

Integrated Transport Block Funding Allocation 2023-24 - Update on funding allocations for Delivering Transport Strategy Aims (DTSA)

To: Highways and Transport Committee

Meeting Date: 04 July 2023

From: Executive Director of Place and Sustainability

Electoral division(s): All

Forward Plan ref: 2023/067

Outcome: To consider and approve the re-allocation of recuperated Delivering Transport Strategy Aims (DTSA) funding.

Recommendation: The Committee is recommended to:

- a) Consider and approve the re-allocation of available Delivering Transport Strategy Aims funding for 2023/2024.
- b) Delegated authority to re-allocate DTSA Funding in 2023/24 to the Executive Director Place and Sustainability, in consultation with the Chair and Vice Chair, where the total re-allocation is £500,000 or less.

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1. Background

- 1.1 Since its establishment, the Cambridgeshire and Peterborough Combined Authority (CPCA), has been recipient to an annual grant of £3.215m Integrated Transport Block (ITB) funding from the Department for Transport. As Local Transport Authority, the CPCA then passes the grant to the County Council and to Peterborough City Council to spend.
- 1.2 The approved ITB allocation includes a £1.350m allocation to Delivering Transport Strategy Aims (DTSA). The DTSA fund is allocated to schemes which support area transport strategies and theme-based transport strategies.
- 1.3 The Highway and Transport Committee most recently approved the funding allocation for ITB and DTSA on 7th March 2023 (see section 5.2.1).

2. Main Issues

- 2.1 In recent weeks, alternative sources of funds have been identified to deliver some of the DTSA-funded schemes; see Appendix 1. The alternative funding is from the Transforming Cities Fund (TCF), Greater Cambridge Partnership (GCP) and Active Travel Tranche 4. Spending these funds has been prioritised over the DTSA funding because they cannot be carried over, while DTSA funds can be carried over to spend in subsequent financial years.
- 2.2 As a result, £805,000 of DTSA money is available for re-allocated to transport schemes across the county. Since this saving was not foreseen, Committee is now asked to approve the schemes listed in Appendix 2, which are proposed to spend the £805,000.
- 2.3 The schemes proposed have been selected for the reasons outlined below:
 - a) The schemes were previously presented at Committee in at least one of the following reports:
 - Transport Investment Plan – presented to committee on 12th July 2022 as part of the Transport Strategy Update (see section 5.2.2)
 - DTSA List of Prioritised schemes – approved by Committee on 8th March 2022 (see section 5.2.3)
 - Local Cycling and Walking Infrastructure Plan (LCWIP) schemes - approved by Committee on 4th October 2022 (see section 5.2.4)
 - Active Travel Tranche 1 schemes – presented to Committee on 16th June 2020 (see section 5.2.5)
 - Active Travel Tranche 2 schemes – noted by Committee on 15th September 2020 (see section 5.2.6)
 - b) The schemes identified are those where work can begin during 2023/24, and in some cases the scheme is expected to be fully delivered within 2023/24. For those schemes that are already in progress now, the funding will help to progress/expand delivery.
 - c) Some of the schemes have synergies with other projects or feasibility work that is already happening in the area; delivering the schemes together will therefore provide efficiencies.

d) Some of the schemes have partial funding e.g. from DTSA or Community Infrastructure Levy (CIL); the additional DTSA funding will help to progress the scheme.

2.4 It should be noted that DTSA funding has been applied to schemes across the county since its first year of award in 2015/16 to date. The table below demonstrates how schemes have been awarded across the county, and the schemes are listed in Appendix 3:

District / area	No. of schemes*
City / South Cambs	31
County-wide	5
East Cambs	23
Fenland	34
Huntingdonshire	25
	118

*The above table excludes new schemes proposed in Appendix 2 of this report.

2.5 It should be noted that other programmes such as TCF and GCP have also provided funding which has been invested in schemes largely in the Cambridge City and South Cambridgeshire area.

2.6 In light of the current re-allocation requirement, and the possibility that future savings may arise within the DTSA budget in 2023/24, Members are asked to delegate responsibility to the Executive Director Place and Sustainability, in consultation with the Chair and Vice Chair, where the total re-allocation is £500,000 or less. Delegation will enable work to be undertaken during the financial year in a more timely manner.

3. Alignment with ambitions

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

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

3.2 Travel across the county is safer and more environmentally sustainable

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

- All the schemes proposed for funding came from transport strategies which contribute towards active travel and reduced dependence on vehicles.

3.3 Health inequalities are reduced

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

- The schemes proposed in Appendix 2 can help to reduce health inequalities by providing active travel routes that are accessible to the public.

3.4 People enjoy healthy, safe, and independent lives through timely support that is most suited to their needs

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

- Schemes that encourage active travel will provide help benefits to communities, while 20mph schemes will make roads safer for all road users.

3.5 Helping people out of poverty and income inequality

There are no significant implications for this ambition.

3.6 Places and communities prosper because they have a resilient and inclusive economy, access to good quality public services and social justice is prioritised

There are no significant implications for this ambition.

3.7 Children and young people have opportunities to thrive

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

- The schemes will benefit children and young people indirectly through safer access to schools.

4. Significant Implications

4.1 Resource Implications

The report above sets out details of significant implications in paragraphs 2.1 to 2.4.

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

There are no significant implications within this category. Risks associated with scheme delivery will be managed by individual schemes.

4.4 Equality and Diversity Implications

There are no significant implications within this category. This report is re-allocating funds to schemes previously assessed by ITB/DTSA, LCWIP and Active Travel.

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

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

- Schemes proposed for delivering transport strategy aims are drawn from transport strategies which are supported by local Members.

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 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. The proposed funding allocations contribute towards these objectives.

4.8 Climate Change and Environment Implications on Priority Areas:

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: There are no implications in this area

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 and 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 Legal? Yes

Name of Legal Officer: Emma Duncan

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

5. Source documents guidance

5.1 Source documents

- 5.1.1 Highways and Transport Committee, 7th March 2023, "Integrated Transport Block Funding Allocation 2023-24", Appendix 1
- 5.1.2 Highways and Transport Committee, 12th July 2022, "Transport Strategy Update", Transport Investment Plan in section 3.7
- 5.1.3 Highways and Transport Committee, 8th March 2022, "Future Transport Priorities and Integrated Transport Block Funding Allocation 2022-23", Appendix 3
- 5.1.4 Highways and Transport Committee, 4th October 2022, "Local Cycling and Walking Infrastructure Plan", LCWIP Appendices
- 5.1.5 Highways and Transport Committee, 16th June 2020, "COVID-19 Temporary Cycling Proposals" (Active Travel Tranche 1)
- 5.1.6 Highways and Transport Committee, 15th September 2020, "[COVID-19 Temporary Cycling Proposals](#) (Emergency Active Travel Fund)" (Active Travel Tranche 2)

5.2 Location

- 5.2.1 Weblink to “Integrated Transport Block Funding Allocation 2023-24” [here](#)
- 5.2.2 5.1.2 Highways and Transport Committee, 12th July 2022, “Transport Strategy Update”, Transport Investment Plan in section 3.7 [here](#)
- 5.2.3 Weblink to “Future Transport Priorities and Integrated Transport Block Funding Allocation 2022-23” [here](#), weblink to Appendix 3 (Prioritised List) [here](#)
- 5.2.4 Weblink to “Local Cycling and Walking Infrastructure Plan” [here](#), and LCWIP Appendices [here](#)
- 5.2.5 Weblink to “COVID-19 Temporary Cycling Proposals” (Active Travel Tranche 1) [here](#)
- 5.2.6 Weblink to “COVID-19 Temporary Cycling Proposals [here](https://cambridgeshire.cmis.uk.com/CCC_live/Document.ashx?czJKcaeAi5tUFL1DTL2UE4zNRBcoShgo=9ltOjAnI9hHX0qhTt2nzHjwzFQs1OmtzM+im7paLVMOHPGFB0qVmMw==&rUzwRPf+Z3zd4E7lkn8Lyw===pwRE6AGJFLDNlh225F5QMaQWCtPHwdhUfCZ/LUQzgA2uL5jNRG4jdQ==&mCTIbCubSFfXsDGW9lXnlq===hFflUdN3100=&kCx1AnS9/pWZQ40DXFvdEw===hFflUdN3100=&uJovDxwdjMPoYv+AJvYtyA===ctNJFf55vVA=&FgPIIEJYlotS+YGoBi5olA===NHdURQburHA=&d9Qjj0ag1Pd993jsyOJqFvmyB7X0CSQK=ctNJFf55vVA=&WGewmoAfeNR9xqBux0r1Q8Za60lavYmz=ctNJFf55vVA=&WGewmoAfeNQ16B2MHuCpMRKZMwaG1PaO=ctNJFf55vVA= (Emergency Active Travel Fund)” (Active Travel Tranche 2) <a href=)

Appendix 1 – Recuperated DTSA Funds

TIP ID	District	Location and description of scheme	Scheme cost	Funding reclaimed	Comments
129, now 813c	South Cambs	Barton Rd / Grantchester St / Driftway (A603)	To be confirmed	-£230,000	Funds received from Transforming City Fund and GCP, thereby freeing up DTSA funds previously allocated to this scheme.
797	East Cambs	Ely City centre Investigate implementation of 20mph zones where appropriate	To be confirmed	-£100,000	Funds received from Transforming City Fund, thereby freeing up DTSA funds previously allocated to this scheme.
895, 43 & 603	Cambridge	Eddington to Girton - Improved foot and cycle links and crossings Girton Road - Cycle crossing, off-road cycleway on western side of Girton Road, and improvement to both southbound and northbound bus stops south of junction with Wellbrook Way	To be confirmed	-£200,000	Funds received from Active Travel Tranche 4, thereby freeing up DTSA funds previously allocated to this scheme.
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	Funds received from Active Travel Tranche 4, thereby freeing up DTSA funds previously allocated to this scheme.
		Total available DTSA funds		-£805,000	

