using the DfT funding will be developed having regard to the provisions of s.17 Crime and Disorder Act 1998 (duty to exercise functions having regard to the need to eliminate or reduce crime and disorder in the area) and having regard to European regulations in relation to State Aid. Further legal advice will be sought on the proposed organisation and governance arrangements for the project and will be reported to Cabinet in due course.

**POLICY FRAMEWORK IMPLICATIONS**

- 16. Accepting the funding is directly supportive of the Local Transport Plan 3, the Joint Strategy for Transport for South Hampshire and the Council’s Low Carbon Strategy in reducing congestion and CO2.
- 17. Accepting the funding is also consistent with the Council’s Community Strategy, Economic Development Strategy and the Local Enterprise Partnership - helping to create jobs in the area and strengthening the economy.
- 18. Funding will be used to promote more active travel and better opportunities for young people which also means it will support the Health and Well being Strategy and the Children and Young People’s Plan.

<b>AUTHOR:</b>	Name:	John Roseveare	Tel:	2079
	E-mail:	john.roseveare@southampton.gov.uk		

**KEY DECISION?** Yes    **WARDS/COMMUNITIES AFFECTED:** ALL

**SUPPORTING DOCUMENTATION**

**Non-confidential appendices are in the Members’ Rooms and can be accessed on-line**

**Appendices**

1.	None.
----	-------

**Documents In Members’ Rooms**

1.	LSTF Bid document “Southampton Sustainable Travel City”
----	---

**Integrated Impact Assessment**

Do the implications/subject of the report require an Integrated Impact Assessment to be carried out.	No
--	----

**Other Background Documents**

Title of Background Paper(s)      Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)

1.	<i>Creating Growth Reducing Carbon.</i> White Paper (January 2011)	
----	---	--