



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

Agenda Item No: 4.7

Capability and Ambition Fund 2022/23

To:	Cambridgeshire and Peterborough Combined Authority Board
Meeting Date:	19 October 2022
Public report:	Yes
Lead Member:	Mayor Dr Nik Johnson
From:	Tim Bellamy, Interim Head of Transport
Key decision:	Yes
Forward Plan ref:	KD2022/060 [General Exception]
Recommendations:	<p>The Combined Authority Board is recommended to:</p> <ul style="list-style-type: none">a) Note the contents of the submitted Capability and Ambition Fund bid.b) Approve the drawdown of Capability and Ambition funding, subject to Active Travel England (ATE) approving the bid.c) Subject to ATE approving the bid, 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.
Voting arrangements:	<p>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</p> <p>Recommendation a): For noting only, no vote required.</p>

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 Capability and Ambition Fund 2022/23 bid submitted at the end of September. 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 In late July Active Travel England (ATE), an executive agency of the Department for Transport (DfT), wrote to Mayoral Combined Authorities and Local Authorities advising them that in September they will invite bids from Local Authorities, the funding would be in two parts.
- 2.2 The first, is a £30m Capability and Ambition Fund for 2022/3 to support revenue projects, and the second, is a total of £500m of grant funding to support both capital and revenue schemes nationwide across a multi-year settlement period 2022/23 to 2024/25.
- 2.3 All bidding authorities were asked to complete a high-level self-assessment. The self-assessment formed the first of a four-part blended assessment that was supplemented by: evidence of previous performance held by ATE and the DfT; quality of recent bids submitted by local authorities; and, in future, ATE's own inspections and assessment.
- 2.4 The self -assessment form was completed collaboratively with officers from Peterborough City Council (PCC) and Cambridgeshire County Council (CCC). CCC also engaged with the Greater Cambridge Partnership to inform the self-assessment. The self-assessment was submitted by the deadline of 26th August 2022.
- 2.5 On 5th September, ATE wrote to the Combined Authority confirming the outcome of their moderation of the evidence supplied and information held by ATE on delivery performance. The moderated level for the Combined Authority is Level 2 (the range was between 0-4 [4 being high]) – this is a good result; the majority of authorities were in Level 1 and none were classed as Level 4. The self-assessment and subsequent moderation focused on three areas, Local Leadership and support for active travel, Local Cycling and Walking Improvement Plans (LCWIP) maturity and scheme delivery.
- 2.6 As a consequence, the Combined Authority was invited to submit proposals to the Capability and Ambition Fund 2022/23 up to the value of £823,637. Where the proposals within the bid are considered by ATE to be strong there is an opportunity to be awarded up to a further 25% of funding.
- 2.7 The Capability and Ambition Funding bid deadline was 30th September 2022 with a view that notice of decision from ATE will be given in October 2022 and the funding issued in November.
- 2.8 The second part of the funding for the multiyear bidding round - Active Travel Fund 4

(ATF4), at the time of writing, is expected to be announced on 30th September with a bidding deadline of 23rd December.

2.9 The aim of the Capability and Ambition fund, and future funding, is to enable ATE to focus their investment on authorities with high ambition and capability, whilst giving appropriate support and funding for all committed authorities to boost capability to deliver high quality schemes. Creating the right conditions to enable authorities to meet ATE’s 2030 vision, for half of journeys in towns and cities to be walked, wheeled, or cycled. Funding guidance for Capability and Ambition Funding focuses on two areas capability and behaviour change. The funding can be used for:

Capability	Behaviour
<ul style="list-style-type: none"> • LCWIP development • Network Design • Scheme Planning and design • Public engagement and consultation • Data and evidence collection • Bespoke training for Local Authority officers and members 	<ul style="list-style-type: none"> • Organisational travel planning and engagement • Grant programmes • Cycle training • Cycle loan and share schemes • Cycle maintenance training • Cycle security measures • Active Travel communicating and marketing • Street Audits

2.10 Key requirements of the Capability and Ambition funding for bids are:

- A strong strategic rationale for why the activities have been selected;
- Demonstrable Value for Money;
- A clear monitoring and evaluation rationale; and
- The funding is spent within 12 months from the time of first payment issue from Active Travel England.

2.11 Officers of the Combined Authority, PCC and CCC worked collaboratively to develop the bid. 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 with a portion allocated to the Combined Authority. The indicative percentages were 69.4% for CCC and 30.6% to PCC.

2.12 For both Highway Authorities, the bid primarily focused on developing a prioritised programme of projects for 1,3, and 10 year forward plan. The bid also covered funding for.

- Developing Local Cycling and Walking Infrastructure Plan (LCWIP) projects into feasibility stage.
- LTN 1/20 training
- Active Travel Advocate
- Behavioural change programmes

2.13 By focusing the development of the LCWIPs within the bid it ensures that all districts within Cambridgeshire benefit. The intention is to identify priority LCWIP projects within each district for further development.

Significant Implications

3. Financial Implications

- 3.1 ATE confirmed an indicative funding value for each bidding authority. For the Combined Authority the maximum bidding value was £823,637. Where the proposals within the bid are considered by ATE to be strong there is an opportunity to be awarded up to a further 25% of funding.
- 3.2 Subject to ATE approval of the bid the Capability and Ambition funding is expected to be spent within 12 months of the first payment being issued.

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. Capability and Ambition Funding focuses on two areas capability and behaviour change.

Building capability, within the Combined Authority bid, enables development of a prioritised programme of LCWIP projects for 1,3, and 10 year forward plan- resulting in future active travel infrastructure to enable and encourage more active travel.

Behavioural change programmes within the bid focus on schools, workplaces, and communities, encouraging non cyclists to become new riders, whilst encouraging occasional riders to perhaps try cycling to work or a specific trip.

Increasing mode shift to active travel has wellbeing, physical health, and environmental benefits.

6. Environmental and Climate Change Implications

- 6.1 As above

7. Other Significant Implications

- 7.1 None

8. Appendices

8.1 Appendix 1 – Capability and Ambition Funding Guidance

8.2 Appendix 2 – Capability and Ambition Funding Bid

9. Background Papers

9.1 None.