

Integrated Transport Block Funding Allocation

To: Highways & Transport Committee

Meeting Date: March 2021

From: Steve Cox, Executive Director: Place & Economy.

Electoral division(s): All

Forward Plan ref: 2021/026

Key decision: Yes

Outcome: To consider the proposed allocation of the Local Transport Plan Integrated Transport block funding (ITB) for 2021/22.

Recommendation: It is recommended that the Committee supports the proposed allocation of the ITB funding as long as that the funding is passed to the County Council by the Cambridgeshire and Peterborough Combined Authority

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1. Background

- 1.1 The Cambridgeshire and Peterborough Combined Authority (CPCA) is the Local Transport Authority, and receives funding for Local Transport Plan (LTP) capital grants from the Department for Transport (DfT), including the Integrated Transport Block (ITB) grant.
- 1.2 In the past few years since its establishment, the CPCA has passported the LTP capital grant funding to the County Council to manage. The proposal in this report is on the basis that the ITB grant is passed to the County Council again for 2021/22.
- 1.3 The ITB funding allocation is required to be approved before April to enable preparation for a prompt start of work in the new financial year.

2. Main Issues

- 2.1 The Integrated Transport block funding has been reducing over the years to £3.19m per annum. To use the relatively small amount of funding effectively, the ITB is allocated to a number of targeted programmes to deliver local integrated transport schemes.
- 2.2 The allocation of the 2021-22 ITB capital grant by budget category is proposed as follows:

Budget Category	2021/22 allocation	Description and purpose of the budget
Local Highway Improvement (LHI)	£607k	The LHI Programme delivers schemes on a jointly-funded basis between the County Council and the community applicants. As such, the £607k LHI budget lever further local contributions.
Road Safety schemes	£594k	Investment in road safety engineering work at locations where there is strong evidence of a significantly high risk of injury crashes.
Major scheme development	£200k	Resources to support early scheme development work to ensure a pipeline of 'shovel ready' schemes are available for assembling funding and delivery. This work will also help to inform schemes to be included in emerging strategies.
Strategy development and Integrated transport schemes	£345k	Resources to support the development of local transport policies, strategies and plans across the County, including Long Term Transport Strategy, District Transport Strategies and theme-based strategies. This budget also funds the prioritisation work of local integrated transport schemes.
Delivering Transport Strategy Aims	£1,346k	Funding to support the delivery of small to medium sized schemes included in area transport strategies and theme-based strategies.
Air Quality Monitoring	£23k	This is a funding contribution to local authority partners (city/district councils) to undertake air quality monitoring work in relation to the road network across the county. Local authority parties will fund and deliver the air quality mitigations.

Budget Category	2021/22 allocation	Description and purpose of the budget
Minor improvements for accessibility and Rights of Way	£75k	The £15k Accessibility Fund allows the County Council to implement Blue Badge parking places where required, in addition to providing minor accessibility improvements to highways where enhancement could be made to assist those users with impaired mobility. £60k budget is to make minor improvements to the Public Rights of Way network as an integrated part of the wider transport system to meet the needs of the community

- 2.3 The Local Highway Improvement (LHI) initiative allocates funding to schemes through an application process detailed on the County Council's website. Local community groups and organisations are invited to submit proposals for funding. Schemes are delivered by the County Council on a jointly funded basis. Applicants are able to apply for funding of up to £15,000 as a contribution to their scheme. The applicant is expected to provide a minimum contribution of 10% of the total scheme cost. Applications are scored against each of the aims of the LHI Initiative by the Member Advisory Panel for each district area.
- 2.4 The road safety budget is prioritised on the basis of accident and other factors. The County Council works with other agencies, such as the local police and fire services, to evaluate accident data and maintain an accident cluster site list. This list is used to prioritise accident investigation work. Sites that have seen an upward trend from the previous year will also see a higher degree of prioritisation. Planned highway works are also considered as part of this process, to ensure that opportunities are taken to improve road safety and influence the design of future schemes that are not road safety led.
- 2.5 A budget is allocated to schemes that deliver Cambridgeshire's transport strategy aims. This budget is allocated to schemes drawn from the Cambridgeshire Transport Investment Plan (TIP), which contain schemes in transport strategies and plans such as the District Transport Strategies, Market Town Transport Strategies. A review of the scheme prioritisation methodology is in progress to ensure equity across the county. A review of the County's future transport priorities is also being undertaken. The draft Local Cycling and Walking infrastructure Plan will be out for consultation shortly. With these interlinked strands of work still in progress, it is proposed to defer the allocation of this budget to individual schemes, with a report to be brought to this Committee in the summer.

3. Alignment with corporate priorities

3.1 A good quality of life for everyone

The Local Highway Improvement initiatives, road safety schemes, and schemes to deliver transport strategy aims will help improve access to employment and services, embed a safe transport system, improve air quality, and help mitigate climate change impact.

3.2 Thriving places for people to live

The proposed schemes to deliver Transport Strategy Aims should help support development to accommodate a growing population, improve access to employment and

services, embed a safe transport system, improve air quality, and help mitigate climate change impact.

3.3 The best start for Cambridgeshire's children

There are no significant implications in this priority.

3.4 Net zero carbon emissions for Cambridgeshire by 2050

There are no significant implications in this priority. See also paragraph 4.8 for environment and climate change implications.

4. Significant Implications

4.1 Resource Implications

The report above sets out details of significant implications in paragraphs 1.2 and 2.3.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category. Individual scheme will undertake procurement in accordance with the Council's procurement regulations.

4.3 Statutory, Legal and Risk Implications

There is a low risk of the CPCA not agreeing to the funding allocation or the transfer of the capital grants to the County Council. Officers are in regular discussion with the CPCA.

4.4 Equality and Diversity Implications

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

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.

4.7 Public Health Implications

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 allocation as proposed in paragraph 2.2 contributes towards these objectives.

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: Neutral
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.
Status: Neutral
Explanation: not applicable
- 4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.
Status: Neutral
Explanation: not applicable
- 4.8.5 Implication 5: Water use, availability and management:
Status: Neutral
Explanation: not applicable
- 4.8.6 Implication 6: Air Pollution.
Status: Positive
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.
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 LGSS Head of Procurement? Yes

Name of Officer: Gus de Silva

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: Andy Preston

Have any Public Health implications been cleared by Public Health To be confirmed

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:

Local Highway Improvement (LHI) Initiative

[Cambridgeshire County Council local highway improvement funding](#)

Cambridgeshire's accident data from the last five years (2014 to 2018 inclusive) interactive map

[My Cambridgeshire interactive map](#)