

ATF4 Capital Funding Proforma - Programme level

Details about your Authority

Q1. What is the name of your transport authority?

Cambridgeshire & Peterborough Combined Authority

Q2. Please provide the following contact information for the Reporting Officer at your authority

Name Anna Graham

Telephone number +447923250209

Email address anna.graham@cambridgeshirepeterborough-ca.gov.uk

Q3. Please provide the following contact information for the Senior Responsible Officer at your authority

Name Tim Bellamy

Telephone number 07923 250208

Email address Tim.Bellamy@cambridgeshirepeterborough-ca.gov.uk

Q4. Please provide the following contact information for the Section 151 Officer (or equivalent) at your authority

Name Jon Alsop

Telephone number 07923 250201

Email address Jon.Alsop@cambridgeshirepeterborough-ca.gov.uk

Overview of Authority bid

Q5. What is the total amount of capital funding your authority is seeking from Active Travel England Active Travel Fund 4 for 22/23?

7873590

Q6. Please provide the names of all schemes you are seeking funding for. Please include the location of the scheme (e.g. River Tyne Scheme – Hexham) and put the schemes in order of priority.

Please provide the same name and priority order as in the 'scheme level' survey.

Scheme 1	Girton to Oakington
Scheme 2	Girton to Eddington
Scheme 3	Buckden to Brampton
Scheme 4	Whittlesford - Duxford
Scheme 5	Alconbury - Little Stukeley - Great Stukeley - Huntingdon Business Park - Huntingdon Station
Scheme 6	Godmanchester - Huntingdon Centre
Scheme 7	Granta Park - A505 roundabout
Scheme 8	Oundle Road -HamLane-Lynchwood
Scheme 9	Thorpe Rpad - Thorpe Meadows - Station Entrance
Scheme 10	Bourges Boulevard - City Centre - Werrington
Scheme 11	Thorpe Wood Cycleway Phase 3
Scheme 12	Mill Road
Scheme 13	Cambridge Busway South
Scheme 14	Ely - Witchford
Scheme 15	Brampton - Hinchingsbrooke
Scheme 16	Soham - Isleham - Fordham
Scheme 17	Cromwell Road, Wisbech
Scheme 18	Village Links - Potential modal filters
Scheme 19	Huntingdon Centre - station
Scheme 20	March Town End - March Centre - March Station
Scheme 21	Cottenham - Landbeach
Scheme 22	Histon Busway South - Impington - Milton
Scheme 23	Lode - Waterbeach
Scheme 24	March SW - town centre
Scheme 25	Whittlesey to Peterborough via NCN 63
Scheme 26	Phorpes Way
Scheme	-

Q6. Please provide the names of all schemes you are seeking funding for. Please include the location of the scheme (e.g. River Tyne Scheme – Hexham) and put the schemes in order of priority.

Please provide the same name and priority order as in the 'scheme level' survey.

27

Scheme
28

-

Scheme
29

-

Scheme
30

-

Q7. Please provide an overview of how the programme of schemes you are bidding for delivers on your local strategic objectives for active travel investment. (500 words max).

Please answer in a brief, bullet point format where possible

Your response should reference your authority's LCWIP or equivalent network plan and other wider plans, e.g., for local development, public health, carbon reduction and economic development.

Cambridgeshire's Active Travel Strategy aim to increase the number of utility journeys taken by foot, cycle or other 'wheeled' modes as defined in the Strategy, whilst taking account of other motorised and non-motorised user needs. The Strategy identifies the policies and actions needed to create and deliver a connected countywide active travel network plus associated infrastructure, addressing both urban and rural provision, designed with consideration of the needs of differing user groups and abilities.

Active travel will be embraced in all transport policies, projects, investment and development in Cambridgeshire, prioritising cycling and walking and associated travel modes. The active travel vision for Cambridgeshire and the key objectives of 4 Es includes:

1. Embrace active travel as transport priority within Cambridgeshire.
2. Enhance the existing networks of pavements, footpaths, cycleways, bridleways, and other public rights of way so it is connected and for purpose.
3. Expand existing routes to create a well-connected, safe and joined up active travel network.
4. Encourage modal shift to active travel modes through a variety of initiatives focussed on encouraging and supporting behavioural change.

The majority of schemes the CPCA are proposing form part of our identified and prioritised LCWIP routes which are either at construction stage or at development stage. We have also considered some schemes which have come out of the recent district transport strategy and active travel strategy work which all support local development, public health, carbon reduction and economic development. We have selected schemes which will provide the much-needed rural and urban connections to carry out the everyday journeys to schools, employment, town centre facilities, public transport hubs and places of healthcare. We plan to create a well-connected, safe and inclusive active travel network that will become the 'go-to' travel option for local journeys.

Q8. If you have updated your LCWIP (or equivalent plan) since the Self-Assessment return in August 2022 please provide a weblink below.

If you have not updated, please leave blank.

<https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/cambridgeshires-local-cycling-and-walking-infrastructure-plan-lcwip>

Q9. Please describe how you will consider protected groups for the programme of schemes you are bidding for (max 500 words).

Please answer in a brief, bullet point format where possible

Your response should include details of the following: How you intend to identify the protected groups who may be impacted by the schemes outlined in your bid? How you intend to consult and implement feedback from these groups? How will you ensure that you have fully assessed the impact of the scheme on protected groups? How will you ensure that accessibility requirements will be met? This should include accessibility throughout construction and the impact on the wider area. Any evidence of how this has been achieved previously will be valuable in supporting this narrative.

We will carry out an Equalities Impact Assessment of each scheme at the detailed design stage. This will help us identify the protected groups who will be impacted from the scheme. Where possible we will contact existing groups such as Camsight and engage through existing channels such as the Cambridge City Council Disability panel.

At each stage of the project, we will consult with key stakeholders, including protected groups to ensure that any feedback regarding accessibility has been incorporated satisfactorily into the scheme design and delivery.

Evidence:

Mill Road (modal filter) – engagement with disability groups and blue badge holders.

Active Travel Tranche 2 – going through all the schemes with the Disability Panel.

Please see link to:

Equality Impact Assessment – Active Travel Strategy - <https://www.cambridgeshire.gov.uk/asset-library/Equality-Impact-Assessment-Active-Travel-Strategy.pdf>

Equality Impact Assessment – LCWIP (this document can be available upon request)

Bid conditions

Q10. As outlined in the bid invitation letter, to be eligible for funding, all schemes must be supported by local authority leaders.

Do all the schemes being submitted for your transport authority have specific support from your authority leaders?

Yes

Q11. All schemes must be developed in consultation with local communities. This does not mean that the bid itself needs to be put out to consultation. Effective consultation is a condition of funding and may result in the downgrading of your authority's self-assessment tier rating if not fulfilled.

Do you confirm your authority's commitment to consult on all schemes proposed for funding?

Yes

Q12. Do you confirm that you will give due regard to the needs of protected groups defined by The Equality Act 2010, and your commitment to undertaking an equality impact assessment of the measures outlined in your bid?

Yes

Bid conditions

Q13. Do you agree with the following declaration?

I confirm I have read and understood all the details in the accompanying letter, including the terms and conditions.

I confirm that the Senior Responsible Officer and the Section 151 Officer (or equivalent with delegated authority) have also read and understood the letter.

I declare that the information given is, to the best of my knowledge, correct.

I understand that funding is conditional on the Section 151 Officer's confirmation that the schemes offer value for money.

I confirm that the authority will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.

I confirm that schemes will have the appropriate design review and assurance, to be managed by ATE.

I confirm that I have read and understand commitments to monitoring and evaluation.

I declare that the cost estimates are accurate to the best of my knowledge and that the authority: has allocated sufficient budget to deliver the scheme(s) on the basis of its proposed funding contribution; accepts responsibility for meeting any costs over and above the Active Travel England contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties; accepts responsibility for meeting any ongoing revenue and capital requirements in relation to the scheme(s) accepts that any additional funding required to complete the scheme will be subject to approval via the Active Travel England change control process; and confirms that the authority has the necessary governance/assurance arrangements in place. I also understand Active Travel England may request further details as to the scheme(s) and costs therein.

Yes

Q14. Please provide any further details or clarification of your submission that you wish Active Travel England to consider (max 250 words) *

We have prioritised our schemes based on the indicative allocated funding to the CPCA. We have also included schemes which are at development stage which we are confident we would be able to deliver in the 2023/2024 financial year.

In order to ensure a continued pipeline of schemes for delivery in future years, and mindful that initial indications that this funding round was initially envisaged to be for a multi-year settlement, it is important that any allocation includes funding for schemes that are at the development stage.

End of submission

Q15. You are about to submit your response. Please confirm you are happy to submit.

Yes