

## Integrated Transport Block Funding Allocation 2023-24

To: Highways and Transport Committee

Meeting Date: 7<sup>th</sup> March 2023

From: Executive Director for Place and Sustainability

Electoral division(s): All

Key decision: Yes

Forward Plan ref: 2023/044

Outcome: Consider and approve the proposed allocation of the £3.215m Integrated Transport Block (ITB) funding for 2023-24.

Recommendation: The Committee is recommended to:

- a) approve the proposed allocation of the Integrated Transport Block funding for 2023-24 subject to the funding being passed to the County Council by the Cambridgeshire and Peterborough Combined Authority;
- b) note the different approaches being taken to the development and delivery of 20mph zones from the Transforming Cities Fund (TCF) and the Integrated Transport Block due to the constraints of time for spend from the TCF; and
- c) delegate to the Chair and Vice Chair in consultation with Democratic Services and the Director of Highways and Transport the nomination of County Council representatives for Member Steering Groups for the review of:
  - i. the Transport Strategy for East Cambridgeshire and
  - ii. the Transport Strategy for Cambridge and South Cambridgeshire

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# 1. Background

1.1 As Local Transport Authority, the Cambridgeshire and Peterborough Combined Authority (CPCA) receives Local Transport Plan (LTP) capital grants from the Department for Transport (DfT), including the Integrated Transport Block (ITB) grant. The CPCA then passes the grant to the County Council and to Peterborough City Council to spend. The proposal in this report is on the basis that the ITB grant is again passed to the County Council for the 2023-24 financial year. This report addresses three main areas:

- The allocation of the ITB funding for 2023-24 to budget headings, and allocation of the budget for Delivering Transport Strategy Aims to projects
- The revised approach to delivering the county-wide 20mph speed reduction schemes
- The establishment of Member Steering Groups to guide work on strategy development in East Cambridgeshire and Greater Cambridge (under the Strategy Development and Integrated Transport schemes budget)

# 2. LTP Integrated Transport Block Funding Allocation

## Integrated Transport Block budget headings

2.1 The ITB funding has been at the level of around £3.2m for many years. To use this relatively small amount of funding effectively, the ITB funding is allocated to a few targeted programmes to deliver local integrated transport projects. The allocation of the proposed 2023-24 ITB capital grant by budget headings is proposed as follows:

<b>Integrated Transport Block Budget Heading</b>	<b>2023/24 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 fund 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.	£1.350m
<b>Air Quality Monitoring</b> funding contribution to city/district councils to undertake monitoring work.	£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

## Integrated Transport Block Budget Heading

2023/24  
allocation

TOTAL

£3.215m

### Delivering Transport Strategy Aims (DTSA) budget

- 2.2 The 'Delivering Transport Strategy Aims' budget heading is primarily used to deliver schemes identified in the Council's transport strategies.
- 2.3 For the past two years, a substantial amount of the DTSA budget has been invested in feasibility studies and early scheme development. Members of this Committee approved the commitment of DTSA funding to those developed schemes that are ready for delivery. See Appendix 1 for the proposed 2023-24 allocation to schemes.

### DTSA and Transforming Cities Fund delivery of 20mph zones

- 2.4 Members of this Committee approved at its meeting on 8 March 2022 funding from this Integrated Transport Block to invest in the 20mph programme across the county. Based on known Local Highways Improvement schemes delivered in the past, £100k was allocated to implement this programme from the 2022-23 budget and up to £300k was committed over two years in 2023-24 (£150k) and 2024-25 (£150k).
- 2.5 The delivery of this programme in 2022-23 has been successful and there is a desire to support the area-wide roll out of 20mph zones.
- 2.6 The 20mph speed reduction schemes are included in a list of projects which CCC and CPCA have developed to make use of the Transforming Cities Fund (TCF) underspend. Members agreed at the 6 December 2022 Committee that £800k of the TCF funding should be allocated to the 20mph schemes for the 2023-24 programme of work.
- 2.7 The total allocation towards the 20mph zones programme will therefore be £1.2 million.
- 2.8 It is proposed that £150k is allocated towards 20mph delivery from the DTSA budget for the purpose of designing and delivering 20mph projects which have been applied for via the new 20mph process. This will be a rolling fund, allowing bottom-up applications and will be separate to the 20mph TCF programme which is a one-off allocation from the CPCA. It should be noted that the budget allocation for the new 20mph process is in line with the commitment approved by this Committee on 8 March 2022, as described in paragraph 2.3 above.
- 2.9 The 20mph TCF programme allowance of £800,000 has been allocated on the basis that work has to be complete on site by the end of March 2024. Once allowing for officer time and risk the remaining budget will be split across the thirteen scheme locations listed in Appendix 2, prioritising those areas with the largest population first. The amount spent on each project will vary depending on the individual site-specific requirements associated with each location.
- 2.10 It has been recognised that due to the tight spend deadlines associated with the TCF funding a different approach to delivery will have to be taken. Instead of the preferred bottom-up process where third parties are invited to apply for funding, a new approach has

been agreed in discussion with the Cross Party 20mph Member Working Group. The new approach will ensure that the programme is spread countywide to include schemes in all districts. The new approach should be as follows:

- All seven Market Towns are to be included in the 20mph programme.
- In addition, towns will be identified by population size, with the largest populations being included in the 20mph programme.
- Any remaining funding will then be allocated to those remaining towns using the same population criteria until all spent
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- Note, in South Cambridgeshire, Cambourne and Histon were identified as suitable locations, although they aren't classed as towns.
- Note, in Cambridge City additions to the existing 20mph areas have also been agreed.

2.11 The proposed locations of the TCF funded 20mph programme are listed in Appendix 2 for H&T members to review and approve along with the expected budget allocation required to deliver each individual 20mph scheme. It should be noted by members of H&T that officers have approached each of those listed to confirm that they are interested in having a 20mph installed in their respective area.

2.12 Other 20mph locations countywide which are being worked on / installed via capital funding include the 13 projects previously removed from the 2022/23 Local Highway Improvement application process, and a city-wide 20mph scheme for Ely.

### **Strategy Development and Integrated Transport Schemes budget**

2.13 Work will commence in financial year 2023/24 to review the transport strategies covering Cambridge / South Cambridgeshire (Greater Cambridge), and East Cambridgeshire. The Greater Cambridge Transport Strategy work will take place alongside the continued development of the Greater Cambridge Local Plan and will support that plan through the examination process.

2.14 Member Steering Groups (MSGs) will be established to guide the development of both strategies. The MSGs will be supported by officers from the relevant districts, and the Greater Cambridge Transport Strategy will also be supported by Greater Cambridge Partnership officers. It is expected that the MSGs will be setup after the elections in May 2023.

## **Alignment with corporate priorities**

### **3.1 Environment and Sustainability**

All schemes proposed for funding came from transport strategies which contribute towards cleaner, greener environment and sustainable use of resources.

### **3.2 Health and Care**

There are no significant implications for this priority.

### **3.3 Places and Communities**

There are no significant implications for this priority. All schemes proposed for funding came from transport strategies which contribute towards a better place for people to live, work and visit.

#### 3.4 Children and Young People

Funding allocation set out in paragraph 2.1 will benefit children and young people indirectly through safer access to schools.

#### 3.5 Transport

The whole report sets out the implications for this priority.

### 3. Significant Implications

#### 3.1 Resource Implications

The report above sets out details of significant implications in paragraphs 2.1 and 2.3-2.6.

#### 3.2 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.

#### 3.3 Statutory, Legal and Risk Implications

Risks associated with scheme delivery will be managed by individual schemes.

#### 3.4 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.

#### 3.5 Engagement and Communications Implications

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

#### 3.6 Localism and Local Member Involvement

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

- Local Highways Improvement (LHI) Initiative schemes are prioritised by LHI Member Advisory Panels which are made up of local County Councillors. Proposals are from local community groups and organisations.
- Schemes proposed for delivering transport strategy aims are drawn from transport strategies which are supported by local Members.

### 3.7 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 Connectivity 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. Funding allocations as proposed in paragraphs 2.1 to 2.6 contribute towards these objectives.

### 3.8 Climate Change and Environment Implications on Priority Areas (See further guidance in Appendix 2):

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

Neutral Status:

Explanation: There are no implications in this area

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

Neutral Status:

Explanation: Local transport policies and strategies will encourage use of cleaner modes. However, some funding could be allocated to projects which increase road capacity and thus car use.

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

Neutral Status:

Explanation: A non-motorised route between Soham and Wicken will provide a new route across the fens with minimal impact on the local surroundings, and it will encourage non-motorised travel to the Wicken Fen reserve.

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

Neutral Status:

Explanation: There are no implications in this area

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

Neutral Status:

Explanation: There are no implications in this area

#### 4.8.6 Implication 6: Air Pollution.

Positive Status:

Explanation: Maintaining a level of investment in air quality monitoring will help to target areas with the most need for improvement.

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

Neutral Status:

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 & Commercial? 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 Law? Yes

Name of Legal Officer: Linda Walker

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

Yes

Name of Officer: David Allatt

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 Climate Change and Environment implications been cleared by the Climate Change Officer?

Yes

Name of Officer: Emily Bolton

#### 4. Source documents guidance

ITB Committee Paper, 8<sup>th</sup> March 2022 (see item no. 5.2)

CPCA Local Transport Plan (LTP) and draft **Local Transport and Connectivity Plan (LTCP)**

##### 5.2 Location

[Council and committee meetings - Cambridgeshire County Council > Meetings \(cmis.uk.com\)](https://cmis.uk.com)

[Local Transport Plan - Cambridgeshire & Peterborough Combined Authority \(cambridgeshirepeterborough-ca.gov.uk\)](https://cambridgeshirepeterborough-ca.gov.uk)

## Appendix 1: Proposed Delivering Transport Strategy Aims DTSA allocation

TIP ID	District	Location and description of scheme	Scheme Cost	Proposed 2023/24 Funding	Proposed Future Years Funding	Comments
N/A	Countywide	Countywide - Minor walking, cycling and bus stop facility improvements	To be confirmed	£50,000	£50,000 per year	Funding is for ad hoc minor improvements to walking, cycling and bus stop facilities that would add value to support sustainable travel. Precise improvements are identified during the year as needs arise.
N/A	Countywide	Countywide - Continue to develop and implement the countywide 20mph programme by allowing applications countywide.	To be confirmed	£150,000	£150,000 2024/25	A commitment of £400k over 3 years was approved in March 2022 with £100k for 2022/23, and £150k each for 2023/24 and 2024/25.
1062	Hunts.	Buckden Road Brampton - Provision of shared use route for pedestrians and cyclists along B1514 Buckden Road southbound and a crossing facility within the 30-mph speed limit	To be confirmed	£275,000	-	£108k was allocated for 2022-23, along with £100k HDC Community Infrastructure Levy (CIL). Further work on design and inflation have revealed a higher target cost. Revised scheme cost £571k. The Parish Council is providing £88k from the Parish CIL. Proposing a further £275k DTSA to meet the funding gap.



TIP ID	District	Location and description of scheme	Scheme Cost	Proposed 2023/24 Funding	Proposed Future Years Funding	Comments
930 & 192	South Cambs.	Improve pedestrian and cyclist crossing facilities at the northeast and northwest quadrants of the B1049 / A14 Histon junction, and at the B1049 Cambridge Road junction with Bridge Road or by The Coppice Path	To be confirmed	£200,000	£185,000	A total of £300k funding was allocated in 2021/22 and 2022/23 to develop and design the two schemes together. Preliminary design has been completed and detailed design will be completed for construction to commence in 2023/24. It is proposed to allocate £385k for construction over two years.
895, 43, 603	Cambridge	Eddington to Girton - Improved foot and cycle links and crossings	To be confirmed	£200,000	-	A total of £204k funding was allocated in 2021/22 and 2022/23 to develop and design the three schemes together. Preliminary design has been completed and detailed design will be completed for construction to commence in 2023/24. It is proposed to allocate a further £200k to complete the construction.
486	East Cambs.	Cycle Route Soham to Wicken Fen - Design & build off-road route option connecting to NCN 11 (TIP 486). This is to include wayfinding signs from Soham Station to start of NMU route to Wicken	To be confirmed	£100,000	£200,000 (provisional)	£40k was allocated in 2021/22 for the development of both schemes, which are in the Local Cycling and Walking Infrastructure Plan (LCWIP).

TIP ID	District	Location and description of scheme	Scheme Cost	Proposed 2023/24 Funding	Proposed Future Years Funding	Comments
						It is proposed to allocate a further £100k to further develop the scheme and proceed to construction following detailed design and consultation. Construction is expected to start in 4Q 2023/24. This is subject to legal agreements, as funding is confirmed from CPCA £325k awarded to Soham TC; and ECDC £800k.
145	South Cambs.	B1046, between Comberton Village College and Hardwick Road, Toft Cycleway improvement	To be confirmed	£50,000	To be confirmed	£40k was allocated in 2022/23 to develop and design the scheme. Surveys have been completed. It is proposed to allocate a further £50k in 2023/24 to undertake preliminary and detailed design. Further funding for construction in 2024/25 will be confirmed.
418	Fenland	Whittlesey, Cemetery Road / Blunts Lane / A605 roundabout Footway / Cycle Crossing Improvement	To be confirmed	£50,000	To be confirmed	This scheme has S106 funding Land at the Showfields. £50k for feasibility and design.
251	South Cambs.	Rampton to Cottenham widening of existing path alongside Church End Rampton Road - Cycleway improvement	To be confirmed	£45,000	To be confirmed	Recommend funding for further scheme design.

TIP ID	District	Location and description of scheme	Scheme Cost	Proposed 2023/24 Funding	Proposed Future Years Funding	Comments
920	East Cambs.	C315 Market St junction Lynn Rd, Ely - Safety improvements to junction. Includes accident report, options report and some pre-liminary design work	To be confirmed	£25,000	To be confirmed	Scheme development £25k
311	Hunts.	Consider modal filter on town bridge to significantly reduce traffic within Godmanchester; implement further traffic calming measures through Godmanchester	To be confirmed	£40,000	to be confirmed	Scheme development £40k
377	Fenland	March, NCN Route 63 between Twenty Foot Rd and Long Drove	To be confirmed	£25,000	To be confirmed	Scheme development £25k
171	South Cambs.	Duxford Road, Whittlesford - Improve access to Railway Station and school (NCN Route)	To be confirmed	£40,000	to be confirmed	Scheme development £40k
1050	Fenland	Doddington to March - Explore traffic calming measures through Doddington inc. toucan crossing. Explore installation of a shared use path along one side of the B1093 with solar studs Doddington to Wimblington A141. Explore traffic calming	To be confirmed	£100,000	£300,000 (provisional)	£50k required to deliver the signalised crossing near the school - the crossing already has £60k LHI funding and the Parish Council are contributing £70k towards the project over 25yrs, £45k upfront. Additional £50k to explore other traffic calming measures.

TIP ID	District	Location and description of scheme	Scheme Cost	Proposed 2023/24 Funding	Proposed Future Years Funding	Comments
		measures through Wimblington. Explore safety improvements at roundabout crossing point. Lambs Hill Drove - Neale-Wade Community College: consider advisory on-road cycle lanes and removal of centre line.				
			<b>Total</b>	<b>£1.350M</b>		

## Appendix 2: Proposed 20mph scheme locations and expected costs

Proposed Location	District/City	Population (2011 data)	Expected Costs
Cambridge City	Cambridge City	123,900	£100,000
Wisbech (market town)	Fenland	31,573	£62,000
St Neots (market town)	Huntingdonshire	30,252	£62,000
Huntingdon	Huntingdonshire	23,937	£62,000
March (market town)	Fenland	21,051	£48,000
St Ives (market town)	Huntingdonshire	16,384	£50,000
Whittlesey (market town)	Fenland	12,745	£38,000
Chatteris (market town)	Fenland	10,298	£43,000
Soham	East Cambridgeshire	9,165	£54,000
Cambourne	South Cambridgeshire	8,186	£50,000
Littleport	East Cambridgeshire	7,935	£32,000
Histon	South Cambridgeshire	7,866	£48,000
Ramsey (market town)	Huntingdonshire	7,829	£34,000
<b>Total expected scheme cost</b>			<b>£683,000</b>
Officer fees and contingency across all schemes			£17,000
<b>Total expected programme cost (TCF funded)</b>			<b>£800,000</b>