



the Overview and Scrutiny Committee (Regeneration and Environmental Services) has been consulted under Rule 15 of the Access to Information Procedure Rules of the Constitution, to the decision being made by Cabinet as a matter of urgency on the basis that it was impracticable to defer the decision until the commencement of the next Forward Plan because of the need to secure an amendment to the Capital Programme with sufficient time to deliver the elements required in 2012/13. The Department for Transport announcement of the overall allocation for the Merseyside major project was only made on the 27<sup>th</sup> June and subsequently confirmed in a letter to Merseytravel dated 4<sup>th</sup> July. However, this did not indicate which elements of the overall major project would be funded and confirmation of the level of funding for Sefton's elements of the project was only received from Merseytravel in a letter dated 19<sup>th</sup> July. The project requires an amendment to the Capital Programme to include the grant allocation of £166,000 capital resources for 2012/13. The allocation for 2012/13 must be spent in 2012/13 and cannot be carried forward. Approval to amend the Capital Programme is therefore required at Cabinet on 16<sup>th</sup> August and Council on 6<sup>th</sup> September. If the decision was deferred until the next Forward Plan, the amendment to the Capital Programme would not be made until Council on 22<sup>nd</sup> November. This delay would make it impossible to achieve the required spend of the 2012/13 allocation. The recent nature of the announcement and funding details meant that it was not included on the Forward Plan and the timing of future Cabinet and Council meetings means that it cannot be deferred to the next Forward Plan.

### **Council**

It is recommended that:-

- (i) Council approves the inclusion of £646,000 in the Capital Programme phased as indicated in paragraph 2.5; and
- (ii) Council approves the inclusion of £300,000 grant funding from Sustrans in the Capital Programme towards the delivery of the Hightown to Formby Coastal Path Improvements

### **How does the decision contribute to the Council's Corporate Objectives?**

	<b><u>Corporate Objective</u></b>	<b><u>Positive Impact</u></b>	<b><u>Neutral Impact</u></b>	<b><u>Negative Impact</u></b>
1	Creating a Learning Community	✓		
2	Jobs and Prosperity	✓		
3	Environmental Sustainability	✓		
4	Health and Well-Being	✓		
5	Children and Young People	✓		
6	Creating Safe Communities	✓		
7	Creating Inclusive Communities	✓		
8	Improving the Quality of Council Services and Strengthening Local Democracy		✓	

## Reasons for the Recommendation:

To allow the funds to be committed to commence delivery of the bid and ensure the required spend is made in the current financial year.

## What will it cost and how will it be financed?

### (A) Revenue Costs

£440,000 of LSTF grant available over the three years of the fund (until 31 March 2015), including £100,000 in 2012/13

### (B) Capital Costs

£646,000 of LSTF grant available over the three years of the fund (until 31 March 2015), including £166,000 in 2012/13

£300,000 of Sustrans grant funding towards delivery of Phase 2 of the Hightown to Formby Coastal Path Improvements in 2012/13

All LSTF grant funds will be met by the Department for Transport through the Local Sustainable Transport Fund through Merseytravel as the accountable body. The Sustrans grant will be met through their DfT funded Links to Schools Programme and will be paid directly to Sefton Council.

## Implications:

The following implications of this proposal have been considered and where there are specific implications, these are set out below:

<b>Legal</b>	None
<b>Human Resources</b>	None
<b>Equality</b>	
1. No Equality Implication	<input checked="" type="checkbox"/>
2. Equality Implications identified and mitigated	<input type="checkbox"/>
3. Equality Implication identified and risk remains	<input type="checkbox"/>

## Impact on Service Delivery:

None

## What consultations have taken place on the proposals and when?

The Head of Corporate Finance & ICT (FD1696/12) has been consulted and any comments have been incorporated into this report.

Head of Corporate Legal Services (LD1025/12) has been consulted and any comments have been incorporated into the report.

**Are there any other options available for consideration?**

No

**Implementation Date for the Decision**

Immediately following the Council meeting

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**Background Papers:**

Letter from Merseytravel (19<sup>th</sup> July 2012) - Large Project Local Sustainable Transport Fund Grant Award  
Letter from Sustrans (30<sup>th</sup> May 2012) – Round 9 Links to Schools Programme – 2012/13 – Formby & Aintree

## **1.0 Introduction**

- 1.1 At the meeting of the Cabinet held on 14<sup>th</sup> April 2011, Members approved the progression of bids for inclusion in the Local Sustainable Transport Fund (LSTF) in partnership with the Merseyside Integrated Transport Authority (ITA) and the Merseyside local authorities. The Merseyside bid consisted of a Key Component element and a Major Bid.
- 1.2 The Key Component Bid was approved by the Department for Transport and the success of the Merseyside bid and an overview of the content of the project was reported to Cabinet on 21<sup>st</sup> July 2011. On 18<sup>th</sup> August 2011, Cabinet approved the funding arrangements for the Key Component Project and the inclusion of the project grant in the Council budgets.
- 1.3 An expression of interest relating to the proposed Merseyside Major Bid was submitted to the Department for Transport in June 2011 and following approval by the DfT, a detailed major bid and supporting business case was prepared and submitted to the DfT in December 2011. The DfT announced on the 27<sup>th</sup> June 2012 that the Merseyside major project bid had been granted £19.99m.

## **2.0 The Merseyside LSTF Major Project - Supporting Sustainable Access to Opportunity in Merseyside**

- 2.1 The Merseyside major project submitted by Merseytravel was for £21.7m, to be used across Merseyside to support sustainable access to employment and opportunity. It contained about 50 complementary interventions to be delivered across Merseyside by a range of partner organisations. The bid was based around four main areas of activity, in common with the Key Component Project; Working with Employers, Travel Solutions, Sustainable Transport Infrastructure and Bus Services. It contained a mix of both revenue and capital funding.
- 2.2 Merseytravel has confirmed that Sefton will receive £1,096,000 (comprising £440k revenue, £646k capital and £10k maintenance allowance) from the Merseyside project to work with local communities, businesses, schools and colleges in addressing transport issues and to improve accessibility for pedestrians and cyclists to key employment locations, local centres and facilities and education and training establishments and to introduce community based low speed zones. Further details are provided below.
- 2.3 Merseytravel will act as the lead Authority and accountable body. The project will be administered by Merseytravel in accordance with the Terms and Conditions specified by the Department for Transport (DfT). The letters of confirmation for the project from Merseytravel and the DfT are attached as Annex A. Merseytravel will enter into formal agreements with the partner local authorities for the management, delivery and monitoring of the project in the same way as has been done for the Key Component Project. This will be finalised as quickly as possible so that the spending commitments for 2012/13 can be met as the DfT has made it clear that there is no scope for carrying forward any funding to future years.
- 2.4 It is recommended that the Strategic Director - Place is authorised to enter into the formal agreement to enable the delivery and financial management of the project.

2.5 The funding amounts and spend profile for the components of the project to be delivered in Sefton are summarised below.

	£k	2012-13	2013-14	2014-15	Total
<b>Travel Solutions (Revenue funding)</b>					
Transitional transport solutions	Revenue	32	55	55	<b>142</b>
Active Sefton	Revenue	68	115	115	<b>298</b>
<b>Total Revenue</b>		<b>100</b>	<b>170</b>	<b>170</b>	<b>440</b>
<b>Sustainable transport infrastructure (Capital funding)</b>					
Access to key employment locations	Capital	0	35	35	<b>70</b>
Community based low speed zones	Capital	50	100	100	<b>250</b>
Local area accessibility improvements	Capital	50	55	55	<b>160</b>
Access to education and training locations	Capital	66	50	50	<b>166</b>
<b>Total Capital</b>		<b>166</b>	<b>240</b>	<b>240</b>	<b>646</b>

2.6 Members will note that there is a considerable amount of spend profiled for 2012/13 and in order to deliver the aims of the project and meet this spend it is necessary to commence committing funds at the earliest opportunity.

2.7 In view of the above and subject to confirmation of the funding agreement with Merseytravel and Council approval of the capital budget, the Cabinet is requested to authorise officers to commence commitment of the funds identified for 2012/13. Delivery of these commitments will be subject to subsequent reports to the Cabinet Member –Transportation.

### 3.0 Project Spend 2012/13

3.1 Paragraph 2.5 above outlines the spend profile for all Sefton's elements of the Merseyside LSTF major project. The proposed spend for 2012/13 is as follows:-

3.2 **Transitional Transport Solutions (£32k Revenue)** - The transitional transport solutions project consists of the provision of information, advice, training and practical assistance specifically targeted at those making the transition from school into college, training or employment or those leaving college to enter training or employment. The aim of the scheme is to establish and reinforce sustainable travel behaviour patterns with a target market/audience who are undergoing a significant transition in their life and, as such, are more open to new opportunities and more willing to change. The project will engage with the high schools and colleges in south Sefton to offer advice and support for those about to leave the school or college.

- 3.3 **Active Sefton (£68k Revenue)** – The Active Sefton project consists of a series of community based campaigns and programmes to support and promote walking, cycling and public transport as part of a wider active and healthy lifestyle programme. It is intended to develop confidence and independence and to improve health and well being among local populations, whilst also encouraging greater use of local facilities and local businesses. This programme will be delivered as part of the existing Active Sefton brand and focus on local communities. It will be delivered in partnership with NHS Sefton and Sefton CVS who would lead the establishment of a series of community based programmes to support and encourage active travel to school, to employment and to local services and facilities. The programme will seek to involve local businesses, community organisations and health and education establishments.
- 3.4 **Sustainable Transport Infrastructure (£166k Capital)** – This element of the project is intended to provide new or improved infrastructure that will support walking, cycling or public transport access to key employment locations, to local centres, to schools and colleges and in residential areas. A comprehensive approach to encourage walking, cycling and public transport use by improving walking and cycling infrastructure will be developed, complemented by the transport solutions packages. An area focussed approach will be used to develop a range of measures, appropriate to the local area, to make it safer and easier for people to walk, cycle or use public transport within their communities and to get access to employment, to local centres and facilities and to schools and colleges.
- 3.4.1 The proposed infrastructure improvements to key employment locations will be linked with the similar measures proposed in the key component project, but will enable additional sites to be improved. As with the key component elements, they will be supported by funding from other programmes, including the LTP capital programme.
- 3.4.2 The community based low speed zones will concentrate on local residential areas and local centres. Low speed zones are more successful if there is community ownership and a combined approach through community consultation and engagement and the Active Sefton package will provide this support and involvement. The low speed zones will be an important component in creating the perception of safety needed to encourage walking and cycling within local residential areas and both to and around local centres.
- 3.4.3 The local area accessibility improvements seek to remove barriers to walking, cycling and public transport use to important local centres and facilities. These will include rail stations, local shops, health centres, GP surgeries and libraries. The accessibility and attractiveness of local centres and local facilities plays an important role in their continued viability and the level of use by local communities. This project combined with the Active Sefton initiative will provide a comprehensive approach to removing the barriers to sustainable travel, thereby encouraging greater local access to and use of local centres and facilities.
- 3.4.4 High schools, colleges and other training establishments will be targeted for investment in infrastructure measures to improve access and to promote walking, cycling and public transport use. These measures will reinforce the transport solutions campaigns to encourage sustainable transport use and develop confidence, independence and life-skills by providing the infrastructure that makes it easier and safer to walk, cycle or use public transport. The transport solutions campaigns will provide the advice and assistance needed to support sustainable

transport while the measures provided through the capital investment programme will address the physical barriers and obstacles to greater uptake of sustainable transport activity.

#### **4.0 Sustrans Linking to Schools grant**

- 4.1 The proposals to upgrade the Sefton Coastal Path between Hightown and Formby have been approved as part of the LTP Capital Programme. Phase 1 of the project was completed in 2011/12 and Phase 2 is proposed for implementation in 2012/13. Phase 2 comprises the construction of a new footbridge (also suitable for cyclists) across the River Alt and the upgrade of 2km of the existing footpath to a path suitable for use by pedestrians and cyclists. The total cost of Phase 2 is estimated at £550,000, which will be met through £300,000 of grant funding from Sustrans, £100,000 of LSTF funding from the existing Sefton LSTF project and £150,000 from the LTP Capital Programme.
- 4.2 Confirmation of the grant from Sustrans was received in June (letter dated 30<sup>th</sup> May 2012). The grant is provided through the DfT funded Links to Schools Programme. Although the scheme has been identified in the LTP Capital Programme, the Sustrans grant needs to be included in the Council's Capital Programme. Cabinet is therefore requested to approve the inclusion of the £300,000 Sustrans grant in the 2012/13 Capital Programme.

#### **5.0 Financial Implications**

- 5.1 The Head of Corporate Finance and ICT comments that the financial implications of the report for the Council are that the expenditure of £100,000 revenue and £166,000 capital to be incurred in 2012/13 is to be funded by grant from the Local Sustainable Transport Fund, along with further funding up to 2015 as shown in the schedules above, awarded by the Department for Transport and administered by Merseytravel. Grant will be claimed quarterly in arrears based on actual spend in the same way as the Key Component Project. In addition, spend of £300,000 capital to be incurred in 2012/13 as part of the Hightown to Formby Coastal Path Improvements is to be funded by grant from Sustrans. The grant will be claimed quarterly in arrears based on actual spend. There are not expected to be any financial resource implications to the Council as a result of these projects as they are fully funded.