

Local Sustainable Transport Grants

Introduction

Bristol communities are being given the opportunity to bid for up to a maximum £100,000 contribution towards local sustainable transport schemes. A total pot of up to £2 million funding is available; £1m from the Invest in Bristol Package and a further £1m from the Local Sustainable Transport Fund (subject to a funding decision from Government expected May/June 2012).

Grant funding is available for community projects ranging from a **few thousand pounds** to up to a **maximum contribution of £100,000**. The grant could also be used as a contribution towards more expensive schemes, if additional sources of money are available (e.g. a devolved neighbourhood transport grant or a Section 106 agreement grant with a local developer). Grants can support a one-off initiative or used as 'seed' money to pilot a longer-term project.

We are looking for two main types of submissions

- a) Highway infrastructure/road safety schemes that the council can build within local areas.
- b) Requests for grants for projects or activities to be delivered by communities.

Funding applications are encouraged from, local resident groups, traders' associations, voluntary and community groups, statutory organisations, and Neighbourhood Partnerships.

Ideally, the bid will be supported by the Local Neighbourhood Partnership (NP) and/or local ward councillor(s). To apply for a grant, please complete the application form supplied with this document.

There will be two bidding rounds,

- The first round opens in June 2012 **and closes at the end of July 2012**
- The second round opens in January 2013 **and closes in March 2013**.

All projects need to be implemented before **April 2015**.

Bidders are encouraged to be imaginative in their grant applications. This is about local solutions for local people to improve safety and quality of life across the city, which relate to the wider aims and objectives of transport policy.

If you require any further information about the grants or application process, please contact Janine McCretton on 0117 903 6745, Gill Calloway on 0117 903 6707, or e-mail City Transport on city.transport@bristol.gov.uk

If all the funding is not allocated in these rounds then further funding rounds may be held.

A) **Highways Infrastructure/Road Safety Grants**

The Infrastructure Grant can be spent on physical measures or assets that have a long lifespan of many years (e.g. buying speed bumps for a traffic calming scheme).

We are looking for schemes that improve accessibility, safety and quality of life in Bristol and will enable more people to walk, cycle, or use public transport. Schemes that support Safer Routes to School perhaps capitalising on the city's new 20mph zones, are particularly welcomed.

The attached **Appendix One** gives examples of measures that could be funded by the Infrastructure Grant and typical costs.

Detailed project management, cost and engineering will be investigated in detail at the shortlist stage with support from Council Officers.

If you would like any further advice on the technical feasibility of particular infrastructure measures, please contact Neil Terry on 0117 903 6824.

B) **Active Neighbourhood Transport Grants – (subject to LSTF Funding)**

The Neighbourhood Grant can be spent on projects (for example building cycle facilities within a community centre) and could also support initiatives, events, or activities (such as events to encourage children and/or adults to be more active, promoting use of local high streets and local facilities or to support local groups or organisations with projects and aims that meet the objectives below).

For details of LSTF and objectives please visit:

<http://travelplus.org.uk/local-sustainable-transport-fund/west-bid>



Schemes need to be locally-led and project ideas will support the Local Sustainable Transport Fund objectives by:

- Supporting and strengthening local economies (encouraging people to walk or cycle to neighbourhood shops and services, rather than driving to other locations); and/or
- Increasing physical activity to improve health, through greater use of walking and cycling for local journeys.

If successful, a Community Engagement officer will help your group promote the project in the wider community and also make links with any local infrastructure schemes that may be happening.

If you have any questions or queries about this application process please contact **Gill Calloway (0117 903 6707) or Janine McCretton (0117 903 6745) or e-mail city.transport@bristol.gov.uk**

Grant Criteria

To be **eligible** your group/organisation must -

- Be part of a community, voluntary or statutory group, or a Neighbourhood Partnership within the Bristol boundary. You may need to join an existing group or start up your own with help from your Neighbourhood Partnership. Visit www.bristolpartnership.org/neighbourhood-partnerships
- Consult with your local Neighbourhood Partnership and/or ward Councillors on your ideas.

The following are **not eligible** to be funded -

- Organisations seeking to use the grant to promote particular political parties or religious beliefs
- Organisations seeking to use the grant for the advancement of private business interests
- To fund the core costs of the organisation
- Running costs/overheads not connected to the project
- Projects that start before funding has been awarded

The **process** for grant applications is as follows:

- Applicants should complete an application form.
- Applicants must specify whether they are applying for Infrastructure or Neighbourhood grants.
- Grants must be fully spent by the agreed deadline (if successful this will be in acceptance letter).
- The deadline for an evaluation of impact report is 3 months following completion of the project.
- Any unspent funding will be returned to the Grant Programme Manager.

All grants will achieve **1 or more** of the following outcomes:

- Improve local safety and quality of life;
- An increase in walking, cycling (and where appropriate bus or rail travel) to local shops and/or services;
- An increase in usage of one or more local services by sustainable travel;
- Fewer people using their car for local shopping trips;
- Fewer people using their car for visits to Doctors, leisure centre, shop etc.; and
- Promotes use of local businesses by sustainable travel modes.

AND also support at least one of your Neighbourhood Partnership's local aims.

The following criteria will be used to assess applications:

- Projects that have the support of local businesses and services
- Projects that demonstrate local support with community involvement/planning
- Projects that are achievable and effective
- For seed funding, projects that have a business plan that ensures they will be self supporting by the end of the grant fund period.
- Projects with additional benefits on people's health and wellbeing
- Supports one or more Neighbourhood Partnership area.

Evaluation

- After project completion, applicants will be required to submit a brief evaluation report, including a financial statement;
- The report will detail the actual impact as described in the application form and must include case study(s) of participants to be used for future publicity of year 2 and 3 grants.
- Grant recipients will acknowledge LSTF and the local Neighbourhood Partnership on any published material.

Local Sustainable Transport Grant Application Form

About you

Name of group(s) or organisations	
Name of contact person:	
Your role in the group:	
Contact address:	
Telephone number:	
Post code:	
Please tell us briefly about your group or organisation?	

Neighbourhood Partnership (if applicable)

Neighbourhood Partnership*	
Neighbourhood Partnership contact details	
Contact number	
Contact e-mail	

*To find a list of the Neighbourhood Partnerships visit: www.bristolpartnership.org

Local Councillor (if applicable)

Councillor sponsor	
Cllr phone number	
Cllr e-mail	

Type of Grant (please tick)

Infrastructure Grant	<input type="checkbox"/>
Neighbourhood Grant	<input type="checkbox"/>

Your Project

Please describe the Project you are asking us to fund.

(please attach more details, maps etc. if required)

How was the need for, or potential of this project identified and by whom?

i.e. who within the local community was consulted and how. Please include any supporting evidence/data/surveys.

Please mention any other partners who are supporting your application and how.

Funding

What is the total estimated value of the scheme?

How much grant funding are you applying for?

Are there any other sources of funding and what are these?

How long do you think it will take to implement the project?

What year do you think the project can be implemented? (Please circle).

£		
£		
£	Details:	
	April 2012 to March 2013	April 2013 to March 2014
		April 2014 to March 2015

Supporting the City's objectives

Funded projects need to support the city's wider objectives. Please complete the table below, suggesting how you think the proposal will impact on the key safety, health and security transport objectives for the city.

Objective	Very positive	Positive impact	Neutral / negative	Brief description on how the proposal will have this effect? Is there evidence you can supply to support this?
Improve safety for all road users, particularly the most vulnerable members of the community.				
Enhance streetscape, public spaces and the urban environment.				
Encourage more sustainable patterns of travel behaviour.				
Reduce the adverse impact of traffic.				
Increase in the numbers of people walking or cycling				
Promote the use of local businesses and/or local services				
Encourage public transport use				
Support at least one of your local Neighbourhood Partnership outcomes				

Does your Group have any of the following (Y/N)?:

A formal constitution

An Equal Opportunities Policy

A Health & Safety Policy

A Safeguarding Policy

(required if working with children, young people or vulnerable people)

Public Liability Insurance

(required if you are working with the general public)

A Travel Plan or Sustainable Travel mission statement.

A Business Plan

Declaration

I undertake that any grant awarded will be used solely for the purpose outlined in this application. My organisation will ensure that all necessary insurance is in place and that all legal requirements and other approval (health and safety, planning etc) have been granted to carry out the project. All relevant employment legislation, equal opportunity code of conduct and other statutory requirements will be adhered to.

I am authorised to apply on behalf of (group/organisation) for a grant of £ for project.

Name of person submitting the form:

Signature:

Date:

Position in the group or organisation:

Appendix One

Local Traffic Schemes General 'Toolkit' of Measures

Measure	Cost¹	Effects	'TRO'² Needed?	Wider Considerations³
Road Closure/Prohibition of Driving	£10k+	Prevents rat-running and may improve road safety	Yes	Can cause turning and reversing problems. Redistributes traffic to other roads. Reduces access opportunities for residents requiring them to make longer journeys. Can encourage fly-tipping, abandoned vehicles and form a focus for anti-social behaviour
One-Way Streets	£10k-15k	Can increase parking space and improve pedestrian crossing facilities. Aids street management	Yes	Longer journey distances. May promote higher speeds leading to more serious accidents and requests for traffic calming. Transfers traffic to other roads. Need to provide exemptions for cyclists and possibly public transport
Prohibition of Entry	£10k+	May reduce rat-running in one direction. Retains two-way traffic in street beyond prohibition point	Yes	Transfers traffic to other roads and leads to longer journeys. Should exempt cyclists
Banned Turns (signs only)	£5k	Can reduce rat-running and may improve safety	Yes	Difficult to enforce. Displaces manoeuvres to other streets. Longer journeys. Should exempt cyclists
Banned Turns (physical)	£10k	Reduces rat-running and may improve safety	Yes	Displaces manoeuvres to other streets. Longer journeys. Should exempt cyclists
Weight Restriction	£10k+	Reduces problems with	Yes	Difficult to enforce. Requires exemptions (legitimate

		heavy goods vehicles. Environmental improvement		access, emergency and service vehicles etc.). Costs very dependent on scheme size
Change of Junction Priority	£1k-10k	Can be a speed reducing feature	No	Initial compliance can cause safety problems. Advance warning signs required
Parking/Loading Restriction	£5k+	Control of parking/loading. Can improve traffic flow/access and assist safety	Yes	Requires enforcement. Not usually cost effective when introduced in isolated areas. Area wide schemes can be necessary in some instances
Bus Lanes	£20k+	Significantly assists and promotes public transport, motorcycles, taxis and bicycles. Can improve safety	Yes	Redistributes highway space and may reduce highway capacity. Available widths are critical
Cycle Lanes	£3k+	Promotes and assists cycling. Can help to slow traffic	Possibly	Can be mandatory (requires TRO) or advisory. Redistributes highway space and may reduce highway capacity. Available widths are critical
Speed Limits	£10k+	Can improve traffic flow, emissions and safety	Yes	Appropriate limits need to be carefully considered. Costs very dependent on scheme area
Mandatory School Keep Clear Markings	£5k+	Intended to promote safety and reduce obstruction at school entrances	Yes	Requires enforcement to be effective. Removal of old markings can be very expensive (sometimes resurfacing is required which can be £15k+)
Traffic Sign (unlit)	£0.5k+	Information and minor regulatory signing	No	Only Department for Transport prescribed signs may be used on the highway. Lighting may be mandatory
Traffic Sign (lit)	£1k+	Generally warning and regulatory signs	No	Only Department for Transport prescribed signs may be used on the highway. Lighting may be mandatory
Mini Roundabout	£10k+	Useful traffic calming	No	Usually requires some physical realignment of road

		tool. Used at 'T' or 'Y' junctions to reduce the dominance of one particular flow		and signing. May lead to more accidents but of a less serious nature. Not necessarily ideal for pedestrians and cyclists
Bus Stops	£0.5k+	Improved access to the public transport network	No	Often opposed by frontager. May require shelter and bus boarder at additional cost. Passenger Transport input required when considering spacing with other stops along bus route
Chevron Hatching Road Markings	£0.5k+	Improves driver awareness of hazards	No	Visual impact
'Keep Clear' Road Markings	£0.3k	Assist in reducing obstruction	No	Advisory only. Working practice is only to provide for businesses, Blue Badge holders, emergency vehicle stations and multiple occupancy access requirements
Box Junction Road Markings	£1k+	May reduce queuing through junctions causing obstruction	No	Enforceable but frequently abused. Requires the support of the Chief Constable. Temporary traffic management can be costly on sensitive routes
Speed Table	£12k+	Effective speed control measure	Yes	Useful where conflicting movements occur, e.g. junctions or informal pedestrian/cycle crossings. Requires signing and possibly lighting. Not favoured by emergency services or public transport
Speed Cushions	£5k+	More suitable than speed tables for public transport or cycle routes	Yes	Requires signing and possibly lighting. Not usually used in isolation. Can be spanned by larger vehicles which limits speed reduction effect
Surface Colour or Texture Change	£0.5k+	Can compliment other calming measures or help with bus/cycle lane compliance	No	Limited effect on driver behaviour when used in isolation. Expensive in isolated areas. Maintenance liability
Anti-skid Treatment	£3k+	Can assist in reducing accidents, particularly	No	Expensive in isolated areas. Minimum length usually laid with reference to prevailing speed limit.

		approaching conflict points such as pedestrian crossings and roundabouts		Maintenance liability
Bollards/Posts	£0.2k+	Control of access and parking, can enhance traffic calming	No	May displace problems and reduce effective footway width
Narrowing and Chicane	£5k+	Reduces vehicle speeds. Can be used as part of environmental enhancement and parking control	No	Often combined with priority signing. Will restrict parking and frontage access
Footway Widening	£5k+	Eases pedestrian movement, improves perceived and actual safety	No	Reduces carriageway width, may reduce highway capacity. Minor widening over long lengths can be very expensive
Pedestrian Refuge/Traffic Islands	£10k+	Can assist in reducing vehicle speeds, improving accessibility and pedestrian safety	No	May require signing and lighting and may reduce parking. Often require regular maintenance
Zebra Pedestrian Crossing	£20k-25k	Gives priority to crossing pedestrians	Yes	Only suitable for specific locations depending on vehicle speeds, pedestrian and traffic flows, visibilities, etc. Zig-zags remove parking
Advisory Staggered Parking Layout	£2k+	Can help control speed, access and regulate parking	No	May reduce overall number of parking spaces available and not enforceable
Parking Layby	£15k+	Often requested by residents in narrow estate roads to address	No	Can require significant construction but can also reduce maintenance costs and greatly enhance visual amenity. Approximately £2.5k per car space

		parking capacity problems		
20 mph Zone	£25k+	Includes traffic calming measures in affected streets	Yes	Huge cost range depending on size of area covered
20 mph Limit	£10k+	Signing only	Yes	Huge cost range depending on size of area covered
Shared Space	£75k+	Emphasises mutual acceptance and respect of all highway users to improve safety and public realm	No	Site specific suitability must be considered, high degree of consultation and engagement with design likely to be required. Visually impaired needs must be fully catered for. Very large range in costs
Residents' Parking Schemes (RPS) and Controlled Parking Zones (CPZ)	£100k-500k	Such schemes control every metre of kerbside space in each street possibly giving preference to residents and the local community	Yes	Require detailed parking and street studies plus comprehensive consultation. Require enforcement if measures are to be effective. Need to be approached as part of an over-arching policy resulting from the current RPS area developments and current CPZ experience
Traffic Signal Controlled Pedestrian Crossing	£40k-85k	Stops traffic to allow pedestrians to cross	Yes	Includes Puffin (replacing Pelican) and Toucan (pedestrian and cyclist) crossings. Must consider vehicle speeds, pedestrian and traffic flows, visibilities, etc.
Traffic Signal Junction Refurbishment	£85k-145k	Can help with safety issues, pedestrian movement and traffic flows	No	Signal equipment requires periodic replacement. Junction efficiency can often be improved through refurbishment. Generally try to include pedestrian facilities
Traffic Signal Junction New	£130k-190k	Allows control of traffic and pedestrian movement	No	Sites must be carefully selected and consideration given to speeds, pedestrian and traffic flows, etc. Future maintenance liability. Significant road layout changes can cost well in excess of £1M

Variable Message Sign	£30k-35k	Provides dynamic information to drivers	No	Appropriate locations need careful selection
CCTV Traffic Camera	£10k	Allows monitoring of traffic and enforcement in some cases	No	Increasing camera coverage improves the ability to actively manage the highway network
Vehicle Activated Sign (VAS)	£6k	Warns drivers of speed limit or hazard	No	High visual impact (site selection needs care). Effective road safety tool

Notes

1 – Costs are approximate and can vary greatly in relation to scheme size and site specific circumstances (e.g. conservation areas can require high cost materials, differing drainage requirements, etc). Designs and costs can also change significantly as a direct result of consultation (or following detailed survey/site investigation). Costs include officer time and temporary traffic management/control to enable construction

2 – ‘TRO’ includes Traffic Regulation Orders, Speed Limit Orders and Statutory Notice Procedures. Scheme programming must allow six months for delivery of statutory processes

3 – The impact of all measures on the wider highway network needs to be considered, schemes cannot be regarded in isolation. Internal Quality Assurance (QA) process considers this and can influence designs

May 2012