

CITY OF PLYMOUTH

Subject: Local Sustainable Transport Fund (LSTF) –
Funding Application

Committee: Cabinet

Date: 8 March 2011

Cabinet Member: Councillor Wogens

CMT Member: Director for Development and Regeneration

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Ref: PTH/major_schemes/0721B LSTF

Key Decision: Yes

Part: I

Executive Summary:

Approval is sought for Plymouth Transport and Highways (PTH) to submit a funding bid to the Department for Transport (DfT) for funding from the Local Sustainable Transport Fund (LSTF). The capital funding sought will be in addition to the allocations already identified by DfT for Plymouth through the Local Transport Plan (LTP) Integrated Block and the funding will also provide additional DfT revenue support for 'smarter choices' measures. The deadline for the bid submission is 18th April 2011; therefore approval to submit the bid is required at the Cabinet meeting on 8th March 2011.

The bid directly supports Plymouth's growth agenda by providing key sustainable transport links which will allow communities access to active travel facilities and provide them with a greater awareness of the public transport options available. The bid is fully in line with Plymouth's adopted Second Local Transport Plan (LTP), and the proposed new Third LTP, as well as being identified within the Local Development Framework (LDF) Core Strategy and within the North Plymstock Area Action Plan (AAP).

Plymouth's bid will include a package of infrastructure measures aimed at encouraging a greater uptake of sustainable travel such as walking, cycling and public transport. These infrastructure improvements will be supported by 'smarter choices' measures such as Personalised Travel Planning (PTP) within local communities.

Corporate Plan 2010-2013 as amended by the four new priorities for the City and Council:

Plymouth's LSTF scheme will directly support three of the four new corporate priorities for Delivering Growth, Reducing Inequalities and Providing Value for Communities:

Deliver Growth

The scheme directly supports Plymouth's growth agenda and helps to provide some of the strategic infrastructure required to allow the challenging mode share targets set for developments in the City Centre and on the Eastern Corridor to be achieved. The walking and cycling infrastructure, combined with PTP, will encourage sustainable links to new and existing developments.

The proposals encompass a key strategic location providing access to all road users to the City Centre, Barbican, Hoe, University and many other cultural and leisure facilities.

The scheme complements the Market Recovery Plan as it will put in place a proportion of the strategic transport infrastructure that will support sustainable travel for existing and new residential and employment based development in the City Centre and on the Eastern Corridor.

Reduce Inequalities

The scheme will provide improvements for pedestrians and cyclists by linking socially deprived areas of the City such as Devonport, Stonehouse, Millbay and the East End to employment areas such as the City Centre, East End, the Morley Park and Sherford developments, and the Langage Energy Park. The scheme will also provide better public transport information from targeted PTP.

Increased accessibility will enable more people to use their local facilities and will also provide improved connectivity to leisure opportunities. Improved awareness and information of public transport services will be of particular benefit for those who do not have access to a car.

Provide Value for Communities

The scheme further builds upon the benefits of the East End Transport Scheme thereby providing additional benefits to the local community

The scheme will help reduce the environmental impact of transport activities by encouraging a greater uptake of more sustainable travel, thereby assisting the viability of the city centre and local businesses. Modal switch to more sustainable travel will help to reduce congestion and the associated lost hours to businesses and services, thereby improving the local economy. The scheme will be both environmentally and financially sustainable.

Other Value for Money benefits will be achieved through:

- Time savings;
- Reduced carbon footprint;
- Improved local air quality in Air Quality Management Area (AQMA);
- Improved noise emissions;
- Reduced congestion;
- Safety improvements;

The links will also improve accessibility to education, leisure and healthcare facilities.

**Implications for Medium Term Financial Plan and Resource Implications:
Including finance, human, IT and land**

The revenue funding for projects that could be obtained through a successful bid is estimated at up to £3m. There will be no additional ongoing maintenance costs associated with the revenue elements of the bid. This is because the smarter choices measures will not become an ongoing activity once the funding has ceased and it is anticipated that the bus services will become commercial at the end of the funding period. It is anticipated that the Smartphone Application will also be self-financing in the long term through the support of advertising space.

The capital funding for projects that could be obtained through a successful bid is estimated at up to £2m. This could be supplemented with unring-fenced mainstream capital grant and S106 receipts subject to approval (£1.05 million of LTP Integrated Block and £0.75 million of Morley Park (formerly known as Plymstock Quarry) S106, as well as other third party contributions).

The maintenance costs associated with the capital schemes, approximately £360,000 over fifteen years, will be funded through PTH budget and the LTP Integrated Block Capitalised Maintenance. Where possible schemes will in fact be designed to reduce existing revenue maintenance liabilities. Plymouth City Council's Transport Asset Management Plan (TAMP) will make allowance for the whole life cost.

Other Implications: e.g. Section 17 Community Safety, Health and Safety, Risk Management, Equalities Impact Assessment, etc.

The bid will support the promotion of community safety through providing better connected communities and encouraging more walking and cycling. The scheme is included within the LTP delivery programme, which has been subject to an Equalities Impact Assessment.

Recommendations & Reasons for recommended action:

The Cabinet is recommended to:

- (i) Note this report.
- (ii) Provide approval for Plymouth Transport and Highways to develop and submit a bid to the Department for Transport's Local Sustainable Transport Fund on the basis of the outline set out in this report.
- (iii) Authority is delegated to the Cabinet Member for Transport, in consultation with the Cabinet Member for Finance, Property, People and Governance, Director for Development and Regeneration and the Director for Corporate Support, to give final approval to the submission of a bid to the Department for Transport's Local Sustainable Transport Fund.

Alternative options considered and reasons for recommended action:

1. Plymouth does not submit a bid to the LSTF - Rejected.

This would mean that Plymouth would miss out on the opportunity for additional funding for sustainable transport measures. As the opportunity for Major Scheme Funding is not available until 2015/16 at the earliest, this is the only DfT funding stream currently available to Plymouth.

2. Delay Plymouth's bid submission to Tranche 2 - Rejected.

While this would provide more time for the development and submission of a bid, there is a concern that the funding could be oversubscribed during Tranche 1 and therefore an earlier submission would give Plymouth a better chance of being successful.

Background papers:

Local Sustainable Transport Fund Guidance, January 2011,
<http://www.dft.gov.uk/pgr/regional/transportfund/pdf/guidance.pdf>

Sign off:

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Originating SMT Member Clive Perkin											

1.0 Introduction to the Local Sustainable Transport Fund (LSTF)

- 1.1. The Under Secretary of State for Transport, Norman Baker, announced the new Transport White paper, "Creating Growth, Cutting Carbon", in Parliament on 19th January 2011.
- 1.2. A major element of the new Coalition Government approach to transport is the creation of the Local Sustainable Transport Fund (LSTF), offering councils in England up to £560m of project funding over the next four years for schemes that meet two core objectives:
 - support the local economy / facilitate growth; and
 - reduce carbon emissions.
- 1.3. The LSTF has an allocation of £560m available nationally between 2011/12 - 2014/15 and is made up of both Capital and Resource Funding.
- 1.4. The Department for Transport (DfT) has stated that in the first years of the funding programme £25.25m is already pre-allocated to specific national projects. The DfT have also confirmed that they wish to support the 'Bikeability' project throughout the duration of 4 year fund however, specific amounts have not yet been determined.
- 1.5. The LSTF breaks down as follows (including the above commitments):

£m	2011-12	2012-13	2013-14	2014-15	Total
Resource	50	100	100	100	350
Capital	30	40	60	80	210
Total	80	140	160	180	560

Table 1 LSTF Funding Profile

- 1.6. Local Authorities who wish to bid for funding from this pot will be required to make a local contribution, however a specific value or percentage is not suggested in the guidance. Typical contributions for match funding of transport schemes are in the order of 10% of the total cost.

2.0 Plymouth's LSTF Project Proposals

- 2.1. PTH has developed a package of measures to form a bid for submission to the LSTF. The proposals seek to help build stronger local economies and address the challenges of climate change.
- 2.2. This project consists of a package of walking and cycling infrastructure improvements along the Eastern Corridor, linking to the Waterfront and to Devonport. The project will provide new walking and cycle paths and upgrades to existing facilities, including the restoration of the iconic Laira Rail Bridge to enable its conversion to a pedestrian and cycle link. The cycle facilities will link together areas of Devonport, City Centre, Plymstock, Plympton and Langanage. The package also includes potential junction improvements at Finnigan Road and The Ride, incorporating better pedestrian crossing facilities and improving operational efficiency at these locations. These infrastructure proposals link residential areas to employment, education and healthcare services.

- 2.3. These measures are to be complemented by targeted 'smarter choices' measures aimed at helping to influence people's travel behaviour and providing better information about the transport choices available. These 'smarter choices' measures include PTP upgrades to the Authority's PlymGo Travel Information/Planning website and the development of a Smartphone Application for local travel information. Branding for this project will need to be developed alongside other corporate branding for example the 'Destination Plymouth' project.
- 2.4. These proposals support the local economy and facilitate economic development through enhancing access to employment and other essential services. The scheme helps to tackle the problems of congestion by encouraging modal shift towards walking, cycling and public transport as well as improving the reliability and predictability of journey times for all users. The scheme directly seeks to reduce carbon emissions by encouraging modal shift towards more sustainable low carbon modes.

3.0 Strategic pedestrian / Cycle Links

- 3.1. The proposal for bringing the Laira Rail Bridge back into use is identified in the Local Development Framework (LDF) Core Strategy and North Plymstock Area Action Plan (AAP) and is complemented by the sustainable links identified in the Morley Park development proposals.
- 3.2. These proposals will also link with the new community planned for Sherford and the proposals for walking and cycling links. They will ultimately providing a dedicated pedestrian and cycle link between Devonport, City Centre, Plymstock, Sherford and Langage.
- 3.3. The project adds further value to significant investments already made by Plymouth City Council as well as that made by South Hams District Council and Devon County Council. The proposed walking and cycling facilities will provide faster, safer and more direct long term links to existing infrastructure on the Eastern Corridor and link to the National Cycle Network route 27 from the City Centre and the west of the city.

4.0 Project Benefits and Outcomes

- 4.1. The scheme will deliver significant benefits to the City and provide the opportunity for people to travel by more sustainable modes. Key benefits include:
- Provision of part of the active travel infrastructure required to support the delivery of the new developments in the City Centre, Sherford New Community, Morley Park and Langage;
 - Increased walking and cycle usage in the city through improved cycle link connectivity, providing safer on and off-line routes and reduced journey times;
 - Lock in the benefits of the East End Transport Scheme;
 - Provide long term links to National Cycle Network (NCN) and facilities provided in neighbouring authorities;
 - Encourage physical fitness of users, particularly in deprived neighbourhoods in the west of the city;
 - Improved air quality in AQMA and residential areas;

- Reduced congestion and improved journey times;
- Improved network management;
- Encourage independent, sustainable travel;
- Support the commercial development of public transport routes.

5.0 Corporate Priorities

5.1. Table 2 below, identifies the projects contribution to the new corporate priorities for the City and the Council.

Corporate Priority	Comments
Deliver Growth	As identified in Table 4, the scheme directly supports Plymouth's growth agenda and helps to provide some of the strategic infrastructure required to allow the challenging mode share targets set for developments in the City Centre and on the Eastern Corridor to be realised. The walking and cycling infrastructure combined with PTP will encourage sustainable links to new and existing developments.
	The proposals encompass a key strategic location providing access to all road users to the City Centre, Barbican, Hoe, University and many other cultural and leisure facilities.
	The scheme complements the Market Recovery Plan as it will put in place a proportion of the strategic transport infrastructure that will support sustainable travel for existing and new residential and employment based development in the City Centre and on the Eastern Corridor.
Reduce inequalities	The scheme will provide significant improvements for public transport, pedestrians and cyclists linking socially deprived areas of the City such as Devonport, Stonehouse, Millbay and the East End to employment areas.
	Increased accessibility will enable more people to use their local facilities and leisure facilities such as the Saltram Estate. Improved awareness and information of public transport services will be of particular benefit for those who do not have access to a car.
Provide value for communities	The scheme further builds upon the benefit of the East End Transport Scheme thereby providing added benefits. The Scheme will help reduce the negative impact of traffic growth by encouraging a greater uptake of more sustainable travel thereby assisting the viability of the City Centre and local businesses.
	Other VFM benefits will be achieved through: Time savings; Reduced carbon footprint; Improved local air quality in AQMA; Improved noise emissions; Reduced congestion; Safety improvements.
	The links will also improve accessibility to education facilities.

Table 2 LSTF Project's Contribution to PCC's Corporate Priorities

6.0 Strategic Fit – Local Transport Plan (LTP)

6.1. The LSTF proposals deliver the objectives of Plymouth's Third LTP and will provide added value to the strategy for managing sustainable travel in the city.

6.2. Sustainable travel has a key role in enabling growth, reducing carbon emissions, reducing inequalities and improving health through Plymouth's Third LTP. The aim is to reduce the barriers and provide people of all ages

and abilities with the choice of walking, cycling and public transport as a method of travel. This will be achieved through the delivery of a package of measures; both infrastructure and non-infrastructure based. Infrastructure is targeted at the completion of Plymouth’s adopted Strategic Cycle Network to provide direct, more convenient routes, improve facilities for pedestrians and continue delivery of the high quality public transport network. Non-infrastructure measures include travel planning, marketing, information and cycle training, to encourage use by providing a gentle nudge in the “right” direction.

7.0 Strategic Fit - Local Development Framework

7.1. The package of walking and cycling measures, complemented by targeted PTP directly supports the following LDF Strategic Objectives (SO) and Policies:

SO2	Delivering the City Vision. <i>3. A city of sustainable linked communities</i> <i>7. A transformed public transport network</i>
SO3	Sustainable linked communities. <i>6. Promoting fully accessible neighbourhood served by good public transport, walking and cycling and other transport both within the community as well as linking adjoining communities and the city as a whole.</i>
SO4	Delivering the Quality City. <i>4. Promoting a highly accessible, safe, well connected city.</i>
SO 14	Delivering Sustainable Transport <i>4. Improving accessibility and social inclusion through providing for a compact city of sustainable linked communities.</i> <i>5. Reducing the rate of traffic growth of traffic congestion through promoting modal shift to sustainable transport methods.</i> <i>9. Promoting walking and cycling as a major mode of travel in the city and in support of community, health and tourism objectives.</i>
CS28	Local Transport Considerations. <i>6. Promoting Walking and Cycling. Development of a network of safe walking and cycling route, connecting to transport interchanges, linking communities and re creational areas in the city and beyond.</i>

Table 3 LSTF contribution to LDF Strategic Objectives and Policies.

7.2. The cycle link over Laira Rail Bridge also delivers part of the strategic transport infrastructure identified in the North Plymstock AAP. The vision diagram identifies the facility to link both the existing residential areas of Plymstock as well as the new community proposed at Morley Park.

8.0 LSTF Eligibility

8.1. The scheme is considered suitable to meet the Government’s essential funding criteria identified in the LSTF guidance published in January 2011. The essential criteria is summarised below:

Carbon	Carbon savings anticipated to be created from modal shift towards
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Savings	walking and cycling from infrastructure proposals and towards public transport from Personalised Journey Planning.
Support Growth	<p>The scheme provides improved links between existing and proposed residential areas such as Devonport, Millbay, Plymstock and Plympton to employment areas such as the City Centre, Cattedown Wharfs, Marsh Mills Retail Park and Langage Energy Park.</p> <p>The project also provides better sustainable links to education facilities such as:</p> <ul style="list-style-type: none"> • University of Plymouth • Colleges • Secondary Schools • Primary Schools
Provide Value for Money	<p>High scheme benefits anticipated. Health benefits will significantly outweigh any dis-benefits. Possible bus and general traffic journey time and reliability improvements associated with junction improvements.</p> <p>PTP/Smarter choices will provide people with information relating to the transport options available to them, encouraging modal shift towards more sustainable modes thereby helping to manage congestion and associated negative impacts.</p> <p>Further builds upon the benefits already invested in the East End Transport Scheme.</p>
Financial Sustainability	The long term maintenance implications need to be fully costed however given the links committed under the Morley Park development S106 the benefits of this scheme will be sustained long after the funding period.
Deliverable	The scheme is suitably advanced to Preliminary Design stage and is considered deliverable within the timeframes of the funding bid.
Affordable	The scheme will have an assessment of the whole life costs and high-level economic appraisal undertaken prior to submission to DfT.
Local Contribution	A local contribution is anticipated to be delivered through a number of funding streams including the LTP, working in partnership with Planning the Saltram Masterplan proposals, working in partnership with Sustrans.

Table 4 DfT Essential Eligibility Criteria and the Scheme's contribution to them.

8.2. The LSTF guidance also identifies criteria in which bids will be looked upon favourably and these are:

Deliver wider social & economic benefits	<p>The scheme will deliver wider social and economic benefits for the East End, Plymstock and Plympton communities. The scheme will also provide wider benefits linking recreational use of the Saltram Country Park and estate by encouraging visitors to arrive to the site by more sustainable means.</p> <p>The Laira Rail Bridge route is identified within the LDF Core Strategy and has been supported with a contribution to extending</p>
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	<p>the facility through the Morley Park development S106 agreement.</p> <p>The PTP will help identify transport options available to people and open up opportunities to them.</p>
Improve safety	<p>The section of Laira Bridge between Finnigan Road and The Ride inclusive had 45 accidents between 01/01/2005 and 31/12/2009. Of these, 17 were personal injury accidents with 15 casualties.</p> <p>There is not considered to be a specific pattern for vulnerable road users, however one casualty involved a power two wheel and another involved a casualty on a public service vehicle.</p>
Improve air quality	<p>The scheme will improve air quality through the East End, Plympton and Plymstock through greater uptake of more sustainable modes. Part of the scheme is located within the Exeter Street AQMA.</p>
Increase physical activity	<p>Increased levels of cycling will lead to increased levels of physical activity resulting in health benefits for users and the health system.</p>
Support from community interests	<p>Support anticipated from walking and cycling groups and from local neighbourhoods. Eastern Corridor consultation identified many positive comments on the proposals.</p> <p>PTP and improvements to public transport should also attract support from Passenger Focus</p>
Partnership working	<p>Opportunities for partnership working may exist with the following organisations and voluntary groups:</p> <ul style="list-style-type: none"> ● PCC Internal Departments ● Neighbouring Authorities / Agencies ● Community Liaison Groups ● Cycling Organisations ● Bus Operators ● Public Health Development Trust (PHDU) ● Disability Action Network (D.A.N) ● Local Access Forum (LAF) ● The Plymouth Chamber of Commerce & Industry ● Environment Agency ● Private Developers ● Network Rail ● National Trust ● Natural England ● University of Plymouth (UoP) ● Wealthy Theme Group

Table 5 DfT Favourable Eligibility Criteria and the Scheme's contribution to them.

9.0 Community Participation

- 9.1. Preliminary consultation in relation to the capital infrastructure aspects of the scheme has been undertaken under the Eastern Corridor Major Scheme consultation.
- 9.2. This consultation identified a good level of support and positive comments for the conversion of the Laira Rail Bridge to a pedestrian and cycle link.

9.3. Further consultation will be required if the funding bid is successful in order to inform the detailed design process.

10.0 Promoting Equality of Opportunity

10.1. Plymouth's objective to be a city where people choose to live with a healthy, growing population and realising its potential as one of Europe's finest waterfront cities can only really be achieved if its benefits are available to all.

10.2. There exist barriers which a significant proportion of people in the city face in order to access work, education, training or healthcare. These include not having access to a car, not being able to take the bus, the service or facility not being available at a suitable time, limited travel horizons and not being able to walk or cycle. 30% of households in Plymouth do not have a car, generally because buying and running one is unaffordable. There is a strong correlation between social deprivation and car ownership.

10.3. Getting access to the services and facilities that many take for granted can improve quality of life and increase confidence and aspirations. Those deprived areas with low car ownership tend to be the same areas with high unemployment and poor health. Low car ownership is also associated with high levels of missed hospital appointments.

10.4. This bid will provide solutions which will enable more people to take advantage of the opportunities that the city offers. Delivery partnerships will focus on accessing healthcare, education and training, employment and leisure facilities.

11.0 Capital Costs

11.1. An initial capital cost estimate has been prepared for the highway infrastructure associated with the bid and a summary is provided in Table 6 below. The capital cost is estimated to be £3.88 million, although it should be noted that this is indicative and it will be finalised once scheme development work is complete.

Scheme Element	Cost Estimate
Friary Park Path	£ 140,000
Ride and Finnigan Road Junctions	£ 820,000
Laira Rail Bridge and associated ramps	£2,920,000
Total	£3,880,000

Table 6 Capital Cost

12.0 Revenue Costs

12.1. The revenue elements of the bid are still being determined but the approximate value will be £3 million. This will cover PTP, measures to promote walking and cycling, bus Kickstart funding and improvements to PlymGo.

13.0 Maintenance Costs

- 13.1. Over fifteen years the maintenance cost of the highway infrastructure is estimated to be £363,000. Maintenance in the early to later years will be largely routine in nature, representing the smaller proportion of the costs, and it is envisaged that these will be absorbed within the existing maintenance revenue budgets. More significant capital expenditure will not be necessary until the later years and will be funded as capitalised maintenance. Plymouth City Council's Transport Asset Management Plan (TAMP) will make allowance for the whole life cost and this will reflect this gradually increasing spending profile.
- 13.2. Alongside the TAMP, PTH is currently investigating other initiatives such as the principle of 'Lean Streets' which seek to reduce on going maintenance liabilities by removing street clutter and simplifying the transport network to minimise the amount of infrastructure required. Reducing maintenance costs on parts of our existing network will help offset the maintenance associated with delivering sustainable transport outcomes with specific reference to lengths of new cycleway.
- 13.3. There will be no additional ongoing maintenance costs associated with the revenue element of the bid. This is because the smarter choices measures will not become an ongoing activity once the funding has ceased and it is anticipated that the bus services will become commercial at the end of the funding period. It is anticipated that the Smartphone Application will also be self-financing in the long term through the support of advertising space.

14.0 Funding

- 14.1. The funding package is still being developed, but the LSTF guidelines have specified that for minor schemes the maximum amount of funding available will be £5 million and that this will be split between approximately £2 million capital and £3 million revenue. The implication of this is that an additional £1.8 million of funding will be required to support the capital element of the bid. It is anticipated that this will predominantly come from LTP funding, approximately £1.05 million and Morley Park Section 106 funding, approximately £0.75 million (Of the £4.54 million allocated to off-site highway works as part of the Morley Park Section 106 Agreement £1.5 million of this can be drawn down from the developer on first occupation which is currently programmed for 2014).
- 14.2. Additional potential sources of funding, both revenue and capital, could include: Sustrans, transport operators, health sector and other third party organisations who may benefit from the scheme.

15.0 Delivery

- 15.1. The design of the infrastructure aspects to the project will be procured through the Plymouth / Amey LG Highway Services partnership contract.
- 15.2. It is anticipated that the physical construction of the infrastructure improvements will be delivered through the Plymouth / Amey LG Highways Services Partnership contract and through the Amey supply chain. In the event that this scheme cannot be secured by this mechanism, it will then be subject to the usual OJEU tendering process.

- 15.3. It likely that some of the smarter choice measures may be a new activity to the Authority and will therefore require a tendering process to be undertaken in accordance with Plymouth City Council's Procurement Procedures.
- 15.4. The PTP aspect of the bid may be an activity which is able to be carried out internally within PCC or it may be delivered wholly or partially externally. If the latter is the case, it will be undertaken in accordance with Plymouth City Council's Procurement Procedures.
- 15.5. It is anticipated that the work to develop the 'Kickstart' bus services will be carried out by existing PTH officers, following the usual bus service tendering process in accordance with Plymouth City Council's Procurement Procedures.

16.0 Programme Milestones

- 16.1. The delivery programme for the LSTF scheme has yet to be fully developed, however it is anticipated that the revenue elements will be delivered across the full four years of funding whilst the capital elements will be in the last three years.

17.0 Risks

- 17.1. Table 7 below, identifies the Top 5 risks to the project.

Top 5 Risks:	Mitigation Measures:	Comments / Cost Assumptions:
1. Increased Utility works & cost.	Carry out Preliminary NRSWA assessments at early stage of design.	This will be identified in the Risk Register and a suitable allowance will be made.
2. Capital Funding reduced or delayed from DfT.	Alternative sources of funding to be identified.	
3. Increased costs associated lead paint on Laira Rail Bridge.	Increased costs of refurbishing	This will be identified in the Risk Register and a suitable allowance will be made.
4. Legal issues surrounding transfer of the bridge	Sustrans have been approached with a view to being a delivery partner to the project	This will be identified in the Risk Register and a suitable allowance will be made.
5. Planning Permission not given / delayed	Pre-app discussions will take place to ensure that the appropriate amount of information is provided	An allocation has been made in the cost plan for gaining approval. An allocation will be made in the Risk Register to cover unforeseen delays.

Table 7 Top 5 Project Risks

18.0 Delivery Partners

- 18.1. The guidance on the application process for the LSTF is very clear that projects which have the support of community interests and incorporate participation and partnership working will be viewed favourably during DfT's assessment of schemes.

- 18.2. Plymouth's LSTF bid may be able to be delivered through partnership working with Sustrans and public transport operators. Sustrans has already expressed an interest in the project proposals and is keen to be involved in the project development and delivery

19.0 Next Steps

- 19.1. A workshop organised by DfT is taking place on 14th February which is being attended by PTH Officers. This workshop will provide the opportunity for clarification of the funding guidance and for attendees to raise any queries.
- 19.2. It is proposed that with approval from Cabinet that PTH submit an application to the Department for Transport's Local Sustainable Transport Fund to meet the deadline of 18th April 2011 for inclusion in the Tranche 1 funding assessments.
- 19.3. DfT have indicated that a decision will be announced as to which authorities have been successful towards the end of June 2011.

20.0 Recommendation

- 20.1. The Cabinet is recommended to:
- 20.2. (i) Note this report.
- 20.3. (ii) Provide approval for Plymouth Transport and Highways to develop and submit a bid to the Department for Transport's Local Sustainable Transport Fund on the basis of the outline set out in this report.
- 20.4. Authority is delegated to the Cabinet Member for Transport, in consultation with the Cabinet Member for Finance, Property, People and Governance, Director for Development and Regeneration and the Director for Corporate Support, to give final approval to the submission of a bid to the Department for Transport's Local Sustainable Transport Fund.