



Department
for Transport

Local Sustainable Transport Fund Annual Report 2011/12



May 2013

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Foreword

In January 2011 I launched the Local Sustainable Transport Fund, which was created to enable local authorities to fund bespoke projects that create local economic growth whilst also cutting carbon emissions. I am delighted to report that the Fund has been hugely popular with local authorities and partners across the country. Every authority eligible to apply to the Fund has done so, and my officials reviewed over 130 bids during 2011 and 2012. As a result of this process, which also involved the appointment of an Expert Panel, I awarded funding to 96 projects in 2011 and 2012. The Department has invested £540m of the £600m Fund into these 96 projects, which have also provided local contributions to boost central government funding. As a result, over £1 billion is being invested in local sustainable transport projects from 2011-15. Value for money was one of the key criteria in awarding funds. I was impressed to hear that assessment of the 12 Large Projects, carried out by the Department's economists, showed they will collectively deliver very high value for money, with a return on investment of over 5:1, based on cautious estimates.

In this report, you can find out what the first year of investment has produced as a result of swift delivery by the first tranche of projects, awarded funding in July 2011. Project delivery started rapidly, and these teams have already made good progress in implementing local sustainable transport schemes designed to improve the local economy whilst also cutting carbon emissions. Many more projects were awarded funding in May and June 2012. Early results from these schemes will be reported in our 2012/13 Annual Report. Overall, I am hugely impressed by progress made across the country already as a result of the Fund. The combination of high level objective setting - creating growth and cutting carbon, coupled with local innovation, specification and delivery - has proved to be a real winner.



Norman Baker MP

Parliamentary Under Secretary of State

A handwritten signature in blue ink, appearing to read 'Norman Baker'.

Executive Summary

1. The Local Sustainable Transport Fund ('the Fund') was announced through the Spending Review in October 2010 and launched alongside the Local Transport White Paper, 'Creating Growth, Cutting Carbon'¹ in January 2011. £560 million was made available to the Fund for 2011-15.
2. Through bespoke local sustainable transport projects, the Fund aims to contribute to local economic growth whilst at the same time helping to achieve ambitious carbon reduction targets.
3. The Fund has been universally popular, with all eligible local authorities applying with bids across 2011 and 2012. Due to this volume of interest and the high quality of bids received, the Department injected an additional £40 million into the Fund in 2012. This enabled Ministers to approve a greater number of bids across three funding announcements, making £600 million available in total for local sustainable transport.
4. This Annual Report, our first for the Fund, provides an opportunity to highlight the achievements made during the first financial year (2011/12), and provides some background to the range of projects being implemented across the country. It also provides some accountability to show how public funds have been invested towards important local, national and international goals.
5. As this is the first Annual Report, background to the Fund has also been provided, including information on the bidding and decision-making process, and an introduction to monitoring and evaluation. It is the Department's intention to produce a report annually during the lifetime of the Fund, providing examples of successful project delivery across England each year.
6. If you want more information on specific projects receiving investment through the Fund, a summary of all projects can be found at: <https://www.gov.uk/government/publications/local-sustainable-transport-fund-project-summaries>.
7. General information about the Fund can be found at: <https://www.gov.uk/government/organisations/department-for-transport/series/local-sustainable-transport-fund>.

¹ <https://www.gov.uk/government/publications/creating-growth-cutting-carbon-making-sustainable-local-transport-happen>

Background to the Fund

8. The Local Transport White Paper 'Creating Growth, Cutting Carbon – Making Local Sustainable Transport Happen', published in January 2011, represented a significant step towards meeting two key Coalition Government objectives: helping to create economic growth by making sure people can get to work, to the shops or their local amenities; and tackling climate change by cutting transport carbon emissions through encouraging more low-carbon journeys.
9. The Fund is a mechanism for directing investment to where it is needed most, at a local level. This achieves results quickly, often funding projects that are high value for money.
10. The Fund is well aligned with the localism policies of the Coalition Government, which place power and responsibility where it needs to be - in the hands of local communities. By putting local authorities at the heart of decision-making, projects can achieve the best results possible.
11. In addition to creating economic growth and reducing carbon emissions, sustainable transport also offers benefits for road safety, public health, air quality, and community well-being. Around two out of every three trips we make are less than five miles in length, many of which could be cycled quite easily, or undertaken by walking and using public transport. At the moment, not even half these trips are made by public transport, walking or cycling. Short distance local trips provide the biggest opportunity for people to switch their travel choices in favour of more sustainable transport options.
12. The Fund was launched alongside the Local Transport White Paper with two core objectives:
 - support the local economy and facilitate economic development, for example by reducing congestion, improving the reliability and predictability of journey times or enhancing access to employment and other essential services;
 - reduce carbon emissions, for example by bringing about an increase in the volume and proportion of journeys made by low carbon, sustainable modes including walking and cycling.
13. In addition, the Fund has four further objectives:
 - help to deliver wider social and economic benefits (e.g. accessibility and social inclusion) for the community;
 - improve safety;

- bring about improvements to air quality and increased compliance with air quality standards, and wider environmental benefits such as noise reduction; and
 - actively promote increased levels of physical activity and the health benefits this can be expected to deliver.
14. By creating the Fund, the Coalition Government reduced the number of funding streams that local authorities in England (outside London) had to navigate to secure essential funding for local transport services.
 15. The Fund is the single largest level of investment ever provided for local sustainable travel, and has created an opportunity for local authorities to roll out successful elements of earlier pilot projects, from the Sustainable Travel Towns, the Cycling Demonstration Towns and the Cycling City and Towns programmes.
 16. As well as providing funding to local sustainable transport projects, the Fund is also paying for Bikeability cycle training (£11 million per year). The Fund also provided some transitional funding during 2011/12 only (for Links to Schools, Bike Club, walking to school initiatives, Transport Direct cycle journey planner, and business to business initiatives on alternatives to travel). The Fund is also covering costs for monitoring and evaluation, according to the principles of the Monitoring and Evaluation Framework².
 17. All local authorities applying for funding needed to demonstrate local commitment by describing the level of local contribution also available to implement these projects. When the total amount of local contributions for projects is combined with the Department's investment, over £1 billion is now being invested in local sustainable travel projects between 2011-2015.

² <https://www.gov.uk/government/publications/local-sustainable-transport-fund-monitoring-and-evaluation-framework>

The Bidding Process

- 18.** There were three bidding opportunities for the Fund: Tranche 1 (April 2011) and Tranche 2 (February 2012) were for small projects under £5 million, while bids for between £5 - 50 million could be made for Large Projects during 2011. Funding announcements were made in July 2011 for Tranche 1, in May, June and September 2012 for Tranche 2, and in June 2012 for Large Projects.
- 19.** The Fund application process required all bidders to:
- demonstrate how their proposals aligned with the objectives of the Fund;
 - describe what their project would actually deliver and how much it would cost (broken down into scheme elements);
 - explain how the project would be sustained after March 2015;
 - show support from local community representatives;
 - agree to participate in monitoring and evaluation;
 - illustrate that the project would be managed and governed appropriately;
 - demonstrate value for money, deliverability and affordability;
 - include a commitment to make a local contribution to overall costs.
- 20.** 73 bids for Tranche 1 were received on 18 April 2011. All bids were assessed separately by Department officials, Department economists, and an Expert Panel established specifically to advise Ministers regarding funding decisions (see Table 1). From this combined assessment process, recommendations were made to Ministers, who then reviewed all bids before making decisions.

Table 1: Fund Assessment Expert Panel	
Name	Expertise / representation
Tony Depledge	Transport operator experience
Ian Drummond	ADEPT (a Local Authority Directors' Association)
Stephen Joseph	Campaign for Better Transport
Adam Marshall	British Chambers of Commerce
Lynn Sloman	Transport for Quality of Life

21. On 5 July 2011, Norman Baker MP announced funding of £155.5 million for 39 Tranche 1 projects. 34 projects were funded in full, while 5 projects received partial funding. With local contributions for these 39 projects at over £209 million, this represented a total investment of £365 million.
22. 11 of these 39 projects were Key Component projects, which lay the foundations for a later Large Project expression of interest.
23. 12 of the unsuccessful bidders were invited to make some changes to their proposals and submit a revised bid to Tranche 2.
24. On 6 June 2011, the Department received 41 expressions of interest for Tranche 2, and 19 expressions of interest for Large Projects. The latter were assessed in the same way as small project bids, and 13 were shortlisted on 3 August 2011 to prepare Large Project Business Cases.
25. These bidders submitted Large Project Business Cases by 20 December 2011³. These Business Cases were rigorously assessed by the Department's economists and specialist teams. The Expert Panel also reviewed the Business Cases and worked with Department officials to interview all Large Project bidders during February 2012. Following this, recommendations were made to Ministers for funding decisions.
26. On 27 June 2012, Norman Baker MP announced £225 million funding for 12 Large Projects. With local contributions for these 12 projects at £130 million, this represented a total investment of over £355 million.
27. Meanwhile, the Department had received 53 bids to Tranche 2 on 24 February 2012. On 24 May, 27 June and 11 September 2012, Norman Baker MP announced funding for 45 Tranche 2 projects (30 for full funding and 15 for partial funding), providing £159 million investment from the Fund. With local contributions for these 45 projects at £197.5 million, this represented a total investment of over £356 million.
28. Figure 1 illustrates how the Fund has been allocated overall. Of the £540 million allocated to the 96 projects awarded funding during 2011 and 2012, £535 million has also been committed in local contributions, ensuring that investment in local sustainable transport across England (excluding London) from 2011 to 2015 exceeds £1 billion. Figure 2 illustrates how much funding has been provided by the Department and how much local contribution has also been secured for each funding stream.

³ Guidance for the development of these can be found at: <https://www.gov.uk/government/publications/local-sustainable-transport-fund-application-process-and-bidding-guidance>.

Figure 1: Fund Allocation

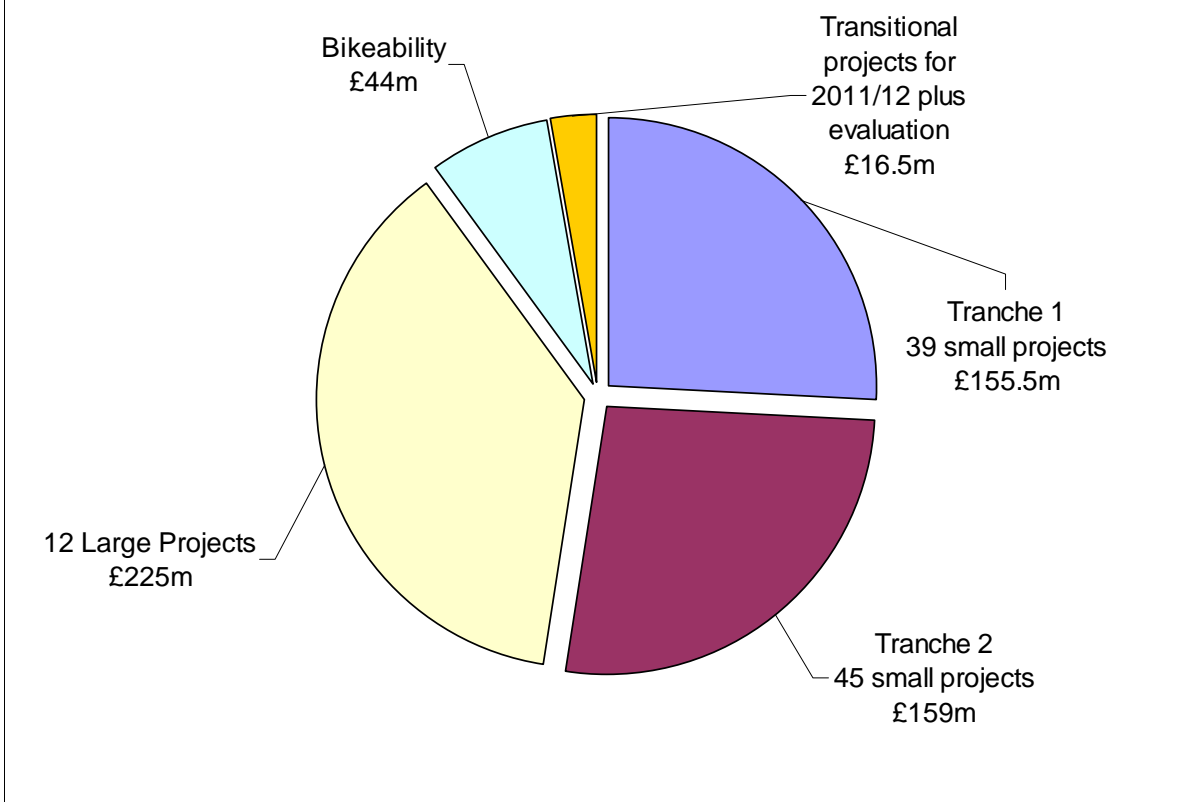


Figure 2: Funding sources

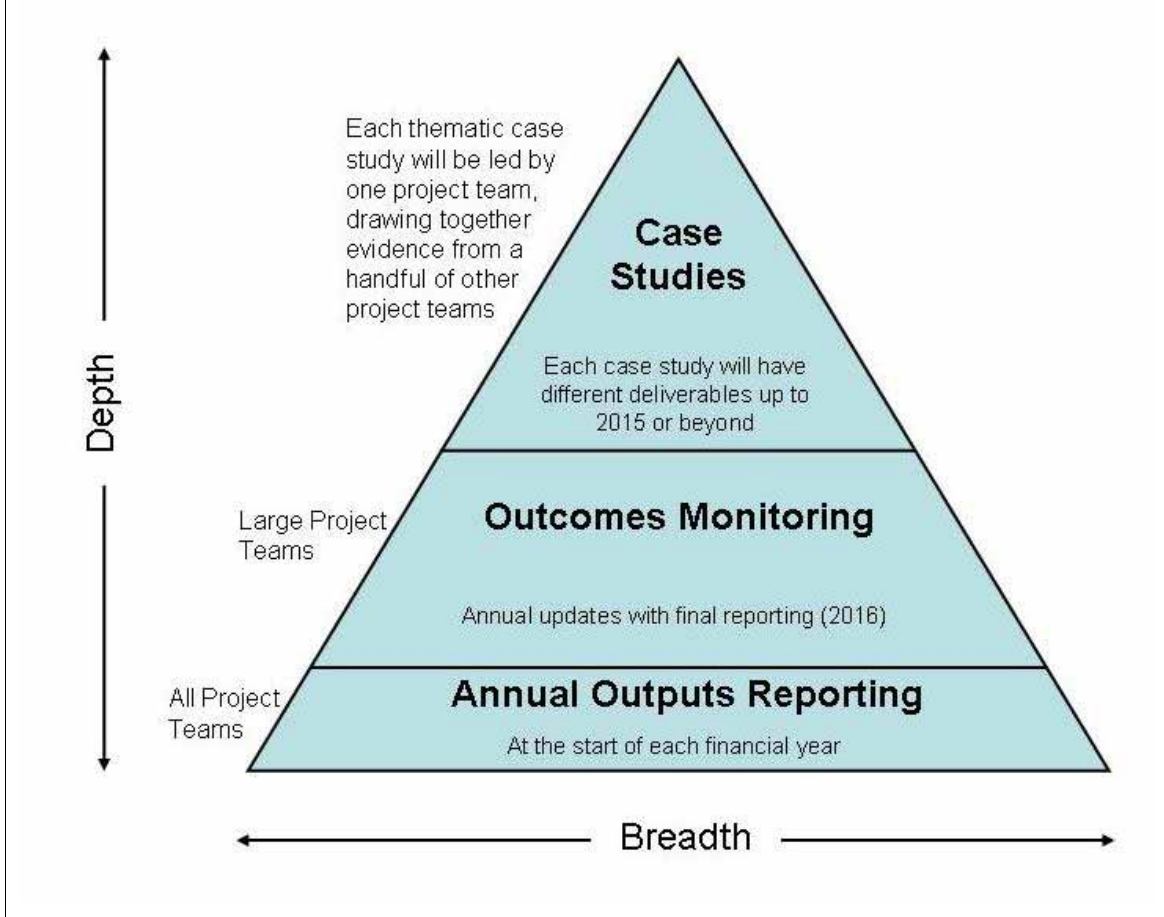


Monitoring and Evaluation

29. Monitoring and evaluation is integral to understanding how well the Fund is delivering local economic growth whilst cutting carbon emissions. However whilst monitoring and evaluation is important, the Department understands that onerous monitoring programmes can place unnecessary costs and time pressure on local authorities. Therefore a proportionate approach is required.
30. In December 2012, the Department published a Monitoring and Evaluation Framework⁴ for the Fund, which aims to improve the evidence base for sustainable transport whilst minimising the resource burden required. The framework is based on the following three principles:
- **Proportionality** - Adopting a light-touch, resource efficient approach to monitoring for local authorities (where possible utilising existing data sources);
 - **Partnership** - Collaborative working across local authorities, government departments, academics and other organisations;
 - **Prioritisation** - Developing the evidence base to inform future local and national decision-making by targeting key evidence gaps.
31. The framework consists of three components, scaled to fit the amount of funding received (see Figure 3). The components are:
- **Annual Outputs Reporting** - this monitors what the investment has been spent on, and what deliverables have resulted from investment each year. All project teams are expected to complete these each year using a standard reporting template provided by the Department;
 - **Outcomes Monitoring** - Large Project teams are expected to develop and deliver bespoke monitoring programmes for the outcomes of their schemes;
 - **Case Studies** - these will consist of a few detailed research projects on key priority questions where the evidence is relatively weak and/or important.
32. This Annual Report presents information from the Annual Outputs Reporting component of the framework. An update on progress will be published each year.

⁴ <https://www.gov.uk/government/publications/local-sustainable-transport-fund-monitoring-and-evaluation-framework>

Figure 3: Monitoring and Evaluation Framework for the Fund



Local Sustainable Transport Fund projects

- 33.** 39 local sustainable transport projects received investment from the Fund in 2011/12 (joined by 57 more projects in 12/13), and each project includes a number of different sustainable transport initiatives. Each project is locally designed and implemented to meet specific needs of local communities. For example, Dudley Metropolitan Borough Council is receiving £362,000 across four years to deliver the Brierley Hill Active Travel Partnership, which targets a single town centre in their authority. By comparison, Centro (in the West Midlands) is receiving over £33 million across three years for their 'Smarter Network, Smarter Choices' Large Project to deliver an integrated package of major sustainable transport improvements covering ten transport corridors within their metropolitan area.
- 34.** Each project requires both capital and revenue funding, allowing local authorities to implement changes that range from local transport infrastructure improvements to engagement with local communities to increase uptake of sustainable transport choices.
- 35.** All projects are designed to influence people's travel choices, aiming to make sustainable transport a more attractive option for local journeys. Local authorities lead the delivery of all projects, but are working closely with local partners, such as businesses and community interest groups, as well as local authority departments outside the transport sector, e.g. public health, education and employment.
- 36.** As part of the bidding process, bidders were required to categorise their projects into different 'scheme elements'. Some bidders split their projects based on geographical boundaries or corridors, whilst others grouped projects by mode of transport (such as bus or rail), or by target group (such as schools, businesses and residents). Table 2 identifies the main categories of scheme elements by giving some examples of the types of sustainable transport measures being implemented.
- 37.** Every project requires a significant amount of project management, staff recruitment and procurement, particularly in the initial stages of implementation. In addition, public consultation and engagement with local communities takes place during the early stages of any successful project. However, many project teams have managed to show early signs of successful delivery during 2011/12 and achieved some quick results.

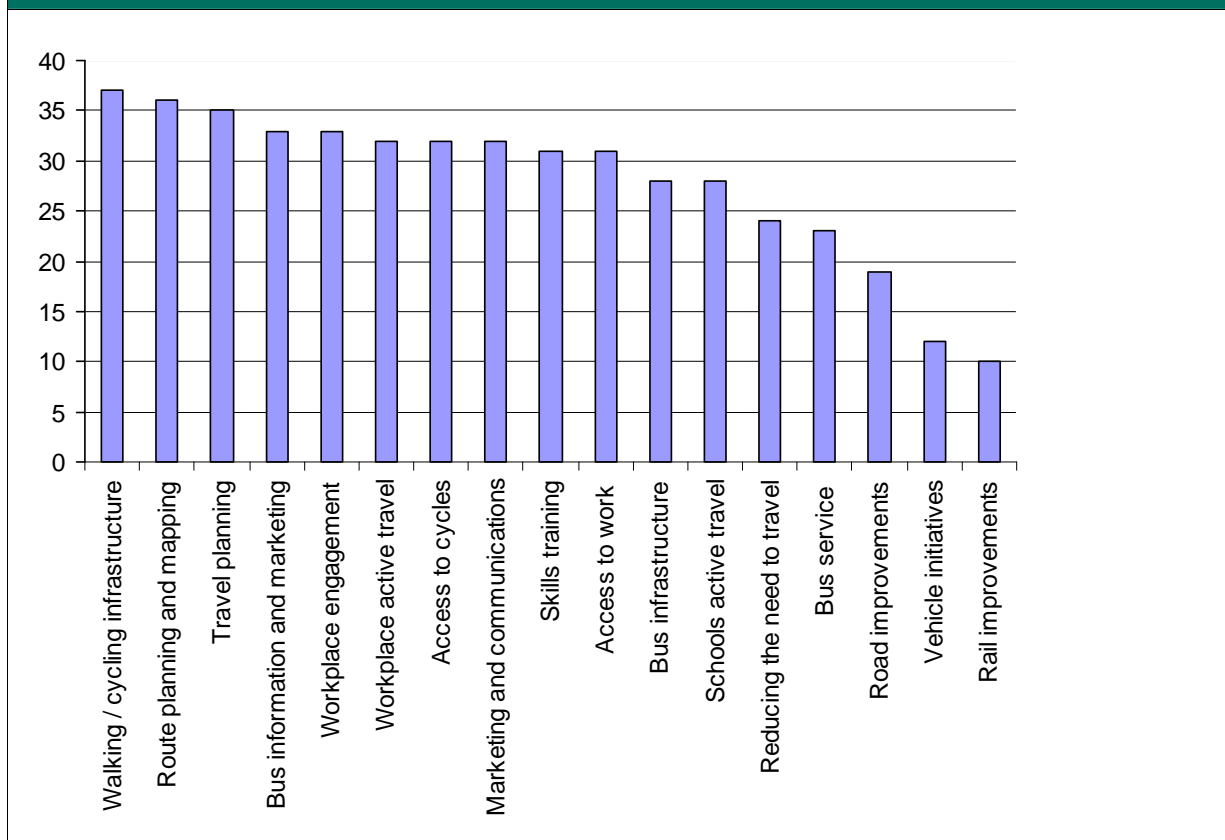
Table 2: Typical scheme elements

Capital funded scheme elements	Revenue funded scheme elements
<p>Bus and rail infrastructure improvements</p> <p>Real time information, low carbon buses, bus priority measures, bus shelters and stops, station and forecourt improvements, station cycle parking and cycle hire</p>	<p>Bus and rail service improvements (including information and marketing)</p> <p>New bus services and routes, bike bus services, services for rural residents, rail promotions, station travel plans, bus 'taster' tickets (a short-term reduced-price trial to incentivise bus travel), travel advice, web-based services and apps</p>
<p>Walking & cycling infrastructure improvements</p> <p>On-road cycle lanes and off-road cycle paths, junction and crossing improvements, cycle/pedestrian bridges, cycle parking, access links to key destinations (e.g. employment sites, schools, stations and town centres), grants for cycle shelters and lockers at workplaces and schools, cycle hubs, cycle hire schemes, route signage</p>	<p>Access to work, and workplace / schools engagement</p> <p>Child and adult cycle training, walking school buses, travel planning, travel passes and travel assistance training for job-seekers, loan bike schemes, cycle maintenance training courses</p>
<p>Road and vehicle improvements</p> <p>20 mph zones, traffic management, junction and streetscape improvements, electric car charging facilities</p>	<p>Vehicle-based initiatives</p> <p>Car/lift share schemes, car clubs, eco-driver training, freight management plans</p> <p>Route planning, mapping, marketing and communications</p> <p>Travel mapping and information, web-based travel information, road safety communications (e.g. 'Share the Road' campaigns), sustainable transport maps, community route audits, journey planning</p> <p>Reducing the need to travel</p> <p>Enabling high speed broadband access, reducing business-related travel, promotion of work hubs in rural communities</p>

Achievements in 2011/12

- 38.** The following information is based on self-reported accounts of delivery from project teams receiving funding during 2011/12. The 39 project teams awarded funding in July 2011 were all very active in their first year. These projects were all designed to reflect the different needs of local areas.
- 39.** Many project teams reported delivery of revenue based measures for 2011/12. These are faster to set up and deliver, whereas capital projects (involving infrastructure improvements) require greater design, consultation and preparation time.
- 40.** Figure 4 illustrates the types of scheme elements for which delivery was reported by these 39 project teams. Providing access to employment is a significant element across projects, with many projects delivering workplace engagement programmes, and initiatives which make it easier to access work by making sustainable travel choices.

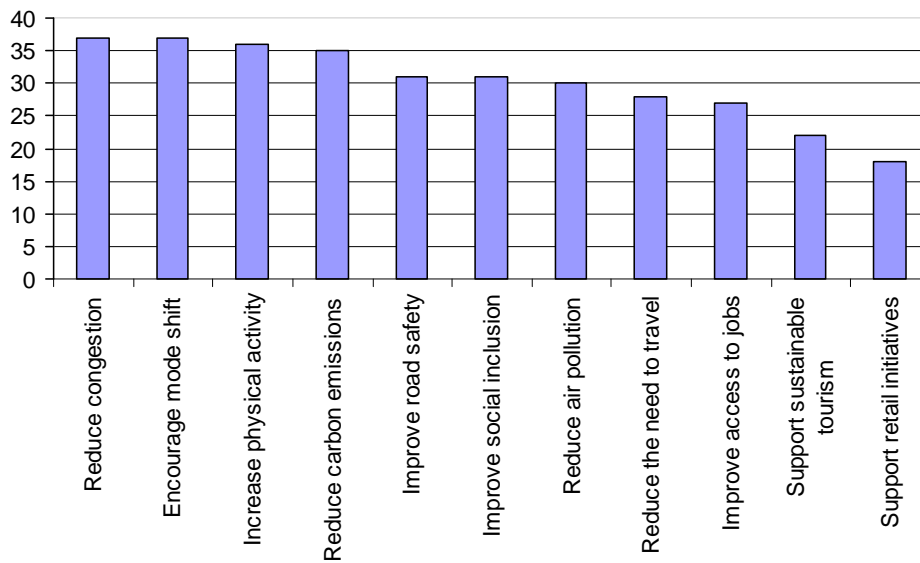
Figure 4: Number of project teams delivering different scheme elements



Delivering the objectives of the Fund

41. Project teams identified policy objectives which will be addressed once projects are successfully implemented. Figure 5 illustrates how many projects are focussed on each objective. To secure funding, all bidders had to demonstrate how projects would increase local economic growth and reduce carbon emissions. Many of the policy objectives illustrated in Figure 5 address one or both of these significant challenges.

Figure 5: Number of projects addressing different policy objectives



Access to employment

42. Improving access to employment by increasing sustainable transport choices, particularly for jobseekers, is an important element of the Fund. Improved bus services and infrastructure, and better cycling and walking facilities, all ensure there are a greater range of accessible and sustainable transport opportunities for jobseekers. Many projects target jobseekers with their initiatives. Four such initiatives are detailed below.
43. Leicester City Council aims to improve sustainable transport for job seekers in the city centre, and the northwest and southwest corridors of Leicester (into Leicestershire). There are over 3,000 unemployed people in these areas. Of these, over 900 people have been involved in the CTC Cycle Champions Project, providing cycle training and guidance to jobseekers wanting to access work opportunities by bike. 515 jobseekers received between an hour and eight days of cycle training in 2011/12, and 30 jobseekers were also trained as volunteers. 40% of the participants were from black and minority ethnic backgrounds, and about half of all participants were female, with some training offered for women-only groups. A travel training course was piloted for people on an employability course, and a travel training programme has been arranged to enable Multi-Access Centre advisors, Job Centre Plus advisors, employability lecturers and care centre staff to provide sustainable travel advice to their clients.
44. Merseytravel has implemented various schemes to facilitate sustainable travel choices to access work and training in six target areas - North Liverpool, South Sefton, East Wirral, Kirkby (including Knowsley Industrial Park), Haydock and Lea Green. These include organised cycle rides in Kirkby, a 'Better by Bus' campaign (which included an offer of a week's free bus travel for over 400 car users), and travel cards to enable Job Centre Plus to help fill 600 Jaguar Landrover jobs.
45. West Yorkshire PTE (Metro) has provided a range of activities to support job seekers. One initiative works with all 24 Job Centre Plus offices by providing either a free monthly travel card to job-seekers starting a new job (881 monthly travel cards were issued in 2011/12), or a day ticket for bus travel for people attending interviews (297 day tickets were issued in 2011/12). Feedback from job-seekers showed that if the free travel card had not been available, 23% would not have been able to accept the job. For those that secured employment opportunities, 63% still use the bus to travel to work, 21% are travelling by train, and 72% of respondents are now more regular users of public transport generally.
46. In South Yorkshire, the Wheels to Work programme has offered people the opportunity to hire a bicycle, electric scooter, or moped to enable them to access employment opportunities that otherwise may not have been possible for them. 166 individuals were assisted into work and 25 were assisted into training during 2011/12. The programme has been complemented by safety training to ensure candidates have appropriate cycling and riding skills. This programme has attracted sponsorship from the Police and Fire Service in South Yorkshire, who supplied equipment and trainers free of charge.

Cycling and walking

47. 38 project teams made a start in 2011/12 on improvements which enable more people to cycle. The majority of cycling initiatives are designed to encourage more people to cycle to schools and workplaces, as these are the most frequent trip destinations.
48. 19 project teams have already built routes in 2011/12 which improve on-road and off-road facilities designed to benefit people choosing to walk or cycle, including:
- The Lewes Road corridor, including a new toucan crossing, off-road paths and de-cluttering improvements (Brighton and Hove City Council);
 - A towpath improvement for Aintree Retail Park, and upgrades of pedestrian islands and a footbridge for access to Knowsley Industrial Park (Merseytravel);
 - Walking and cycling routes to major employment areas in Leeds, Bradford, Wakefield, Huddersfield, Dewsbury and Halifax (West Yorkshire PTE);
 - The Bonnington Walk scheme (West of England Partnership, led by Bristol City Council);
 - A new cycle route alongside the A167 from Darlington to South Durham (Darlington Borough Council);
 - An upgrade of 1.6km of the Slapeworth to Boosbeck public right-of-way to multi-user route status to improve rural access, particularly for cyclists (Redcar and Cleveland Borough Council);
 - The construction of an additional 1km of the National Cycle Network route 55 (Telford and Wrekin Council).

Nottingham City Council: 'Nottingham Urban Area project'



Nottingham City Council is improving integration between cycle, rail and local bus and tram services through the introduction of Citycard cycle hubs at key interchanges across the city. Two cycle hubs consisting of secure, covered cycle cages with cycle stands, CCTV, lighting, and Citycard activated lockers were opened in 2011/12. Part of Nottingham Station was adapted as

a secure Citycard accessed cycle compound.

49. Oxfordshire, Reading and Sefton Councils have all made progress with cycle hire schemes. Oxfordshire's scheme will enable access to the east of Oxford city centre and Headington. Sefton Metropolitan Borough Council opened a new cycle hire centre and purchased 42 new bikes.

Birmingham City Council: 'Bike North Birmingham'

Cycling infrastructure was installed at Pype Hayes Park including a 2km traffic free route linking public open spaces, with supplementary on-road signed routes and a Toucan crossing providing links to residential areas. The route was formally opened on 29 August 2011 as part of a Community Cycling and Walking Day which was attended by over 200 people, many of whom took part in led rides.



Two community cycle hubs were also established in 2011/12 to provide new bikes on short-term hire. A further two 'mini hubs' were also established, providing bikes for led rides and 'Learn to Ride' courses.

50. Electric bicycle schemes are being developed by Southend-on-Sea Borough Council, Brighton and Hove City Council, Devon County Council and Cumbria County Council. Cumbria supported its Electric Bike Network by adding another 20 cycles in 2011/12.
51. 14 project teams have delivered school cycling activities in 2011/12, including cycle training and safety education, and the provision of cycle stands and shelters in schools.
52. 'Bike It', a cycling engagement programme led by the charity Sustrans, was implemented by several project teams with the following notable results in 2011/12:
- 45 schools have signed up and over 14,000 pupils were engaged across Tyne and Wear;
 - 20 schools and over 20,000 people were engaged in York;
 - 18 schools and over 270 cycling promotion sessions have been held across Birmingham.

53. 13 project teams have provided support for cycling to businesses in their areas. Activities have included:
- Financial support for workplaces to purchase safe cycle storage facilities;
 - Bike loan schemes;
 - Cycle maintenance workshops and Dr Bike sessions;
 - Cycle challenges;
 - Purchase of pool bikes.
54. 29 project teams have already delivered some initiatives in 2011/12 which aim to increase walking. These include infrastructure improvements, promotional activities such as 'walk once a week' events, walking school buses, and some information materials.

Telford and Wrekin Council: 'Telford Future'



A walking school bus is like a normal bus but on foot. It takes the same route to school every day, picking up children along the way. Parents are trained to walk the children to school safely, and everyone on the walking bus wears a high visibility waistcoat. For children, a walking bus provides an opportunity for exercise, to get fresh air, and to have fun with their friends whilst learning practical road safety skills. For parents, a walking bus gives them peace of mind, knowing that their child will be arriving at school safely and on time. All walking buses are different, to suit the needs of the children and the school. 12 schools in Telford and Wrekin have a successful walking bus with over 260 children regularly walking to school with the walking bus. There are over 60 adult walking bus conductors, the majority of whom are parent volunteers.

55. Some projects encourage walking by communicating the health benefits. These have included a 'fitter for walking project' (Dudley Metropolitan Borough Council), an initiative called 'Cycling and Walking Works' (Devon County Council), and a project called 'Let's get moving' (Peterborough City Council).
56. 12 project teams delivered school walking schemes in 2011/12. These primarily focussed on 'Walk Once a Week' events and pedestrian safety schemes. 'Walk Once a Week' events, provided by the charity Living Streets, have proved highly successful in encouraging primary school children to walk to school. Pupils are encouraged to walk at least once a week, and are rewarded with a different badge each month.

Southampton City Council has set up 'Walk Once a Week' with four primary schools, which achieved a 28% increase in children walking to school. Suffolk County Council achieved a 26% increase with their scheme across four schools.

57. Other schemes have included: a walk to school month (Thurrock Council), and a 'Free your Feet' whole school walking challenge (Tyne and Wear ITA).
58. Leicester City Council provided two 'Walking Doctors' who offered consultations to two workplaces to improve awareness of walking routes to work. This was provided to over 130 employees.

Hertfordshire County Council: 'Big Herts Big Ideas'

Improvements made to the pedestrian environment in Hertfordshire in 2011/12 include:

- An enhanced pedestrian environment between Watford station and the town centre;
- Installation of 50 new-style street nameplates in and around Watford Junction and the town centre, which include pedestrian destinations with walking times;
- Removal of guard railing at key junctions along Clarendon Road to open up the area and reduce clutter; and removal and/or relocation of signs and provision of step-free access across all side roads along Clarendon Road;
- Enhancement of the physical environment in the ring road subway.



Public transport

59. 28 project teams have improved bus infrastructure in their areas during 2011/12, providing new facilities or upgrading existing infrastructure to make bus use more appealing, to increase patronage. Additionally, 10 project teams have started to make rail improvements.
60. Real Time Information (RTI) is key to improving people's experience of public transport reliability. RTI measures were implemented during 2011/12 across three corridors in North Somerset (as part of the West of

England Partnership, led by Bristol City Council); 14 RTI systems were purchased by Brighton and Hove City Council; and 37 buses have been fitted with transponders to improve RTI in Hampshire, along with the development of a smart phone app.

61. Telford and Wrekin Council provided 250 additional park and ride spaces in 2011/12, which helps reduce congestion in the Ironbridge Gorge World Heritage Site.
62. Cumbria County Council, in partnership with Stagecoach, has pioneered bike-bus integration through retrofitting vehicles to accommodate bicycles.
63. Project teams in West Yorkshire, Nottingham and South Yorkshire have offered 'taster tickets' (free tickets for travel for either a journey or a day) to non-bus users to promote services. Merseytravel has provided season tickets for unemployed people in their first month of work, and South Yorkshire has extended a job connector bus service that connects areas of deprivation with employment areas.

Darlington Borough Council: 'Local Motion'



The Fund has enabled various bus service improvements for inter-urban trips between Darlington and Durham. Bus service 1 has been extended to provide a direct service from South Durham and Darlington to Darlington College, Teesside University and Lingfield Point (a mixed use development). This also includes new bus stops and marketing. Two additional bus services are also operating on the main route. Real time displays at bus stops have been introduced in the town centre and along Woodland Road (the A68 corridor to the North West of Darlington Town Centre).

Feasibility work and consultations have also been undertaken to identify improvements to North Road railway station (located to the north of Darlington town centre), and Dinsdale railway station.

64. Nottingham City Council developed a multi-operator day travel ticket into a season ticket scheme for adults, under 18s and students. The new season ticket offers passengers unlimited travel across local bus, tram and train services. Over 3,500 passes were sold in 2011/12. The new ticket scheme benefited a further 1,500 16-19 year old college students.

65. Bus shelters and bus stops were improved in 2011/12 by many project teams. For example, Surrey County Council has upgraded two routes and 52 stops in Woking and Guildford with new facilities and information boards. In addition, pavements have been upgraded, raising kerbs and refreshing road markings at nine stops.
66. Bus lane enforcement cameras have been installed by Plymouth City Council and Luton Borough Council, and a new bus lane has been developed along London Road by Oxfordshire County Council.
67. A number of project teams have improved the efficiency of bus services:
- An extra bus service each hour has been provided on the A370 (West of England Partnership, led by Bristol City Council);
 - a new peak timetable on inter-urban services has increased bus frequency in St Albans (Hertfordshire County Council);
 - a new 'Locallink' service carried 12,600 passengers per month in 2011/12 in rural districts (Redcar & Cleveland Borough Council).
68. Rail station access improvements include:
- Canterbury West, Ramsgate, Margate, Folkestone and Dover/Sandwich stations (Kent County Council);
 - pedestrian access and underpass improvements to Watford Junction station (Hertfordshire County Council);
 - Mouselcombe station access links with the nearby residential area (Brighton and Hove City Council).

Warwickshire County Council: 'Stratford-upon-Avon Local Sustainable Transport Project'

Preparatory work for the new Stratford Parkway station (in Bishopton, north-west of Stratford-upon-Avon) commenced in 2011/12. The preparatory work included:

- completion of legal work with the Train Operating Company to define and agree delivery and operational obligations for both parties, as well as train service costs;
- an agreement with a land owner to guarantee land purchase;
- completion of an investigation survey and outline design works;
- submission of a planning application;
- tendering for a design and build contract.



69. Hampshire, Thurrock, Birmingham, Suffolk and Warwickshire project teams completed 10 station travel plans during 2011/12. Other project teams have increased the number of cycle parking spaces at stations (e.g. Nottingham, Hampshire, Luton and Surrey).
70. Peterborough City Council improved pedestrian and cycle access to Peterborough rail station, including 290 secure cycle parking spaces, bus stop enhancements and real time information.
71. Kent County Council implemented a marketing campaign covering 26 stations during 2011/12, completed design work on station forecourt improvements, and provided 200 Margate passengers with personalised travel planning.

Other activities

72. Safe and fuel efficient driving courses (SAFED) provide lessons in driving techniques which help reduce fuel consumption, thereby reducing emissions as well as increasing safe driving behaviour. Project teams in Durham, Dudley, Darlington and Thurrock have provided SAFED courses to business and council vehicle drivers. Hampshire County Council has provided low carbon travel advice to the local community.
73. Hertfordshire County Council installed 12 electric vehicle charging points at key locations. Warwickshire County Council provided 6 electric vehicle charging points at Parkway station.
74. Every project team provided community engagement activities during 2011/12, mainly consisting of travel planning for workplaces, schools, residents and/or visitors and tourists. These initiatives provide bespoke information to specific groups of people, and are designed to promote more sustainable travel choices, making it easier for people to change their travel habits.

Hertfordshire County Council: 'Big Herts Big Ideas'

Workplace travel planning in Hertfordshire included the creation of the "Network St Albans" brand, development of a map, a new website, stop-specific timetables, and publicity to promote the St Albans multi-operator ticket option. Promotional maps and literature for personal travel planning were delivered to all 38,000 Watford households during 2011/12.

One of the largest employment sites in the UK, Maylands, finalised their area based travel plan in 2011/12, and a Travel Plan Coordinator has been appointed. A website and a car sharing scheme between 53 businesses have already been launched.

75. 33 project teams offered targeted workplace travel planning and workplace engagement activities during 2011/12. Examples of delivery through workplace engagement includes:

- Adult cycle training;
- Car sharing schemes;
- Subsidies for cycle parking, shelters and maintenance sessions for businesses;
- Cycle challenges (a competition between workplaces to see which teams achieve the highest number of cycle trips in a designated fortnight);
- Business networks - these have been set up to encourage workplaces to collaborate and share best practice by many project teams, including Merseytravel, Hertfordshire County Council and Hampshire County Council.



Business Travel Plan Network going forward in Farnborough

23 Feb 12

Hampshire County Council have appointed consultants WSP-PB to establish a Travel Plan Network (TPN) for businesses in Farnborough, with the help of funding from the Department for Transport's Local Sustainable Transport Fund. This work, welcomed by Hampshire Chamber of Commerce, forms part of the Hampshire Sustainable Transport Towns Project.

The Chamber's Head of Area Development Ian Welland of Commerce joined the Council, WSP-PB and Companies at an Inaugural meeting held at Astrium's offices at Europa House, Southwood Crescent Farnborough on 23 February to decide to join the FTNN which will provide long term benefit from practical support such as:

- Identifying potential transport-related cost savings
- Identifying existing barriers to sustainable travel to workplaces in Farnborough
- Increasing the awareness of sustainable travel options amongst companies and their employees
- Accessing a wide range of incentives that will be made available to staff to encourage them to use sustainable travel modes for journeys to work
- Sharing of information and best practice, building on the "Smarter Ways To Work: Farnborough" initiative through a forum

Hampshire County Council

76. Workplace engagement includes informal and formal meetings with businesses, usually through a travel plan team. For example, City of York Council engaged with 80 businesses during 2011/12.

77. Business based car share schemes have also been developed. For example, Peterborough City Council facilitated two car share websites during 2011/12, targeting 150 businesses and 5,200 employees.

78. An online network of businesses in Nottingham was launched in 2011/12 to provide sustainable transport advice through web-based tools, communications, events and support, coinciding with the introduction of the Nottingham Workplace Parking Levy scheme. In one year, the network has engaged with over 2,500 people. Large local employers such as Siemens, E.ON and the Environment Agency carried out staff travel surveys to develop targeted travel plans with tailored business support activities.

79. School travel planning promotes walking and cycling to and from school. Hampshire County Council worked with 25 primary, 6 secondary schools and 1 sixth form during 2011/12, providing 200 walking school bus packs and curriculum materials on sustainable travel. Surrey County Council

engaged over 16,500 pupils through school travel planning activities during 2011/12.

80. Some project teams are providing personalised travel planning for residents in targeted areas. This is designed to provide detailed advice on the sustainable transport options available to residents.
81. Brighton and Hove City Council engaged with more than 3,800 households with personalised travel planning during 2011/12. Over a quarter of these households requested further sustainable travel information, and are preparing seven-day travel diaries to assist with programme feedback. Luton Borough Council engaged nearly 1,000 households during 2011/12. Kent County Council has distributed 10,000 information request forms, and 200 passengers in Margate have received personalised sustainable travel advice. Southend-on-Sea Borough Council has experienced some early successes by involving local volunteers with providing personalised travel planning services.

Luton Borough Council: 'Sustainable Luton Improvement Partnership'



13 schools took part in the Big Pedal Push in 2011/12, a cycle and scooter campaign which resulted in over 11,500 journeys being made by sustainable transport. 10 schools also took part in a Cycle Santa challenge, which matched Santa's journey of 2,000km from Lapland to Luton by using a bicycle or scooter.



Bikeability

- 82.** Bikeability⁵ cycle training is 'cycling proficiency' for the 21st century, giving children the skills and confidence to cycle safely and well in modern road conditions. Bikeability is funded with £11 million per year from the Fund. It is underpinned by the national standard for cycle training. There are three national standard levels, with a series of outcomes for each that a trainee must demonstrate. The Department promotes the national standard in England through the Bikeability award scheme (which included badges, certificates and a booklet). Training can also be adapted for those with disabilities.
- 83.** The Department provides funding to Local Highway Authorities and School Games Organiser Host Schools (formerly Schools Sports Partnerships) for the delivery of Bikeability training to children. In 2011/12, £11 million was made available for Bikeability through the Fund. This was primarily committed to deliver Level 2 training for year 6 school children. This funding allows for at least 275,000 children to be trained in each financial year (based on a maximum contribution of £40 per person).
- 84.** Bikeability has grown significantly since funding began in 2006/7. 2011/12 saw the highest level yet of Bikeability training delivery since funding began. Table 3 illustrates Bikeability training places filled in 2010/11 and 2011/12.

Table 3: Bikeability training delivered

	2010/11	2011/12	Total
Local Highway Authorities	129,379	180,888	310,267
School Games Organiser Host Schools/Schools Sports Partnerships	69,818	112,472	182,290
Total	199,197	293,360	492,557

⁵ For more details of Bikeability <http://www.dft.gov.uk/bikeability/publications/>

Conclusions

- 85.** This Annual Report has outlined the assessment and decision-making process for the Local Sustainable Transport Fund during 2011 and 2012, and provided a picture of how investment has been directed during the first year of the Fund.
- 86.** The diversity of projects is evident across the Fund, but all projects have one feature in common - they are all designed to create local economic growth whilst also cutting carbon emissions.
- 87.** The monitoring and evaluation framework provides an approach to ascertain the effectiveness of projects in achieving their stated outcomes. It also enables the collection of source data about outputs from all projects, and creates a case study research approach for a small selection of themes that warrant further attention.
- 88.** Future Annual Reports will provide opportunities to demonstrate how funding has been invested across the country in sustainable transport projects which generate local economic growth and cut carbon emissions. The Department plans to publish Annual Reports describing project delivery throughout the lifetime of the Fund. All reports will be available on the Department's website at:
<https://www.gov.uk/government/organisations/department-for-transport/series/local-sustainable-transport-fund>.