

## Transport Strategy Action Plans and Integrated Transport Block Funding

To: Highways and Transport Committee

Meeting Date: 5 March 2024

From: Executive Director of Place and Sustainability

Electoral division(s): All

Key decision: Yes

Forward Plan ref: 2024/016

**Executive Summary:** This paper outlines the allocation of funding from the Integrated Transport Block of the Local Transport Plan Fund that is passported to the Council from Combined Authority. This enables the delivery of transport projects that support the Combined Authority and Council's objectives. This funding also supports the delivery of local transport strategies and action plans.

The paper notes that several schemes were approved for Integrated Transport Block funding have since been awarded funding from the Active Travel Fund 4. Authority is sought to enter into a Grant Funding Agreement for those schemes.

The report also presents the updated district strategy action plans for Fenland and Huntingdonshire.

The Committee is asked to approve the two action plans and the proposed allocation of funding. This will enable the Council to deliver improvements to the local transport network contributing to the Council's strategic ambitions.

**Recommendation:** The Committee is recommended to:

- a) Approve the updated transport strategy action plans for Fenland and Huntingdonshire as outlined at Appendix 1 and 2.
- b) Approve the proposed allocation of the Integrated Transport Block funding for 2024-25 subject to the funding being allocated to the County Council by the Cambridgeshire and Peterborough Combined Authority.
- c) Delegate authority to the Executive Director Place and Sustainability, in consultation with the Chair and Vice Chair of this Committee to re-allocate funding to other schemes up to a value of £500,000.

- d) Delegate authority to the Executive Director Place and Sustainability, in consultation with the Chair and Vice Chair of this Committee and the Section 151 Officer to enter a Grant Funding Agreement with the Cambridgeshire and Peterborough Combined Authority for the Active Travel Fund 4 programme.

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# 1. Creating a greener, fairer and more caring Cambridgeshire

1.1. Ambition 1: Net zero carbon emissions for Cambridgeshire by 2045, and our communities and natural environment are supported to adapt and thrive as the climate changes.

- The development of district-based transport strategies includes measures to achieve carbon emission reductions by promoting cleaner, more sustainable forms of transport.
- All actions, studies and schemes included in the transport strategy action plans include projects to enable and encourage users to make a switch from private car to active travel or public transport services.

1.2. Ambition 2: Travel across the county is safer and more environmentally sustainable.

- The district-based transport strategies include achieving safer travel in their vision, objectives and policies and align with the [Vision Zero Partnership's](#) strategy.
- The district-based transport strategies include key references to achieving biodiversity net gain and wider environmental challenges within their vision, objectives and policies.
- All actions, studies and schemes included in the transport strategy action plans have been considered against the vision and objectives of the strategy and include projects to improve the safety of all road users within specified studies and schemes.

1.3. Ambition 3: Health inequalities are reduced.

- The district-based transport strategies include improving people's health and wellbeing, as well as improving access to healthcare provision in their vision, objectives and policies. The Strategies promote more active travel by foot or cycle, as well as promoting 'Healthy Streets' and are aligned with the Cambridgeshire and Peterborough Health and Wellbeing Integrated Care Strategy.
- All actions, studies and schemes included in the transport strategy action plans have been considered against the vision and objectives of the strategy. Projects include schemes that improve access to key services such as healthcare provision, and enables and encourages users to make a switch from private car to active travel. Policies include consideration of active travel in all schemes, as well as promoting Healthy Streets.
- The objectives criteria used for scoring the eligible schemes includes a criteria to assess against 'Health – Improved health and wellbeing enabled through better connectivity, greater access to healthier journeys & lifestyles, and delivering stringer, fairer, more resilient communities'.

1.4. Ambition 4: People enjoy healthy, safe and independent lives through timely support that is most suited to their needs.

- The projects delivered from the transport strategy action plans contribute to improved transport access to key destinations and services that enable people to live more independently and increase their opportunities and quality of life.

1.5. Ambition 6: Places and communities prosper because they have a resilient and inclusive economy, access to good quality services and social justice is prioritised.

- The projects delivered from the transport strategy action plans and Integrated Transport Block funding contribute to improved access to services, jobs and education.

## 2. Background

2.1. This paper addresses the following issues:

- The approval of updated transport strategy action plans for Fenland and Huntingdonshire. These action plans include schemes that will be prioritised and developed, and will support delivery of the Local Transport and Connectivity Plan
- The approval of the proposed allocation of £3.215m of funding for schemes in 2024/25 from Integrated Transport Block funding, and specifically for the 'Delivering Transport Strategy Aims' and Road Safety budgets.

2.2. The district-based transport strategies for Fenland and Huntingdonshire were adopted at the Highways and Transport Committee in March 2023. Both strategies align to the Council's Strategic Framework and the Combined Authority's Local Transport and Connectivity Plan. They include detailed and locally relevant evidence, policies and emerging action plans based on studies, as well as new schemes suggested by Local Members, stakeholders, and the public. Schemes that meet the vision and objectives of the strategies may be included in these emerging action plans.

2.3. The transport strategy action plans contain schemes that will meet the aims of those strategies and of the Cambridgeshire and Peterborough Combined Authority's Local Transport and Connectivity Plan. They are reviewed on an annual basis, and schemes in the action plans can then be prioritised and considered for inclusion in existing delivery programmes (such as the 20mph and 'Local Highway Initiatives' programmes) or considered for funding or development through the Integrated Transport Block.

2.4. The Integrated Transport Block is the primary funding stream available to develop and deliver schemes outlined in the district transport strategy action plans. It is allocated by the Department of Transport to the Cambridgeshire and Peterborough Combined Authority and is passported by the Combined Authority to the County Council. The funding also funds schemes in the County Council's Active Travel programme.

## 3. Fenland and Huntingdonshire Transport Strategy Action Plans

3.1. The Fenland and Huntingdonshire action plans have been updated as outlined at Appendix 1 and 2. They are now categorised by type of action, study or scheme, and by likely delivery / funding programme. The individual action plans have not been prioritised as there are already processes in place to prioritise schemes via funding selection processes. Some of the schemes contained in the action plans will be funded and delivered through the Council's existing programmes, including the 20mph programme, the Local Highway Improvements programme, and safety programmes.

3.2. Many of the remaining schemes in the action plans are eligible for funding from the Integrated Transport Block. Other schemes or more expensive projects could be funded through s106 developer contributions as developments come forward, or through funding bids to the Combined Authority or specific central government funding pots.

3.3. The action plans will be updated annually to consider the following:

- Completed actions, studies or schemes will be moved to the ‘Delivered’ section of the action plan.
- Schemes that have been reviewed and identified for removal since the last version will be moved to the ‘Removed’ section of the action plan, with reason for removal e.g., no longer required or feasible, or superseded by another project.
- New actions, studies or schemes identified since the last version to be added to the action plan. These include new schemes resulting from studies or identified by officers or members and which are assessed as meeting County Council / Cambridgeshire and Peterborough Combined Authority strategy objectives.

3.4. The action plans will be reported back to Committee annually and each will undergo a full review when the relevant district Transport Strategy is next reviewed. A full review may also be required if there is a significant shift in transport policy at a central or local level. At that stage, a full review process will take place of both strategy and action plan including stakeholder engagement and full public consultation. Revised action plans for the other two district-based strategies (Cambridge and South Cambridgeshire, East Cambridgeshire) will be brought to committee when work to update the strategies is at the appropriate stage.

## 4. Integrated Transport Block funding

4.1. As Local Transport Authority, the Cambridgeshire and Peterborough Combined Authority receives Local Transport Plan capital grants from the Department for Transport including the Integrated Transport Block grant. The Combined Authority then allocates the grant to the County Council and to Peterborough City Council to spend. The proposal in this report is on the basis that the Integrated Transport Block grant is again passed to the County Council for the 2024-25 financial year. The proposed allocation of the 2024-25 by budget headings is as detailed in the table below.

<b>Integrated Transport Block Budget Heading</b>	<b>2024/25 allocation</b>
<b>Local Highway Improvement (LHI)</b> to deliver schemes on a jointly funded basis with community applicants and therefore levers further local contributions. Note that there is a further £200k CCC’s own revenue funding for this programme.	£620k
<b>Road Safety schemes</b> at locations with strong evidence of high risk of injury crashes.	£600k
<b>Major scheme development</b> to support early scheme development work to ensure a pipeline of schemes are available.	£200k
<b>Strategy Development and Integrated Transport schemes</b> to support the development of local transport policies, strategies, and action plans; and to prioritise local integrated transport schemes.	£345k
<b>Delivering Transport Strategy Aims (DTSA)</b> to support the delivery of small to medium sized schemes included in area transport strategies and theme-based strategies (excluding the 20mph programme, reported separately below). <ul style="list-style-type: none"> <li>• <b>Countywide 20mph Programme (DTSA) £150k</b> to continue to develop and implement the countywide 20mph programme by allowing applications countywide.</li> <li>• <b>Other DTSA schemes £1.2m</b></li> </ul>	£1.35m

<b>Integrated Transport Block Budget Heading</b>	<b>2024/25 allocation</b>
<b>Air Quality Monitoring</b> to support the air quality monitoring work undertaken by city/district council.	£25k
<b>Minor improvements for accessibility</b> to implement disabled persons parking places where required.	£15k
<b>Minor improvements to Public Rights of Way</b> to make the network an integrated part of the wider transport system to meet the needs of the community.	£60k
<b>TOTAL</b>	<b>£3.215m</b>

4.2. Members are asked to delegate authority to the Executive Director Place and Sustainability, in consultation with the Chair and Vice Chair to make changes to the allocations proposed within these two budgets, where the total re-allocation for any scheme is £500,000 or less. This delegation will enable work to be undertaken during the financial year in a timely manner. This delegation is most likely to be needed to cover:

- the possibility that future savings may arise within the 'Delivering Transport Strategy Aims' budget in 2024/25, and
- funding indicatively allocated to the Puddock Road scheme from the Road Safety budget may not be required (see paragraph 6.3 below and the separate report to this meeting).

## 5. Delivering Transport Strategy Aims Integrated Transport Block funding allocation

5.1. The 'Delivering Transport Strategy Aims' budget is the primary funding stream available on an annual basis, to deliver schemes identified in the district strategy action plans, as well as other approved action plans, such as the Local Cycling and Walking Infrastructure Plan action plan derived from the Active Travel Strategy. Due to the limited budget of £1.350M, eligible schemes are those that are typically:

- Deliverable within 1-2 years
- Local non-major schemes with scheme cost under £500K, or larger schemes requiring a funding contribution of under £500k
- Active Travel Strategy LCWIP (Tier 1) schemes (new criteria following approval of the strategy in 2023).
- Not included in the Greater Cambridge Partnership programme as these should be funded by GCP and match funded by developer contributions.

5.2. The prioritisation process was refreshed to consider draft Local Transport and Connectivity Plan objectives and was approved by [H&T Committee in March 2022](#). The approved objectives and deliverability scoring can be seen in Appendix 3. The criteria are scored on a scale of +3 to -3 and are combined to give a total score for each scheme. Schemes with the highest total score are considered for funding.

5.3. The allocation includes funding for the continued development and implementation of the Council's 20mph Programme, which is a key transport and safety priority for the Joint Administration.

- 5.4. Together with savings from previous allocations of £510,000, the total budget available for 2024-25 is £1,860,000. Appendix 4 indicates where funds have been recouped from previously assigned schemes. Appendix 5 shows the list of schemes proposed to receive funding in 2024-25.
- 5.5. The programme will be delivered via the existing highway term services contract procured in 2017 or the Eastern Highways Alliance Framework 3 procured in 2021, with all work being within scope of said contracts. Procurement plans will be developed as preferred routes for each discrete project are identified in liaison with the procurement team.

Delivering Transport Strategy Aims schemes and Active Travel Fund 4

- 5.6. Several schemes previously approved as part of the Delivering Transport Strategy Aims allocation have been awarded funding through Active Travel Tranche 4, along with an additional cycle link scheme, as shown in the table below. Approval is sought to enter into a Grant Funding Agreement with CPCA for the total funding of £910k.

<b>Transport Proposals Database ID</b>	<b>Scheme description</b>	<b>Active Travel 4 Funding</b>
1062	Buckden Road, Brampton – provision of shared use route for pedestrians and cyclists	£300k
895	Eddington to Girton – improved foot and cycle links and crossings	£400k
311	Godmanchester town bridge modal filter	£60k
898	Huntingdon to Alconbury Weald – improved cycling and walking route	£90k
164 & 555	A505 to Granta Park, Great Abington – improved cycle link	£60k
<b>Total</b>		<b>£910k</b>

**6. Road Safety schemes Integrated Transport Block funding allocation**

- 6.1. The Road Safety Budget is currently £600k per annum. This covers design and investigation for future schemes, as well as scheme delivery. Due to the cost and complexity of schemes, in many cases design and delivery cross over two or more financial years. If scheme costs significantly exceed the capability of this annual budget to cover, additional funding from other budgets may be sought. The following sections detail progress on the 2023/24 programme which was agreed in July 2023, cluster sites, and proposals for funding allocations towards Road Safety schemes in 2024/25. The budget covers many areas within the Road Safety engineering remit.

Update on 2023/24 Road Safety Schemes funded from the Integrated Transport Block

- 6.2. **A1303 Swaffham Heath**  
Traffic signal and staggered junction design and implementation plan has been delayed due

to land purchase agreements. This has been remedied, and construction is due to begin in spring 2024 with completion by mid-2024.

### 6.3. **Puddock Road**

The 2.5km single-track stretch of Puddock Road heading south from Forty Foot Bank has seen four fatal collisions where a vehicle left the road and entered the adjacent drain. Implementation of a 30mph speed limit will be in place early in 2024. Outline options for further interventions are being developed and considered, and further ground survey work being completed. Additional funding for design and implementation has been identified, including from the 2024/25 Road Safety budget as noted below. This is discussed in detail in a separate report on Puddock Road being considered at this meeting.

### 6.4. **International Road Assessment Programme (iRAP)**

Work on this project has started. This is the largest Road Assessment programme of its kind ever undertaken in the UK. In line with the system-based approach to road safety as endorsed by the Vision Zero Partnership, the County Council recognises the need for proactive safety investment. The current prioritisation is based on collision records and retrospective intervention. Work to build on the iRAP is planned for 2024/25 and is discussed below.

#### Cluster list: site identification criteria

6.5. A list of collision 'cluster sites' is generated on an annual basis, usually in June (following confirmation from the Department for Transport that all collision data for the previous calendar year has been verified. The 'cluster site' lists are based on the most recent three calendar years. A location will be included on the list if in that three-year period it has either:

- a record of three collisions resulting in fatal or serious injury at a junction or within a 100m length of road, or
- six slight injury collisions at a junction or within a 100m length of road.

6.6. Cluster sites are then listed in priority order based on a weighted criteria rating using collision severity. Fatal collisions have a weighting of 4, serious injury collisions have a weighting of 3 and slight injury collisions have a weighting of 1.

6.7. The most recent verified cluster site list [remains that covering 2020-2022, as reported to committee in July 2023](#). Of the new sites outside of Cambridge the following progress can be noted:

- (9) Byall Fen Drove and (10) Woodwalton: Designs have been completed and works ordered.
- (3) Little Wilbraham Road: Improvements have been completed following the fatal collision at this site.

6.8. In parallel, and as noted above, the County Council is advancing a means of proactive investment based on risk assessment of all A-roads through iRAP. Future years Road Safety capital programmes will be informed by both the cluster site analysis and by iRAP.

#### 2024/25 recommendations for Road Safety funding from Integrated Transport Block

6.9. The recommendations for funding in 2024/25 are largely built on the 2023/24 programme:



#### 6.10. **iRAP Implementation (£250k)**

In 2024/25 it is proposed to allocate £250k to develop a proactive Investment Plan on priority routes (main A roads), using the iRAP methodology; This investment plan would aim to reduce death and serious injury through a proactive programme of systematic assessment of risk, identifying major shortcomings that can be addressed by practical road improvement measures.

Previously much of the Road Safety improvement works has been based on robust 'Cluster Site' analysis. Whilst this is, and will remain, an invaluable tool for identifying collision hotspots in the County, iRAP will allow Road Safety Engineers to proactively use the star ratings process delivered by the iRAP surveys to identify those A class roads that pose the greatest risk and as resources allow, implement improvements before they become a 'cluster site'.

#### 6.11. **Puddock Road (£200k)**

An allocation of £200,000 is proposed to support the design and implementation of measures for Puddock Road in 2024/25. Depending on the conclusions of the work considering options, this funding may or may not be needed. If this funding is not required, new proposals for the use of this funding will be reviewed through the proposed delegation process in paragraph 4.2 above.

#### 6.12. **Minor Improvements (£150k)**

It is proposed to allocate the remainder of the 2024-25 Road Safety Budget to any small measures that are identified as part of the new investigation processes by the County Council Road Safety Teams Fatal Review Board. The board is part of the Vision Zero Strategy – Post Collision Response and Safer Roads and Roadsides. The Road Safety Team conduct a scene visit within 7 days of the collision, then working closely with our partners in Cambridgeshire Constabulary establish causation factors and conduct a full road safety audit of the location including maintenance records and procedures. Where deficiencies are identified this small budget can be used to take remedial action. In 2023 the review board has been successful in completing 18 post fatal reviews and of those 18, 12 collision locations were identified as requiring remedial action to increase safety, such as improved signage, road markings or layout. Delegated authority for re-assigning Integrated Transport Block funds

## 7. **Alternative Options Considered**

- 7.1. The budget headings in the Integrated Transport Block allocations list (see section 4 above) identify transport funding in areas / themes that are in line with the funding requirements of government and consistent with the Cambridgeshire and Peterborough Combined Authority's Local Transport and Connectivity Plan. The proportion of funding allocated to each area was agreed based on the services' need and ability to utilise the funds each year. The 'Delivering Transport Strategy Aim' funding allocation (see Appendix 5) considered many additional schemes from the Action Plans and Transport Proposals Database. Scoring was undertaken to identify those schemes which best support current strategy aims, in addition to their suitability to be delivered within a 1-2 year period.
- 7.2. Road safety funding allocations are based on the Vision Zero priority of reducing serious injuries and deaths on our roads by providing safe roads and roadsides and delivering a post collision response. The programme of spending has been identified as those locations that represent the greatest risk of harm, and as such have been prioritised accordingly.

Wheatsheaf Crossroads and Swaffham Heath projects are already underway with significant funds already allocated or spent. The Fatal Review Board process has been identified as best practice and is being emulated in many other neighbouring authorities, Cambridgeshire are leading the field in this kind of post collision intervention work.

## 8. Conclusion and reasons for recommendations

- 8.1. To develop and deliver transport schemes that meet the County Council's ambitions and the objectives of the transport strategies.

## 9. Significant Implications

### 9.1. Finance Implications

The transport strategy action plans include a mix of revenue and capital projects which will be dependent on securing funding to progress proposals as described in this paper.

The Integrated Transport Block fund is passported via CPCA from central government on an annual basis and provides capital funding for scheme development and delivery. Existing programmes funded through the annual Integrated Transport Block fund as described in this paper will be used to progress schemes via individual programme processes. Unsuccessful schemes will be eligible for possible funding in future years.

As new transport infrastructure is delivered, there is a significant impact on Council maintenance budgets to maintain new infrastructure. Where schemes are developed through the planning process, negotiations with developers will seek to reduce the financial impact on the Council either through design and use of materials or by financial agreements e.g. commuted sums.

### 9.2. Legal Implications

There are no significant implications for this priority.

### 9.3. Risk Implications

There are no significant implications for this priority.

### 9.4. Equality and Diversity Implications

Equality Impact Assessments have already been completed for the Fenland and Huntingdonshire Transport Strategies, and for the Integrated Transport Block 'Delivering Transport Strategy Aims' budget proposals.

### 9.5. Climate Change and Environment Implications (Key decisions only)

The district-based transport strategies work towards achieving the Council's net zero carbon targets by 2045, and biodiversity net gain. Reducing transport related carbon emissions, improving air quality and achieving biodiversity improvements in all transport proposals are at the core of their vision, objectives and policies.

The supporting action plans of high-level actions, studies and schemes all align with the vision and objectives of the relevant strategy and promote a shift towards more active and sustainable, low carbon transport alternatives to ICE (Internal Combustion Engine) vehicles.

As studies and schemes are progressed and developed, they must consider the policies within the strategy and align with wider policies, strategies, technical guidance and design guides as referred to within the strategy documents. All transport schemes, and new development proposals should consider the safe provision of active, sustainable and low carbon transport alternatives within their design to help achieve climate and environmental targets.

## 10. Source Documents

Fenland Transport Strategy (2023) and EQIA can be found at:

<https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/fenland-transport-strategy>

Huntingdonshire Transport Strategy (2023) and EQIA can be found at:

<https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/huntingdonshire-transport-strategy>