

## Integrated Transport Block Strategy Aims Funding Allocation

To: Highways & Transport Committee

Meeting Date: 7 September 2021

From: Steve Cox – Executive Director, Place and Economy

Electoral division(s): All

Forward Plan ref: 2021/058

Key decision: Yes

Outcome: To consider the proposed allocation of the Integrated Transport Block funding element for Delivering Transport Strategy Aims (DTSA) 2021/22

Recommendation: It is recommended that the Committee:

- (a) note the progress of the Carry Forward schemes
- (b) support the proposed allocation of the DTSA 2021-22 funding to projects

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# 1. Background

- 1.1. The Cambridgeshire and Peterborough Combined Authority (CPCA) is the Local Transport Authority and receives Local Transport Plan (LTP) capital funding grants from the Department for Transport (DfT), including the Integrated Transport Block (ITB) grant. Since its establishment, the CPCA has passed the grant to the County Council to manage.
- 1.2. On 9 March 2021 members of the Highways and Transport Committee approved the allocation of the ITB grant to the individual programme elements as shown in the Table below. The funding allocation to programmes was required to be approved before April to enable preparation for the start of work in the new financial year. The approved allocation was on condition that the CPCA would pass the ITB grant to the County Council again for 2021/22. The CPCA has confirmed the grant is passed to the County Council.

<b>Budget Category</b>	<b>2021/22 allocation</b>
Local Highway Improvement (LHI) to deliver schemes on a jointly funded basis with community applicants and therefore levers further local contributions	£607k
Road Safety schemes at locations with strong evidence of high risk of injury crashes	£594k
Major scheme development to support early scheme development work to ensure a pipeline of 'shovel ready' schemes are available	£200k
Strategy development and Integrated transport schemes to support the development of local transport policies, strategies and 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	£1,346k
Air Quality Monitoring funding contribution to city/district councils to undertake monitoring work	£23k
Minor improvements for accessibility to implement disabled persons parking places where required	£15k
Minor improvements to Public Rights of Way to make the network an integrated part of the wider transport system to meet the needs of the community	£60k

- 1.3. A budget of £1,346k was allocated to schemes that will deliver Cambridgeshire's transport strategy aims. This budget will be allocated to schemes drawn from the Cambridgeshire Transport Investment Plan (TIP), which contains schemes in transport strategies and plans such as the District Transport Strategies, Market Town Transport Strategies.

# 2. Main Issues

- 2.1 On 5 March 2020 Members of the dis-established Economy and Environment Committee considered the recommendation to allocate the 2020-21 DTSA funding to several schemes based on the prioritisation methodology and scoring criteria in the Committee report. While the recommended allocation was approved, members of the Committee requested that

officers review the current criteria for ways to improve its equitability across the county. Committee report can be found in the Source Document section at the end of this report.

- 2.2 Officers in the Transport Strategy and Funding team conducted an initial review of the scheme prioritisation methodology to ensure equity across the county was undertaken in autumn 2020. However, several strands of work involving prioritisation of schemes for funding are in progress, including a review of the County's future transport priorities, the Local Cycling and Walking infrastructure Plan, and the Active Travel Strategy. These strands of work are interlinked and will be more effective if they are considered together. Whilst these strands of work are still in progress, a review of the DTSA prioritisation criteria in isolation will risk disconnection.
- 2.2.1 Future transport priorities for scheme development – a report will be considered by this Committee
- 2.2.2 The Local Cycling and Walking Infrastructure Plan (LCWIP) contains draft lists of schemes by district area for public consultation. The prioritisation of schemes within this Plan needs to follow specific Government guidance for LCWIP.
- 2.2.3 Active Travel Strategy will have an impact on the prioritisation of local transport plan schemes
- 2.3 Due to the COVID-19 pandemic, majority of the schemes with allocated DTSA funding for 2020-21 were suspended during the first national lockdown, and substantially delayed for the rest of the year. The unspent funding allocated to the 2020-21 schemes has been carried forward to this year to complete the schemes. A progress update of the schemes in the DTSA programme is shown in Appendix 1.
- 2.4 It should be noted that the delay in the allocation of the 2021-22 budget will have an impact on the commencement of the schemes, and the spending of the funding. It is highly likely that the delivery of most recommended schemes will continue into 2022-23 using the 2021-22 budget.
- 2.5 Therefore, it is recommended that the existing DTSA prioritisation methodology is used for scoring the longlist of eligible schemes from the Cambridgeshire TIP for allocating 2021-22 funding. This will also allow the schemes in the 2020-21 DTSA programme to catch up with delivery. It should be noted that the recommended schemes in this report is based on current policy and scheme data. Any change in policies such as the adoption of the Government guidance LTN 1/20 may affect the deliverability of the recommended schemes.

### Prioritisation Methodology

- 2.6 The DTSA budget is proposed to be allocated to schemes drawn from the Cambridgeshire Transport Investment Plan (TIP). The latest TIP was approved by this Committee in January 2021. See Source Documents section for link to the latest TIP. 'Eligible' schemes are defined as:
- Deliverable within 1-2 years
  - Local non-major schemes with scheme cost under £500K
  - Not Greater Cambridge Partnership (GCP) specific schemes as they should be funded by GCP and matched by developer contributions.

- 2.7 The Transport Strategy and Funding team led the scoring of schemes. Eligible schemes are assessed and scored, using criteria based on the Department for Transport's Early Assessment and Sifting Tool (EAST). The criteria are based on meeting strategy objectives and on deliverability:
- Strategic Case – Meeting the CPCA Local Transport Plan objectives
  - Delivery Case – Practical feasibility; Evidence of stakeholder support
  - Economic Case – Scale of impact of the project; Value for money; Added road safety benefit
  - Financial Case – Match/alternative funding; Affordability
- 2.8 Scoring – All criteria are scored on a scale of -3 to +3. The scoring definitions are shown in Appendix 2. The average score of the criteria in each case are added to give a Total Score for each scheme.
- 2.9 Weighting – Greater weighting is given to *access to services* so that rural isolation and poverty. In this prioritisation scoring, double weighting has been given to this criterion within the Strategic Case – *Accessibility: Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all.*
- 2.10 Schemes with the highest Total Score are proposed for funding up to the limit of available 2021/22 funding. The proposed schemes are in Appendix 3a. Schemes scored but not proposed for funding are listed in Appendix 3b and will remain in the Transport Investment Plan to be considered for other appropriate funding sources.

### 3. Alignment with corporate priorities

#### 3.1 Communities at the heart of everything we do

The report above sets out the implications for this priority in paragraphs 2.9.

#### 3.2 A good quality of life for everyone

Recommended schemes to deliver transport strategy aims will help improve access to employment and services, embed a safe transport system, and improve air quality.

#### 3.3 Helping our children learn, develop and live life to the full

There are no significant implications in this priority.

#### 3.4 Cambridgeshire: a well-connected, safe, clean, green environment

The report above sets out the implications for this priority in paragraphs 2.6 and 2.7.

#### 3.5 Protecting and caring for those who need us

There are no significant implications in this priority.

## 4. Significant Implications

### 4.1 Resource Implications

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

- Paragraphs 2.3 and 2.10 set out the implication of the proposed budget for Delivering Transport Strategy Aims and committed schemes.
- Proposed projects have been assessed and prioritised on deliverability, value for money and match funding, so as to maximise the benefits for the County Council and Cambridgeshire people. Paragraphs 2.6 – 2.10

### 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:

- Prioritising schemes on practical feasibility and evidence of stakeholder support will lower the risk of project delivery slippage or abortive work.
- The report above sets out other risk implications in paragraphs 2.4 and 2.5

### 4.4 Equality and Diversity Implications

There are no significant implications within this category. An equality impact screening has been completed and indicated no potential negative impact.

### 4.5 Engagement and Communications Implications

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

### 4.6 Localism and Local Member Involvement

There are no significant implications within this category. Schemes proposed for funding to deliver transport strategy aims are from local transport strategies, which have had significant local Member involvement and consultation.

### 4.7 Public Health Implications

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

- Transport policies and programmes can 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. This supports the Cambridgeshire and Peterborough Joint Health and Wellbeing Strategy 2020-24 (consultation draft) Priority 1 Places that support health and wellbeing. Funding allocation as proposed in paragraph 2.10 contributes towards these objectives.
- Although health and wellbeing is not considered explicitly as a criterion in itself, the prioritisation methodology considers road safety, sustainable modes of transport e.g. walking and cycling and accessibility of services and air quality as part of the scoring criteria.

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

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

Status: Neutral

Explanation: not applicable

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

Status: Positive

Explanation: local transport policies and strategies will encourage use of cleaner modes

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

Status: Neutral

Explanation: not applicable

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

Status: Neutral

Explanation: The Council's standard approaches to minimising waste and reusing materials where possible will be followed in order to mitigate impact during scheme delivery.

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

Status: Neutral

Explanation: not applicable

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

Status: Neutral

Explanation: Though local transport policies and strategies will encourage use of cleaner modes, the impact of the proposed schemes on tackling air pollution is not direct, and therefore neither positive nor negative.

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

Status: Neutral

Explanation: not applicable

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: Henry Swan

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

Name of Legal Officer: Fiona McMillan

Have the equality and diversity implications been cleared by your Service Contact? Yes

Name of Officer: Jeremy Smith

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

### 5.1 Source documents and Location

Documents are held digitally:

Economy and Environment Committee 5 March 2021 [Item 5 Integrated Transport Block Funding Allocation Proposals](#)

Highways and Transport Committee 9 March 2021 [Item 7 Integrated Transport Block Funding Allocation](#)

Transport Investment Plan 2021 [policy document and lists of schemes](#)