

## Transforming Cities Fund – Combined Authority Funding Allocations

To: Highways and Transport Committee

Meeting Date: 6<sup>th</sup> December 2022

From: Service Director, Highways and Transport

Electoral division(s): All

Key decision: Yes

Forward Plan ref: 2022/031

Outcome: Approval for the delivery of the Cambridgeshire elements of the 2023/24 programme to be funded from the Cambridgeshire and Peterborough Combined Authority's Transforming Cities Fund allocation.

Recommendation: Committee is asked to:

- a) Delegate authority to the Service Director, Highways and Transport to enter into a Grant Funding Agreement with the Cambridgeshire and Peterborough Combined Authority for the schemes in Cambridgeshire identified for funding in this report;
- b) Approve the delivery of the new Cambridgeshire elements of the 2023-24 Transforming Cities Fund programme.

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# 1. Background

- 1.1. The Cambridgeshire and Peterborough Combined Authority (CPCA) received £95M capital grant funding from the government's Transforming Cities Fund (TCF). The TCF launched in the autumn of 2017, and funds must be spent by the end of the 2023/24 financial year. There is a forecast spend of £92M on completed and committed schemes from the TCF, which leaves an underspend of around £3M to be allocated.
- 1.2. At the [30 November Combined Authority Board meeting](#), the CPCA agreed the schemes that would be implemented in 2023/24 from the underspend. The CPCA has overprogrammed to £97M to ensure the maximisation of the funding. Spend over and above £95M will be covered by the CPCA.

# 2. Main Issues

- 2.1. The CPCA worked with County Council and Peterborough City Council officers to assess schemes for consideration by the CPCA Board. The criteria for the assessment were:
- Deliverability (Yes / No criteria)
    - Scheme / programme can commence by April 2023
    - Scheme / programme can be completed by April 2014
  - Transforming Cities Fund objectives (schemes scored against each objective)
    - Improve access to good jobs
    - Increase in journeys made by low-carbon and sustainable modes
    - Tackling air pollution
    - Delivering more homes
    - Delivering apprenticeships and improving skills investments
    - Encouraging the use of new mobility systems and technology
- 2.2. Given the tight timescales involved, the schemes that were assessed by CCC officers either already benefit from existing approvals from this committee or were under development for potential funding from other programmes. The schemes that were prioritised by the CPCA are shown in Table 1 below.

**Table 1 Schemes prioritised by CPCA for funding from the TCF in 2023/24**

<b>Scheme</b>	<b>Cost (£M)</b>	<b>District / City</b>
Centre for Green Technology	2.500	Peterborough
Countywide speed reduction measures	0.800	Cambridgeshire
Smaller Road Safety Measures inc. School Streets	0.100	Cambridgeshire
The Brook, Sutton – pedestrian crossing	0.225	East Cambridgeshire
Northstowe Park and Ride bus link	0.500	South Cambridgeshire
Mill Road, Cambridge – bus gate	0.150	Cambridge
East Park Street, Chatteris, pedestrian crossings	0.260	Fenland
Carlyle Road crossing, Cambridge	0.225	Cambridge
A603 Barton Road - Driftway Junction, traffic signal and cycle path upgrades	0.400	Cambridge
Addenbrooke's Roundabout, cycle safety improvements	0.200	Cambridge
<b>Total</b>	<b>5.360</b>	

- 2.3. In addition to the above, the CPCA has allocated additional funding of £140,000 to the already approved North Cambridgeshire Training Centre roundabout (Metalcraft roundabout) scheme in Chatteris.

### 3. Alignment with corporate priorities

#### 3.1. Environment and Sustainability

The following bullet point set out details of implications identified by officers:

- Three of the six objectives of the Transforming Cities Fund relate directly to improved environment and sustainability, and the transport schemes being taken forward are broadly focussed on sustainable transport.

#### 3.2. Health and Care

There are no significant implications for this priority.

#### 3.3. Places and Communities

The following bullet points set out details of implications identified by officers:

- The transport interventions in Cambridgeshire are all focussed on improving local links and the local environment in the areas they cover.
- The programme in Table 1 includes a substantial allocation for speed reduction measures across Cambridgeshire in 2023/24. The countywide speed reduction programme will require ongoing funding in future years, which may be the subject of further bids to the CPCA for funding.

#### 3.4. Children and Young People

There are no significant implications for this priority.

#### 3.5. Transport

The report above sets out the implications for this priority throughout.

### 4. Significant Implications

#### 4.1. Resource Implications

The following bullet points set out details of significant implications identified by officers:

- The Cambridgeshire elements of the programme detailed in Table 1 above have been assessed by project managers in the Project Delivery directorate for their deliverability in 2023/24, as noted in paragraph 2.1. This assessment included considerations of the resourcing requirements of the schemes / programmes.
- Given that the TCF has been overprogrammed, a funding commitment is needed from the CPCA for any spend by CCC and by Peterborough City Council which would take overall spend on the TCF programme over the £95M allocation.
- The Council's commitment to the programme and delivery timescales noted under the first main bullet of paragraph 2.1 depends on the early agreement of Grant Funding between the CPCA and the Council.

- The programme in Table 1 includes a substantial allocation for speed reduction measures across Cambridgeshire in 2023/24. The countywide speed reduction programme will require ongoing funding in future years, which may be the subject of further bids to the CPCA for funding.

#### 4.2. Procurement / Contractual / Council Contract Procedure Rules Implications

There are no significant implications within this category. Individual schemes will undertake procurement in accordance with the Council's procurement regulations.

#### 4.3. Statutory, Legal and Risk Implications

The following bullet points set out details of significant implications identified by officers:

- Delivery timescales for the TCF funding are tight and it is understood that there is very limited scope for flex of timeframes, particularly for the end of the 2023/24 financial year requirement for scheme completion.
- Several potential schemes that scored well against the TCF's objectives were ruled out on the basis that delivery within the required timeframes was not possible. Conversely, officers are confident that the schemes that are detailed in Table 1 above are deliverable in the required timeframe, subject to the early agreement of funding.
- As noted above under Resource Implications, a Grant Funding Agreement will be required and certainty of the availability of funding over and above the TCF allocation is needed.

#### 4.4. Equality and Diversity Implications

There are no significant implications within this category. The prioritised schemes either already benefit from existing approvals from this committee or were under development for potential funding from other programmes.

#### 4.5. Engagement and Communications Implications

There are no significant implications within this category. Consultation will be undertaken on individual schemes as appropriate.

#### 4.6. Localism and Local Member Involvement

The following bullet point sets out details of significant implications identified by officers:

- The new schemes and programmes identified in Table 1 above being brought forward utilising the TCF / CPCA funding are drawn from transport strategies which are supported by local Members.
- As individual schemes are brought forward, consultation and stakeholder / member engagement will be undertaken as appropriate.

#### 4.7. Public Health Implications

The following bullet point sets out details of significant implications identified by officers:

- Public health is identified as being at the core of the vision set out by the CPCA for their refreshed Local Transport Plan. Transport policies and programmes have the opportunity to impact on the health and wellbeing of residents through reducing poor air quality, supporting and enabling active travel, reducing road accidents and enabling residents to

access jobs and services e.g. health care and social opportunities. The programme detailed in Table 1 contributes towards these objectives.

#### 4.8. Environment and Climate Change Implications on Priority Areas

##### 4.8.1. Implication 1: Energy efficient, low carbon buildings.

Positive/neutral/negative Status: Neutral

Explanation: There are no implications in this area.

##### 4.8.2. Implication 2: Low carbon transport.

Positive/neutral/negative Status: Positive

Explanation: The transport elements of the programme detailed in this report focus on public transport, active travel and road safety, and should offer opportunity for more trips to be made by non-car modes of transport.

##### 4.8.3. Implication 3: Green spaces, peatland, afforestation, habitats and land management.

Positive/neutral/negative Status: Neutral

Explanation: There are no implications in this area.

##### 4.8.4. Implication 4: Waste Management and Tackling Plastic Pollution.

Positive/neutral/negative Status: Neutral

Explanation: There are no implications in this area.

##### 4.8.5. Implication 5: Water use, availability and management:

Positive/neutral/negative Status: Neutral

Explanation: There are no implications in this area.

##### 4.8.6. Implication 6: Air Pollution.

Positive/neutral/negative Status: Neutral / potentially positive

Explanation: As noted in paragraph 4.8.2, this programme should offer opportunity for more trips to be made by non-car modes of transport, which in turn can lead to less emissions of pollutants (particularly nitrogen oxides and fine particles) due to reductions in vehicular traffic.

##### 4.8.7. Implication 7: Resilience of our services and infrastructure, and supporting vulnerable people to cope with climate change.

Positive/neutral/negative Status: Neutral

Explanation: There are no implications in this area.

Have the resource implications been cleared by Finance? **Yes**

Name of Financial Officer: Sarah Heywood

Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the Head of Procurement? **Yes**

Name of Officer: Clare Ellis

Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or Pathfinder Legal? **Yes**

Name of Legal Officer: Fiona McMillan

Have the equality and diversity implications been cleared by your EqIA Super User? **Yes**

Name of Officer: Elsa Evans

Have any engagement and communication implications been cleared by Communications?

**Yes**

Name of Officer: Sarah Silk

Have any localism and Local Member involvement issues been cleared by your Service Contact? **Yes**

Name of Officer: David Allatt

Have any Public Health implications been cleared by Public Health? **Yes**

Name of Officer: Iain Green

If a Key decision, have any Environment and Climate Change implications been cleared by the Climate Change Officer? **Yes**

Name of Officer: Emily Bolton

## 5. Source documents guidance

### 5.1. Source documents

- Cambridgeshire and Peterborough Combined Authority Transport and Infrastructure Committee Paper, 16 November 2022, item 2.6 at:  
<https://cambridgeshirepeterboroughcagov.cmis.uk.com/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/2139/Committee/67/SelectedTab/Documents/Default.aspx>
- Cambridgeshire and Peterborough Combined Authority Board Paper, 30 November 2022, item 5.4 at:  
<https://cambridgeshirepeterboroughcagov.cmis.uk.com/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/2118/Committee/63/SelectedTab/Documents/Default.aspx>

### 5.2. Location

See web links above.