

To: GREENER RENFREWSHIRE THEMATIC BOARD

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Report by:

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LOW CARBON TRAVEL AND TRANSPORT CHALLENGE FUND

1. Summary

- 1.1 In September 2016 the Transport Policy Directorate of Transport Scotland awarded Renfrewshire Council £10,000 to study the feasibility of a network of active travel hubs throughout Renfrewshire. These would act as employment and recreational trip attractors. The resultant report was to be used to support a potential bid to the European Regional Development Fund (ERDF) Low Carbon Travel and Transport Challenge Fund for 40% capital match funding.
- 1.2 Renfrewshire Council used the funding awarded to employ Sweco to undertake a feasibility study into the potential of the project which was completed at the end of January 2017. Sweco recommended a central hub be located in a vacant unit beneath Paisley Gilmour Street Rail Station with two satellite hubs at Braehead and Glasgow Airport. A capital cost of £243,000 was identified and a revenue operating cost of £179,800, per year amounting to a total revenue cost of £889,000 over 5 years.
- 1.3 In an attempt to meet the Low Carbon Travel and Transport Challenge Fund's minimum project value of £500,000, NHS Greater Glasgow and Clyde, Strathclyde University and Clyde Muirshiel Regional Park, each offered to combine their proposed applications with Renfrewshire Council's. Renfrewshire Council gained agreement from Transport Scotland that its City Deal investment in cycle routes would be eligible for its proposed 60% match funding. However, ultimately the project failed to obtain sufficient capital commitment from the other major partners to meet the minimum project value.



- 1.4 As a result the proposal project does not meet the eligibility thresholds for ERDF funding and cannot be submitted as an ERDF application at this time.
- 1.5 However, the project still has potential and could possibly be taken forward at lower cost. Some of the partners wish to continue and officers will continue to work up the project on this basis and continue to explore funding options for a smaller project which would include all of the key elements and benefits of the original.
- 1.6 In addition Transport Scotland have been informed of the progress made to date and advised that should project funding become available for lower cost projects the Council and its partners would be in a strong position to be able to submit an application.

2. Recommendations

- 2.1 It is recommended that the Greener Renfrewshire Thematic Board:
 - a) Note the award of pre-application support funding for the Low Carbon Travel and Transport Challenge Fund and the subsequent completion of the funded feasibility report by SWECO.
 - b) Note that Renfrewshire Council has been unable to submit the joint application for LCTT Challenge Funding on behalf of Renfrewshire Council, NHS Glasgow and Clyde Valley, Strathclyde University and Clyde Muirshiel Regional Park.
 - c) Note the proposal to investigate taking forward the project at lower cost.

3. Background

- 3.1 Transport Scotland was awarded up to £25m under the European Regional Development fund (ERDF) 2014-2020 programme, namely the Low Carbon Travel and Transport (LCTT) Challenge Fund, to deliver projects relating to low carbon travel and transport hubs. These hubs can take the form of:
 - active Travel Hubs - these will provide focal points for cycling and walking routes;
 - low Carbon Transport hubs - providing refuelling facilities for a range of alternative fuels and transport modes; or
 - a combined hub(s) covering both of the above activities.



- 3.2 To assist in the development of bids to the Low Carbon Travel and Transport Challenge Fund, a pre-application support fund was opened for applications, offering funding of up to £10,000 to assist organisations in carrying out scoping or feasibility studies and associated activities. The Greener Transport Sub-Group completed an application for this funding which outlined plans for the creation of a Low Carbon Travel and Transport Hub in Renfrewshire. Subsequently £10,000 was awarded to Renfrewshire Council on behalf of the Greener Transport Sub-Group and the consultant Sweco was appointed to undertake a feasibility study.
- 3.3 Following the study, Sweco recommended a central hub be located in a vacant unit beneath Paisley Gilmour Street Rail Station and two satellite hubs be located at Braehead and Glasgow Airport at a capital cost of £243,000. Annual revenue operating costs would amount to £179,800 giving a total revenue operating cost of £889,000 over 5 years.
- 3.4 The Low Carbon Travel and Transport fund had a minimum project value of £500,000, and through the Greener Transport Sub-Group, NHS Greater Glasgow and Clyde, Strathclyde University and Clyde Muirshiel Regional Park, each offered to combine their applications with Renfrewshire Council's to meet this scale of project. Renfrewshire Council gained agreement from Transport Scotland that its proposed 60% match funding could be met through its City Deal investment in cycle routes. However, the project ultimately failed to obtain sufficient capital commitment from the other major partners to meet the minimum project value and they had to withdraw.
- 3.5 However, the project still has potential and could possibly be taken forward at lower cost. Some of the partners wish to continue and officers will continue to work up the project on this basis and continue to explore funding options for a smaller project which would include all of the key elements and benefits of the original.
- 3.6 Early discussions with Clyde Muirshiel Regional Park and third sector operators such as Bike Station and LEAP have suggested that a solution to the revenue funding gap could be found. In addition, a recent statement from Transport Scotland that 'Smarter Choices Smarter Places' funding can be used for this purpose, has provided an additional projected revenue solution, albeit this fund is awarded annually and is not guaranteed from one year to the next.

4. Project Aims

- 4.1 Transport Scotland aims to deliver a Low Carbon Travel and Transport programme which consists of the following three operations:



- Active Travel Hubs - active travel hubs will provide focal points for cycling and walking routes. The specifics of each Hub will be tailored to the location and based upon need but will typically include bike library initiatives/bike hire, safe and secure facilities for personal bikes, bike repair/maintenance facilities, improved links to public transport, local path networks, travel information and associated outreach activity;
- Low Carbon Transport hubs will provide refuelling facilities for a range of alternative fuels and transport modes. It is envisaged that the locations and composition of these hubs will be determined by local circumstances and demand but typically are likely to include a mixture of low carbon vehicle refuelling infrastructure, such as electric vehicle charging points, hydrogen refuelling stations and gas refuelling facilities;
- National Smart Integrated Ticketing Scheme - the aim is to create a strategic and holistic approach to a National Smart Transport Card system acting as a catalyst for increased public transport use, resulting in a reduction in emissions and congestion from road transport.

4.2 The overall Low Carbon Travel and Transport programme, aims by 2023 to:

- create 20 Low Carbon Travel and Transport Hubs;
- construct up to 100 km of cycle networks or walking paths;
- create a National Smart Ticketing Scheme; and
- increase the number of ultra low emissions vehicle (ULEV) registrations in Scotland by 200.

Of which, Phase One of the Low Carbon Travel and Transport programme aims by the end of 2018 to:

- create 6 Low Carbon Travel and Transport Hubs;
- construct up to 53 km of cycle networks or walking paths; and
- increase the number of Ultra Low Emission Vehicle registrations in Scotland by 50.

These outcomes will go towards reducing greenhouse gas emissions from transport and improving air quality.

4.3 The Low Carbon Travel and Transport Challenge Fund is a capital fund and applicants can bid for up to 40% of the eligible costs of the project. Applicants must find 60% match-funding for delivery of projects. Match-funding cannot come from any other European funding source. Private sector organisations are welcomed as part of consortium bids but private sector funding is not acceptable as match funding in this phase of the programme.

5. Community Involvement/Engagement

5.1 The Greener Transport Sub-Group held a workshop at Glasgow Airport, together with a number of additional parties, to generate ideas of what a Low Carbon



Travel and Transport Hub could look like in Renfrewshire. Suggestions and ideas from this workshop were collated and were incorporated into the pre-application funding application.

5.2 The Greener Transport Sub-Group of the Greener Renfrewshire Thematic Board has membership from across the Community Planning Partnership as well as a number of private sector organisations. This membership has been extended for the purposes of the working group for the Low Carbon Travel and Transport Hub and includes the following organisations:

- Glasgow Airport
- SPT
- West College Scotland
- Sustrans
- NHS Greater Glasgow and Clyde
- University of West of Scotland
- Local Energy Action Plan (LEAP)
- University of Strathclyde (Inchinnan campus)
- INTU Braehead
- Hillington Park
- Scotrail (Abellio)
- Westway
- Renfrewshire Leisure Limited
- Clyde Muirshiel Regional Park
- Representatives from various service areas across Renfrewshire Council

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