



<b>CAMBRIDGESHIRE AND PETERBOROUGH COMBINED AUTHORITY BOARD</b>	<b>AGENDA ITEM No: n/a</b>
<b>03 JUNE 2020</b>	<b>PUBLIC REPORT</b>

## **EMERGENCY ACTIVE TRAVEL: ADVANCE PAYMENTS TO HIGHWAYS AUTHORITIES**

### **1.0 PURPOSE**

- 1.1. The Board is asked to note the emergency work the Combined Authority is leading on active travel, and to agree payment of the Combined Authority’s full allocation under the Emergency Active Travel Fund to the two Highways Authorities in advance of the Authority’s receiving the full payment from the government.

<b><u>DECISION REQUIRED</u></b>	
<b>Lead Member:</b>	<b>Mayor James Palmer</b>
<b>Lead Officer:</b>	<b>Paul Raynes, Director of Delivery and Strategy</b>
<b>Forward Plan Ref: KD2020/053</b>	<b>Key Decision: Yes</b>
<p>The Combined Authority Board is recommended to:</p> <p>(a) Note and endorse the programme of work under way on temporary active travel measures;</p> <p>(b) Agree payments of £2,093,346 to Cambridgeshire County Council and £781,654 to Peterborough City Council as local allocations under the Emergency Active Travel Fund;</p> <p>(c) Agree that the payments can be made in advance of the Combined Authority receiving full payment from the Department for Transport.</p>	<p><b>Voting arrangements</b></p> <p>A vote in favour by two thirds of all Members (or their Substitutes) appointed by the Constituent Councils to include the Members appointed by Cambridgeshire County Council and Peterborough City Council, or their Substitutes</p>

### **2.0 BACKGROUND**

2.1 As the economy restarts with the gradual relaxation of the Covid-19 lockdown period, there is expected to be a rapid recovery in the number of journeys to work and school. At 27 May, traffic flows across the Combined Authority area had already recovered to nearly two-thirds of pre-lockdown levels. Fewer journeys than previously will be possible by public transport because social distancing measures reduce capacity on buses and trains. In order to avoid an excessive rise in journeys made by private car, which would damage the Authority's LTP objectives for carbon reduction, air quality and congestion, increased measures to encourage active travel (walking and cycling in particular) are needed.

2.2 The Mayor wrote to the Prime Minister on 7 May 2020 proposing a package of active travel measures developed by the two Highways Authorities, in consultation with community transport groups, at the Mayor's request. The government announced on 9 May that £250 million would be made available nationally to fund active travel measures. Detailed funding allocations were promised by Ministers soon.

2.3 With the expectation that the relaxation of lockdown and the reopening of town centres would take place in early June, the Highways Authorities agreed at the Mayor's request to begin to implement the most short-term and least costly measures without waiting for the detailed funding allocations from government. This means that councils facing a wide range of financial challenges as the result of Covid-19 have been working at risk to implement those schemes.

2.4 In the week commencing 24 May 2020, Cambridgeshire County Council has deployed five temporary cycle lanes at locations in Cambridge and Milton. Further measures across the Combined Authority area are in preparation.

2.5 The detailed funding allocations were made available by the Department for Transport on 27 May. The government plans to pay grant in two tranches. The CA will receive £575,000 immediately and the balance of a total of £2.875 million later in the summer.

2.6 The transport restart is under way now. The Highways Authorities are working now, at financial risk, to support it with active travel measures at the Combined Authority's request. The Mayor therefore proposes passing not just the immediate allocation, but the full sum allocated by the government for active travel to the two councils immediately. That requires a decision of the Combined Authority to provide that cashflow support from its reserves in anticipation of the remaining government funding being transferred later in the summer.

2.7 The implementation of the package of active travel measures will be monitored by the Transport Restart Group, which is a sub-group of the Recovery Group within the Covid-19 resilience arrangements for Cambridgeshire and Peterborough. This group, which is chaired by the Combined Authority, brings together the Transport and

Highways Authorities, public transport operators, police and public health officers, among others.

## SIGNIFICANT IMPLICATIONS

### 3.0 FINANCIAL IMPLICATIONS

- 3.1. The Department for Transport's letter of 27 May to Combined Authority Transport Officers about the Emergency Active Travel Fund made an initial allocation to Cambridgeshire and Peterborough from Tranche 1 of the Fund of £575,000. The implied full allocation to this Authority is £2.875 million.
- 3.2. The funding has been allocated by the government using a formula based on census data for public transport use by adults. It is proposed that this same approach be used to allocate the funding between the two Highways Authorities. The figures that result are set out in the table below.

	No. of people who travel to work via public transport per census data	%	Share of total allocation	Share of initial allocation	Share of remaining allocation
Cambridgeshire	23819	72.81%	<b>£2,093,345.92</b>	£418,669.18	£1,674,676.74
Peterborough	8894	27.19%	<b>£781,654.08</b>	£156,330.82	£625,323.26

3.3 In paying the whole amount now to the Local Highways Authorities, the Combined Authority will be drawing on its cash balances. The S73 Officer has assessed the risks this involves and considers them acceptable. Although the government's 27 May letter provides a high degree of certainty about the amounts involved, there is a risk to the funding: in order to successfully claim the first tranche of grant, a delivery plan must be submitted to DfT by 5 June and the schemes funded by the first tranche must be delivered by the end of June; failure on this front is conceivably likely to put the second tranche in question, too; however, an outline delivery plan already exists and by the time of the Board meeting officers will be able to confirm whether this grant condition is likely to be met.

3.4 To mitigate this risk the funding will be granted to the Local Highways Authorities with the condition that they must deliver the active travel schemes in a

way which complies with any deadlines and other conditions set in the DfT's grant determination to the Combined Authority. This reduces the risk to the Combined Authority as grant would be reclaimable if the conditions are not met, and thus DfT do not make the balancing payment.

#### **4.0 LEGAL IMPLICATIONS**

4.1. Funding will be provided by way of grant funding agreements.

#### **5.0 OTHER SIGNIFICANT IMPLICATIONS**

5.1 None.

#### **6.0 APPENDICES**

6.1 None.

<u>Source Documents</u>	<u>Location</u>
None	