

Integrated Transport Block Funding Allocation 2025-26

To: Highways and Transport Committee

Meeting Date: 1 October 2024

From: Executive Director of Place and Sustainability

Electoral division(s): All

Key decision: Yes

Forward Plan ref: 2024/080

Outcome: The purpose of the report is to seek approval for the allocation of the £3.215m Integrated Transport Block (ITB) funding for 2025-26.

Recommendation: The Committee is recommended to:

- a) Approve the proposed allocation of the Integrated Transport Block funding for 2025-26, subject to the funding being passed to the County Council by the Cambridgeshire and Peterborough Combined Authority;
- b) Note changes in the funding allocations from previous years; and
- 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, to re-allocate funding to other schemes up to a value of £500,000.

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1. Creating a greener, fairer and more caring Cambridgeshire

1.1 The Integrated Transport Block Fund (ITB) supports transport programmes/projects that complement or enhance the Council's seven ambitions, as demonstrated below:

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 programmes contribute towards the net zero vision, for example by enabling and encouraging people to make a switch from private car use to active travel or public transport services. In addition, criteria used to score and prioritise the [Transport Proposals Database](#)¹ (TPD) for a significant proportion of ITB funding includes 'Climate – Successfully and fairly reducing emissions to Net Zero by 2050'.

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

ITB funds projects to improve the safety of all road users, including projects that align with the Road Safety Partnership Strategy 'Vision Zero'. Projects also include providing appropriate lighting on active travel routes, speed management measures, and safe pedestrian crossings. The criteria used for scoring TPD schemes includes two related areas 'Safety – to prevent all harm by reducing risk and enabling people to use the transport system with confidence. Contribute towards Vision Zero', and 'Environment - Protecting and improving our green spaces and improving nature with a well-planned and good quality transport network'.

1.4 Ambition 3: Health inequalities are reduced.

The ITB funds projects that improve people's health and wellbeing through active travel and increased accessibility, as well as projects that improve access to healthcare facilities. TPD scoring includes criteria for 'Health – Improved health and wellbeing enabled through better connectivity, greater access to healthier journeys & lifestyles, and delivering stronger, fairer, more resilient communities'.

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

The projects delivered through ITB funding 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. TPD scoring criteria includes two relevant areas, namely 'Productivity - Giving both employers and people the means to achieve more of their potential, making them more efficient and more innovative to create more prosperity', and 'Safety' as described in paragraph 1.3 of this report.

1.6 Ambition 5: People are helped out of poverty and income inequality.

Programmes funded by ITB seek to identify local characteristics and provide infrastructure to increase access to travel modes. Improvements to the transport network also provide a means for people to access employment opportunities and career services. TPD scoring criteria includes 'Connectivity - People and communities are brought closer together, giving

¹ The Transport Proposals Database (TPD) lists schemes that the County Council has identified through relevant strategies and plans, for potential delivery to support growth in Cambridgeshire.

more opportunities for work, education, leisure and pleasure’.

- 1.7 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 with ITB funding contribute to improved access to services, jobs and education. This is also reflected in the TPD scoring criteria for ‘Productivity’, as described in paragraph 1.5 of this report.

- 1.8 Ambition 7: Children and young people have opportunities to thrive.

ITB funds transport schemes that are accessible to individuals of all ages, as well as schemes that specifically encourage children and young people’s safe access to schools, community spaces, and other area. This is addressed in the TPD ‘Connectivity’ criteria described in paragraph 1.6 of this report.

2. Background

- 2.1 The ITB fund is an annual £3.215m fund received by the Council from the Department for Transport, via the Cambridgeshire and Peterborough Combined Authority. The funds are allocated to priorities to enable the provision of transport infrastructure.
- 2.2 The proposal in this report is made on the basis that the ITB grant is again passed to the Council for the 2025-26 financial year.

3. Main issues

- 3.1 Funding has been at the level of around £3.215m for several years, in which the amount allocated to the different programmes has remained the same.
- 3.2 Following a recent review of the allocation, some adjustments are being proposed. The review took into account the following:
- (i) the prioritised needs of services;
 - (ii) capacity to deliver schemes in a timely manner, without the need to carry-over the ITB funds; and
 - (iii) other available funding sources
- 3.3 Table 1 shows the 2024-25 funding allocation, as well as the amendments proposed for 2025-26:

Integrated Transport Block Budget Heading	2024/25 allocation	Proposed allocation for 2025/26	Notes
Delivering Transport Strategy Aims (DTSA): to support the delivery of small to medium sized schemes included in area transport strategies and theme-based strategies.			
<ul style="list-style-type: none"> • Countywide 20mph Programme (DTSA) to continue to develop and implement the countywide 20mph programme by allowing applications countywide. 	£150k	£150k	See para 3.4 a)
<ul style="list-style-type: none"> • Other DTSA schemes 	£1.2m	£730k	See para 3.4 b)
Local Highway Improvement (LHI): to deliver schemes on a jointly funded basis with community applicants and therefore levers further local contributions.	£620k	£620k	No changes
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	£260k	See para 3.5
Minor improvements for accessibility to implement disabled persons parking places where required.	£15k	£85k	See para 3.6
Road Safety schemes at locations with strong evidence of high risk of injury collisions.	£600k	£600k	No changes
Major scheme development to support early scheme development work to ensure a pipeline of schemes are available.		£200k	No changes
Strategy Development and Integrated Transport schemes to support the development of local transport policies, strategies, and action plans; and to prioritise local integrated transport schemes. Includes Major scheme development (£200k) to support early scheme development work to ensure a pipeline of schemes are available.	£545k	£545k	No changes
Air Quality Monitoring funding contribution to city/district councils to undertake monitoring work.	£25k	£25k	No changes
Miscellaneous/contingency	-	£200k	See para 3.7
TOTAL	£3.215m	£3.215m	

Table 1 - Proposed Integrated Transport Block allocations, 2025/26

- 3.4 Delivering Transport Strategy Aims (DTSA): A budget of £1.35m has been allocated to DTSA schemes in previous years. The following allocation is proposed for 2025/26.
- a) Countywide 20mph Programme (DTSA): This programme was previously allocated £400k of ITB funding over three years: £100k in 2022-23, £150k in 2023-24, and the final instalment of £150k in 2024-25. To support further rollout of the programme, an additional £150k allocation is proposed, bringing the total DTSA contribution to £550k.
 - b) Other DTSA schemes: In addition to the 20mph programme, ITB will fund other schemes prioritised from the [Transport Proposals Database](#), as is done each year. This prioritisation will take place later in 2024 and be brought before Committee for approval prior to the 2025-26 financial year. Because several prior-funded DTSA projects are in the crucial delivery stage, it is proposed that in 2025-26 initially, a temporary reduced budget of £730k is allocated to the DTSA programme. This will allow focus on delivering those schemes already in-progress. The amount allocated to DTSA will be reviewed in due course for the 2026-27 year.
- 3.5 Minor improvements to Public Rights of Way: An additional £200k is proposed for this programme to upgrade existing infrastructure in line with recommended specifications, which will in turn improve accessibility to public footpaths. This would include, for example, removing steps on public footpath bridges, and upgrading gates.
- 3.6 Minor improvements for accessibility: An additional £70k is proposed to provide further disabled parking spaces as required across the county.
- 3.7 Miscellaneous/contingency: These funds will be applied towards any further pre-approved schemes, and/or any unexpected expenses incurred by ITB schemes.

4. Alternative Options Considered

- 4.1 As part of the review of the ITB budget headings, alternative scenarios of funding allocation were considered. The proportion of funding allocated to each area proposed is based on the services' need, their ability to utilise the funds each year, and the lack of other funding sources, as detailed in paragraph 3.2 of this report.

5. Conclusion and reasons for recommendations

- 5.1 The proposed allocation of the ITB grant aims to make efficient use of a relatively small amount of funding (in relation to need), across a range of transport programmes.

6. Significant Implications

6.1 Finance Implications

The ITB fund is passported via the Combined Authority from central government on an annual basis and provides capital funding for scheme development and delivery. Existing

programmes funded through the annual ITB fund as described in this paper will be used to progress schemes via individual programme processes. Unsuccessful schemes may be eligible for 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.

6.2 Legal Implications

There are no significant implications for this priority.

6.3 Risk Implications

There are no significant implications for this priority.

6.4 Equality and Diversity Implications

An Equality Impact Assessment has been completed, and is attached at Appendix 1. There were no negative impacts identified.

6.5 Climate Change and Environment Implications (Key decisions only)

The programmes receiving ITB funding have all demonstrated how they will contribute to climate change and environment targets, as required in business plans. This is achieved through numerous programmes, including active travel projects, speed reduction schemes, transport interchange enhancement, bus priority lanes, and contributing towards air quality monitoring, to name a few. During the implementation of certain schemes, carbon costs will be estimated and where possible carbon reduction measures will be implemented. These measures could include the use of recycled or low carbon materials over conventional.

7. Source Documents

7.1 None