



**CAMBRIDGESHIRE  
& PETERBOROUGH**  
COMBINED AUTHORITY

Agenda Item No: 2.4

## Active Travel Fund 4

To:	Transport and Infrastructure Committee
Meeting Date:	15 March 2023
Public report:	Yes
Lead Member:	Cllr Anna Smith, Chair of Transport and Infrastructure Committee
From:	Tim Bellamy, Interim Head of Transport
Key decision:	No
Forward Plan ref:	N/A
Recommendations:	<p>The Transport and Infrastructure Committee is recommended to:</p> <ul style="list-style-type: none"><li>a) Note the contents of the Active Travel Fund 4 bid</li> <li>b) Recommend to the Combined Authority Board to approve the drawdown of Active Travel Fund 4 funding subject to Active Travel England (ATE) approving the bid</li> <li>c) Subject to ATE approving the bid, recommend to the Combined Authority Board approve the delegation of authority to the Interim Head of Transport to enter into a Grant Funding Agreement with Peterborough City Council and Cambridgeshire County Council following consultation with the Chief Financial Officer and Monitoring Officer.</li></ul>
Voting arrangements:	Recommendations b) and c) require a vote in favour by at least two thirds of all Members (or their substitute Members) appointed by the

Constituent Councils who are present and voting, to include the Members appointed by Cambridgeshire County Council and Peterborough City Council, or their substitute Members

Recommendation a): For noting only, no vote required.

To be carried, the vote must include the vote of the Mayor, or the Deputy Mayor when acting in place of the Mayor.

# 1 Purpose

- 1.1 To provide an overview of the Active Travel Fund 4 (2022/23) bid submitted on 24<sup>th</sup> February 2023. It was not possible to seek engagement with Members through the Transport and Infrastructure Committee and Combined Authority Board within the bidding timescales.
- 1.2 Recommendation b) and c) are included in preparation for a successful outcome of the bid and ensure optimal time to undertake the activities proposed in the bid within the 12-month delivery window stipulated by the criteria of the fund.

# 2 Background

- 2.1 On 10th January Active Travel England wrote to Mayoral Combined Authorities and Local Authorities inviting bids for the Active Travel Fund 4 (ATF4). The letter advised that authorities would be informed of their bidding allocations later. At the time, the invitation letter and accompanying assessment, design check tools and bidding guidance were under embargo.
- 2.2 Later, on 6th February ATF4 was more formally announced and Active Travel England informed the Combined Authority of our indicative funding level of £2,996,590. As a result of the later announcement, ATE advised authorities that the bidding proformas would be streamlined some of the requirements, such as cost bench marking.
- 2.3 Similar to the approach used for the Capability and Ambition fund, the indicative funding allocation was initially proportioned, for the purposes of developing the bid, using the Integrated Transport Block to indicatively split the funding between the two highway authorities. The indicative percentages were 69.4% for Cambridgeshire County Council (CCC) and 30.6% to Peterborough City Council (PCC).
- 2.4 The overall investment objectives of ATF4 are to enable local authority capital investment programme that optimises delivery of 2025 and 2030 objectives, as set out in the statutory Cycling and Walking Investment Strategy (CWIS 2):
  - 50% of short urban trips in England to be walked, wheeled, or cycled by 2030
  - Increase active travel from 41% in 2018 to 46% of short urban trips by 2025
  - Increase walking to 365 stages per person per year by 2025
  - Increase cycling from 0.8 billion stages in 2013 to 1.6 billion stages in 2025
  - 55% of primary school-aged children to walk to school by 2025
- 2.5 Also, to align investment with Gear Change and wider Government objectives, including local growth and productivity, tackling public health issues, decarbonisation, levelling up and cost of living challenges. As well as increasing participation in active travel amongst underrepresented groups.
- 2.6 The funding is capital with indicative funding ranges based on levels of capability and the guidance encourages bids for up to 300% of this indicative allocation. These extra/over projects will be taken into consideration for any future funding rounds; however, exceptionally strong bids may attract funding above the indicative amount set for the authority.
- 2.7 Authorities are invited to bid for either scheme construction, for schemes to be built over the next 12 months, or project development for schemes for construction in later years. There is also, 5% revenue funding in proportion to agreed capital schemes – this is within the total

indicative allocation rather than in addition to it.

- 2.8 Through online briefings, ATE has been encouraging authorities to focus on construction schemes, but are also keen to emphasise the need to be realistic about timescales and to apply for the most relevant element of the bid (either construction or development).
- 2.9 The guidance sets out the approach for assessing value for money. Schemes above £750,000 would require the Active Mode Appraisal Toolkit (AMAT) to be completed whilst projects less than £750,000 would need Cost Effectiveness tool outputs. However, during the briefings it became clear that using AMAT would be beneficial to those assessing it. ATE welcomed AMAT being used for lower value schemes, but recognised the time involved in completing them. The Combined Authority bid includes AMAT value for money evidence for all schemes which were expertly generated by officers at CCC and PCC.
- 2.10 A few of the development schemes had low Benefit Cost Ratios, however, sensitivity testing, where the uplift in walking and cycling is likely to be higher than the core scenario, saw these schemes achieve medium value for money. Further AMAT testing will be undertaken as these projects develop and more detailed information is known about them, such as construction cost.
- 2.11 The bid guidance asked that a bid priority was given for each scheme included in the bid, with 1 being the highest priority for funding, to enable ATE to view the bids at a programme level and assist with funding decisions. The ranking of the projects within the bid are based on Local Cycling and Walking Infrastructure Plans (LCWIPs) and deliverability. Officers of the Combined Authority, PCC and CCC worked collaboratively to develop the bid and priority.
- 2.12 The total value of the bid submitted was £7,873,590, a total for Cambridgeshire of £3,187,000 and for Peterborough £4,686,590. Whilst the indicative allocation was apportioned between Cambridgeshire and Peterborough based on the Integrated Transport Block percentages, following both highway authorities putting forward their projects there remained headroom within the overall threshold. In agreement between the parties an additional Peterborough City Council Scheme was added to the bid.
- 2.13 A copy of the bid is in Appendix 1 and 2.

### 3 Financial Implications

- 3.1 ATE confirmed an indicative funding value for each bidding authority. For the Combined Authority, the maximum bidding value was £2,996,590. However, authorities were asked to bid for more than the allocation, to a maximum of 300%, equating to £8,989,770. Where the proposals within the bid are considered by ATE to be strong there is an opportunity to be awarded funding above the indicative allocation.
- 3.2 Subject to ATE approval of the bid the Active Travel Fund 4 funding is expected to be spent within 12 months

### 4 Legal Implications

- 4.1 Submission of an external bid will require the responsible budget holder to consult with the Chief Finance Officer to ensure that all aspects of funding have been properly considered

before submission for approval as per Chapter 15, para 31. The bid was approved for submission using the Chief Finance Officer's delegation as stated within Chapter 17, para 5.20 Constitution.

- 4.2 Subject to confirmation of a successful bid the Combined Authority will enter into Grant Funding Agreements with the two Highway Authorities to enable the funding to be granted to them.

## 5 Public Health Implications

- 5.1 ATE's 2030 vision, for half of journeys in towns and cities to be walked, wheeled, or cycled. Increasing mode shift to active travel has wellbeing, physical health, and environmental benefits.

## 6 Environmental and Climate Change Implications

- 6.1 The development and implementation of the schemes included within the bid will ensure increase travel choice for the people of Cambridgeshire and Peterborough, offering them a real alternative. This will have a positive impact on the environment, our carbon emissions targets (as outlined in the LTCP paper) and therefore climate change. At this stage it is not possible quantify these levels, however there will be a net benefit in relation to two key objectives of the Local Transport and Connectivity Plan, namely Natural Environment and Climate Change.

## 7 Other Significant Implications

- 7.1 None

## 8 Appendices

- 8.1 Appendix 1: Active Travel Fund 4 Final Bid Scheme Level
- 8.2 Appendix 2: Active Travel Fund 4 Final Bid Programme Level

## 9 Background Papers

- 9.1 Active Travel Fund 4 Guidance