

Active Travel Fund 4 Extension

To: Highways and Transport Committee

Meeting Date: 23 July 2024

From: Executive Director of Place and Sustainability

Electoral division(s): Bar Hill, Duxford, Warboys and the Stukeley's, Alconbury and Kimbolton, Buckden and Brampton

Key decision: Yes

Forward Plan ref: 2024/072

Executive Summary: The report outlines funding awarded for three schemes under the Active Travel Fund 4 Extension programme. These are funded by Active Travel England through the Cambridgeshire and Peterborough Combined Authority.

Recommendation: The Committee is recommended to:

- a) Note progress with the Active Travel Fund 4 schemes;
- b) Agree that the Council accepts £1.1m of funding from the Cambridgeshire and Peterborough Combined Authority for the delivery of schemes under the Active Travel Fund 4 Extension;
- c) Delegate authority to the Executive Director of Place and Sustainability, in consultation with the Chair and Vice-Chair of the Highways and Transport Committee and the Section 151 Officer, to enter a Grant Funding Agreement with the Cambridgeshire and Peterborough Combined Authority;
- d) Approve the ongoing development of the design, including consultation with stakeholders; and
- e) Delegate authority to the Executive Director of Place and Sustainability, in consultation with the Chair and Vice-Chair of the Highways and Transport Committee, to agree the procurement route for projects in the Active Travel 4 Extension programme, using an existing contract or framework available to the authority.

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1 Creating a greener, fairer and more caring Cambridgeshire

- 1.1 The development of active travel schemes supports the Council vision for a greener, fairer and more caring Cambridgeshire.
- 1.2 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. All three schemes proposed under the Active Travel 4 Extension (ATF4 Extension) programme support cycling, wheeling and walking, seeking to promote a shift in short journeys from car based to active travel. In turn, this will reduce car usage and contribute to the Council's net zero ambition.
- 1.3 Ambition 2: Travel across the county is safer and more environmentally sustainable. Designs will consider safe routes for cycling, wheeling and walking to support improving the safety of all road users.
- 1.4 Ambition 3: Health inequalities are reduced. Improving access to safe active travel routes will increase participation in active travel and support public health through better connectivity and greater access to healthier journeys.
- 1.5 Ambition 4: People enjoy healthy, safe and independent lives through timely support that is most suited to their needs. The projects will support delivery of good quality routes providing accessible, low-cost active travel opportunities for residents
- 1.6 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 will contribute to improved access to education and services.

2 Background

- 2.1 Cambridgeshire's [Active Travel Strategy](#) provides a comprehensive set of policies that will enable quality provision of active travel infrastructure and initiatives in Cambridgeshire to contribute to the Council's target to achieve net zero carbon by 2045. By enabling and encouraging more people to travel by active travel modes, the number of journeys made by car can be reduced. Cambridgeshire's [Local Cycling and Walking Infrastructure Plan](#) (LCWIP) sits under the Active Travel Strategy. The LCWIP prioritises routes for Active Travel improvements using a methodology specified by government. Only schemes for routes that have been identified in the LCWIP are eligible for consideration for funding from the government's Active Travel Fund, which is allocated by Active Travel England (ATE).
- 2.2 The ATF4 grant was awarded by ATE to support delivery and construction of walking and cycling facilities. ATF4 was awarded in 2023-24. As part of the ATF4 settlement, an opportunity to bid for funding for two further schemes that were not allocated funding was identified – this process was the ATF4 Extension.
- 2.3 The ATF4 bid submission prioritised schemes that met the ATE funding criteria and were ready for the construction of new walking, wheeling, and cycling networks by March 2025. This included addressing missing crossings or links, considering critical issues, and ensuring high value for money with detailed designs ready. Additionally, schemes that were

in early stages of development, or were complex schemes and required further extensive modelling and/or consultation, but were not yet ready for construction, were also put forward in the bid. Funding has been awarded to the Cambridgeshire and Peterborough Combined Authority (CPCA), with delivery being managed by the Council.

- 2.4 Five schemes were awarded £910,000 funding as part of ATF4, and approval was granted by this Committee in March 2024 to enter a grant funding agreement (GFA) for these schemes. The five schemes funded through ATF4 were:
- Buckden Road, Brampton shared use route (construction)
 - Girton to Eddington improved foot and cycle links (construction)
 - Godmanchester to Huntingdon town bridge modal filter (feasibility study)
 - Huntingdon to Alconbury Weald cycling and walking route (preliminary and detailed design)
 - A505 to Granta Park roundabout improved cycle link (preliminary design).
- 2.5 Construction of the Buckden Road, Brampton shared use route was completed in October 2023. Design work is ongoing on three schemes, with completion expected by July 2024 and further consultation on the Godmanchester to Huntingdon town bridge modal filter over summer 2024. Construction of the Eddington to Girton improved foot and cycle link is expected in autumn 2024, subject to securing available road space.

3 Main Issues

- 3.1 Three schemes have been awarded funding through the ATF4 Extension grant, as shown Table 1 below.

Scheme Name	Delivery Stage	Funding Amount (£)
Alconbury - Little Stukeley - Great Stukeley - Huntingdon Business Park - Huntingdon Station	Development – detailed design	110,000
Brampton – Hinchingsbrooke	Development – feasibility study	100,000
Whittlesford – Duxford	Construction	890,000

Table 1: Funded schemes

Alconbury Weald to Huntingdon Station

- 3.2 This scheme is part of the LCWIP route between Alconbury, Little Stukeley, Great Stukeley, Huntingdon Business Park and Huntingdon Station. It seeks to widen the existing shared use path on Ermine Street and improve crossings of side roads, as well as improving lighting and drainage. As part of ATF4, £90,000 was secured from ATE for the preliminary and detailed design for the section from Alconbury, Little Stukeley, Great Stukeley and Huntingdon Business Park only. This funding will enable the completion of the detailed design between Alconbury and Huntingdon Business Park and allow for the preliminary design between the Business Park to the railway station, which is expected to be completed by March 2025.

- 3.3 This scheme meets the Active Travel Fund objectives by allowing short journeys from surrounding local villages in Huntingdon area to be walked, wheeled or cycled. It will increase active travel trips to schools and the station and support converting journeys to walking, wheeling and cycling for the new communities around Alconbury and those who live in the surrounding villages.

Brampton to Hinchingsbrooke

- 3.4 This scheme is part of the LCWIP route between the village of Buckden and Hinchingsbrooke. The funding is for the development of feasibility study options to improve active travel routes at the Thrapston Road / Huntingdon Road / Church Road roundabout. The scheme will connect with the Buckden to Brampton scheme, which was delivered in September 2023 as part of ATF4. The feasibility study is expected to be completed by March 2025. The scheme meets the Active Travel Fund objectives by allowing short journeys from surrounding local villages in Huntingdon area to be walked, wheeled or cycled and will increase active travel trips to primary and secondary schools.

Whittlesford Duxford Road

- 3.5 This scheme is part of the LCWIP route (Sawston to Whittlesford/Duxford). The existing footway is very narrow and in poor condition and funding will allow for the construction of a new shared use path along Duxford Road to connect surrounding villages to the rail station and secondary school. Detailed design of this scheme is currently underway, with construction expected in Autumn 2024, following further local engagement. This scheme meets the Active Travel Fund objectives by allowing short journeys from surrounding local villages in Sawston to Whittlesford/Duxford areas to be walked, wheeled or cycled. It will increase active travel trips to the primary and secondary schools and to the railway station.
- 3.6 A total of £1.1m funding has been secured from ATE to fund the three projects. A GFA is being prepared by Pathfinder Legal Services to be completed with the CPCA, subject to approval by this committee, to allow for funding to be passported from Active Travel England through to the Council for delivery.
- 3.7 The detailed design for the Duxford Road shared use path is being carried out internally by the Design and Delivery team. Construction of the shared use path is expected to be carried out by Milestone under the existing Term Service Contract in autumn 2024. Prices within the contract price list will be utilised where applicable, which were assessed to be value for money at point of tender. Where prices for elements of the works do not exist, the Council will seek three quotes through Milestone's supply chain partners. Should the Council be unsatisfied that a value for money threshold has been met and justified by Milestone, a framework available to the Council, such as the Eastern Highways Framework, may be utilised. Design work on Alconbury to Huntingdon Station and Brampton to Hinchingsbrooke will be carried out by Milestone, linking in with previous design work undertaken at or near these locations.
- 3.8 Local Members and the relevant town or parish councils have been briefed on the three schemes within ATF4 Extension. Further public engagement will be undertaken prior to the construction of the Whittlesford Duxford Road scheme.

4 Alternative Options Considered

- 4.1 Funding has been awarded by ATE for the schemes outlined above. If funding is not accepted via the CPCA for work identified, the schemes will be unable to progress at this time until further funding opportunities become available.

5 Conclusion and reasons for recommendations

- 5.1 The ATF4 Extension schemes support Cambridgeshire's Active Travel Strategy, supporting the quality provision of active travel infrastructure in Cambridgeshire. Through enabling and encouraging more people to travel by active travel modes, the number of journeys made by private vehicle can be reduced, contributing to the Council's target to achieve net zero by 2045. Entering a GFA with the CPCA will allow the Council to continue developing and delivering these active travel schemes.

6 Significant Implications

6.1 Finance Implications

As outlined in paragraph 3.5, CPCA has secured £1.1m funding from Active Travel England, which is to be passported to the County Council for delivery of schemes through a Grant Funding Agreement. Funding from ATE is capped at £1.1m and delivery of schemes and risk will be managed by the County Council through the Active Travel Project Board.

6.2 Legal Implications

A Grant Funding Agreement (GFA) is required to secure funding for the schemes from CPCA, as set out in Paragraph 3 and referred to in the report recommendations. The GFA will include terms and conditions of funding from ATE.

6.3 Risk Implications

A risk register for the scheme has been compiled considering key risks for the schemes. As noted in section 6.1 of the report, risk will be reported to and monitored by the Project Board.

6.4 Equality and Diversity Implications

An Equality Impact Assessment (EqIA) has been undertaken for the Duxford Road construction scheme, attached at Appendix 1. Improvements to footway and construction of a wider shared use facility may have a particular improve impact on people with restricted mobility (either by virtue of age or a specific condition or disability), people who are more reliant on public transport (for example younger people, women and disabled people), and people who may be particularly vulnerable to changes made to the public realm (for example partially sighted or blind people, people with mobility impairments). The proposed shared use facility follows the line of an existing path and will be an improvement on the narrow and poorly surfaced footpath. There will be improved crossing points and street furniture. Additional resting facilities will be incorporated into the design (benches) and trees planted along the route. The proposals will ensure safer routes for active travel lining the two parts of the village and easier access to public transport links, thereby encouraging people to live healthy and independent lives.

6.5 Climate Change and Environment Implications (Key decisions only)

The scheme will support active travel and is expected to generate additional walking, cycling and wheeling trips.

During construction, materials will be recycled where possible and waste will be minimised. Further details on the construction waste management and use of recycled materials will be confirmed during the pricing phase in discussion with the contractor.

There is a proposal to plant additional trees along the route of the Whittlesford Duxford Road construction scheme, with species to be determined during the detailed design.

7 Source Documents

7.1 None