Department for Transport

Local Sustainable Transport Fund

First Round Funding

Catherine De Marco

Local Sustainable Transport Fund – recap on objectives

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- £560m to support initiatives which address growth and carbon at a local level
- Opportunity to influence travel behaviour locally - lots of evidence of what works
- Targeted, modest investments - packages of complementary measures

What does it look like?

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Small projects

Tranche 1 Bids (up to £5m)

By 18th April 2011: Deadline for receipt of Tranche 1 bids

By end June 2011: Decisions on successful Tranche 1 bids

Tranche 2 Bids (up to £5m)

By 6th June 2011: Deadline for expressions of interest

By 24th Feb 2012: Deadline for receipt of Tranche 2 bids

May 2012: Decisions on successful Tranche 2 bids

Large projects

Large Projects (up to £50m in total, including key components)

By 6th June 2011: Deadline for receipt of initial proposals

End July 2011: Shortlisted bids invited to prepare business cases

By 20th Dec 2011: Deadline for receipt of business cases

June 2012: Decisions on successful large projects

Key component option (up to £5m)

By 18th April 2011: Deadline for receipt of optional key component bid

By end June 2011: Decisions on successful key component bids

Where are we now?

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- First round – tranche 1 and key component announced 5 July - £155.5m, 39 projects, 37 authorities
- Large projects – announced 3 August that 13 authorities shortlisted to prepare business cases – these were submitted 20th December
- Tranche 2 small projects – 56 small project proposals to be submitted
- Bids received from all eligible transport authorities – either as lead or partner

First round at a glance….

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	Applied	Funded	DfT contribution	Total Value
Bids	73	39	£155.5m	£365m
Authorities	66	37		

Assessment criteria as published in guidance, ie.

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- support the local economy
- reduce carbon emissions
- also:
  - deliver wider accessibility & social inclusion
  - improve safety
  - improve local environment & air quality; reduce noise
  - promote increased levels of physical activity
- and demonstrate
  - deliverability
  - local buy in – local contribution
  - financial sustainability
  - value for money
  - affordability within constraints of fund

Assessment process

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DfT officials and economists

Independent Expert Panel:

- Tony Depledge – (bus industry)
- Ian Drummond – ADEPT
- Stephen Joseph - CBT
- Adam Marshall – British Chambers of Commerce
- Lynn Sloman – Independent sustainable travel expert

Advice to DfT Ministers → **Funding decisions and announcements**

First round – 415 individual package components!

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- Active travel – 150 package components
- Marketing and Engagement – 120 package components
- Public Transport – 99 package components
- Traffic Management and private vehicles – 47 package components

....of which

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- School travel plans – 18 package components
- Active travel infrastructure improvements – 31 package components
- Children's cycle training (bikeability level 3) – 16 package components
- Children's pedestrian and safety training – 8 package components
- Schools promotions and events – eg. Dr. Bike – 22 package components
- Schools grants for cycles shelters, lockers etc. – 9 package components
- Cycle trains, walking buses to schools – 3 package components

What worked?

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- Addressing the core objectives – economy and carbon
- Identifying the problem – people, place, purpose…
- And the right solution for the problem
- And who benefits…
- …..Focussed, well targeted packages

Lessons for the second round…

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- What's the fund about?
- Solution linked to problem – no presumption for any mode or geography
- Tell us what you're doing
- Engage!