

Future Transport Priorities and Integrated Transport Block Funding Allocation

To: Highways and Transport Committee

Meeting Date: 08 March 2022

From: Steve Cox, Executive Director for Place and Economy.

Electoral division(s): All

Key decision: Yes

Forward Plan ref: 2022/034

Outcome: To approve the proposed allocation of the Local Transport Plan Integrated Transport block (ITB) funding for the year 2022-23, and to note the update on future transport priorities for scheme development

Recommendation: Members are recommended to:

- a) approve the proposed allocation of the ITB funding for 2022-23 subject to the funding being passed to the County Council by the Cambridgeshire and Peterborough Combined Authority (CPCA)
- b) note the process and proposed timeline for sifting schemes for development

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1 Background

On 7 December 2021 this Committee approved the process outlined in the report for Future Transport Priorities to update the transport scheme development sifting criteria, including for the prioritisation of Local Transport Plan (LTP) Integrated Transport Block (ITB) funding. Initial Members engagement took place through the Highways Improvement Board on 22 December 2021 to agree headline priorities.

This paper addresses two main areas:

- The allocation of the ITB funding for 2022-23, including funding for projects to deliver transport strategy aims.
- The sifting of potential schemes to be progressed to a stage that allows bids for their funding and delivery to be made.

2 LTP Integrated Transport Block Funding Allocation

2.1 The Cambridgeshire and Peterborough Combined Authority (CPCA), as Local Transport Authority, 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 to spend. The proposal in this report is on the basis that the ITB grant is passed to the County Council again for the year 2022-23.

Integrated Transport Block budget headings

2.2 The ITB funding has been at the level of £3.2m for many years. To use this relatively small amount of funding effectively, the ITB is allocated to a few targeted programmes to deliver local integrated transport schemes. The allocation of the 2022-23 ITB capital grant by budget headings is proposed as follows

Integrated Transport Block Budget Heading	2022/23 allocation
Local Highway Improvement (LHI) to deliver schemes on a jointly funded basis with community applicants and therefore levers further local contributions.	£620k
Road Safety schemes at locations with strong evidence of high risk of injury crashes.	£600k
Major scheme development to support early scheme development work to ensure a pipeline of 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
Delivering Transport Strategy Aims (DTSA) to support the delivery of small to medium sized schemes included in area transport strategies and theme-based strategies.	£1,350k

Integrated Transport Block Budget Heading	2022/23 allocation
Air Quality Monitoring funding contribution to city/district councils to undertake monitoring work.	£25k
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

Delivering Transport Strategy Aims

- 2.3 The 'Delivering Transport Strategy Aims' budget heading is primarily used to deliver schemes identified in the Council's transport strategy documents and then incorporated in the TIP. Potential schemes from the TIP are prioritised based on the LTP objectives and deliverability.
- 2.4 Potential schemes are those defined as:
- Deliverable within 1-2 years
 - Local non-major schemes with scheme cost under £500K
 - Not Greater Cambridge Partnership (GCP) specific schemes as these should be funded by GCP and matched by developer contributions.
- 2.5 The Transport Strategy and Funding team led the scoring of schemes. The scoring criteria are based on the Department for Transport's Early Assessment and Sifting Tool (EAST).
- Strategic Case – Meeting the CPCA Local Transport Plan objectives
 - Economic Case – Scale of impact; Value for money
 - Management Case – Early delivery; Stakeholder support
 - Financial Case – local contribution
- The Refreshed Vision and Objectives from the Local Transport Plan for Cambridgeshire and Peterborough is shown in Appendix 1
- 2.6 The scoring definitions are shown in Appendix 2. The criteria are scored on a scale of +3 to -3. The average score of the criteria in each Case are added to give a Total Score for each scheme.
- 2.7 Schemes with the highest Total Score are prioritised for funding up to the amount of funding available. Schemes are shown in priority order from the highest to the lowest score in Appendix 3.
- 2.8 The allocation of the 2021-22 funding for Delivering Transport Strategy Aims by this Committee on 7 December 2021 included a number of projects for scheme development. Some of these schemes will be able to proceed to detailed design and delivery. It is proposed to allocate the 2022-23 DTSA funding to these ready schemes first, and the remaining budget will be allocated to the schemes in Appendix 3.
- 2.9 County-wide schemes

- A small annual budget is allocated to a county-wide project for minor walking, cycling and bus stop facility improvements. Funding is for ad hoc minor improvements that would add value to support sustainable travel.
- On 6 July 2021, the Council's Strategy and Resources Committee considered the Joint Agreement Action Plan. Action T.12 of the Year 1 Action Plan focuses on Reviewing the 20mph policy and the qualifying criteria. It is proposed that the DTSA budget is used to fund these schemes initially from 2022-23. Based on known Local Highways Improvement schemes, the cost of this work (known schemes) is estimated to be £100k - £250k, dependent upon the level of local contribution being agreed.

3 Development of a pipeline of schemes as a basis for future funding bids

- 3.1 On 7 December 2021 Members of this Committee agreed that the sifting criteria should be revised to focus on road safety, active travel, public transport, and climate objectives.
- 3.2 County Council Members on the Highways Improvement Board considered the priorities. Members noted the CPCA's responsibility for bus services. Future transport priorities would need to be reviewed and consider the outcomes and proposals of the CPCA Bus Strategy as they emerge.
- 3.3 The Active Travel Strategy, the Fenland Transport Strategy and the Huntingdonshire Transport Strategy are progressing, and the draft strategies will be considered by this Committee in March 2022. This will be followed by the development of the strategy action plans through stakeholder engagement and public consultation. The action plans of the various strategies are anticipated to be adopted in 2023. The action plans will inform the sifting of schemes for development to a stage ready for funding bids and delivery.
- 3.4 The Council has submitted a bid for funding from the CPCA to undertake the scheme development work to develop a pipeline of schemes. The timeline for this work is dependent on the outcome of the funding bid and the identification of schemes from the strategies described in paragraph 3.3. The pace and scale of the priority review and scheme development work is dependent on the availability of this CPCA funding. The prioritised list for scheme development will be brought back to this Committee in a future meeting.

4 Alignment with corporate priorities

4.1 Communities at the heart of everything we do

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

- The LTP Integrated Transport Block funding generally delivers small or medium sized schemes that have been developed to address local issues as part of transport strategies informed by engagement with local communities and local councillors.

4.2 A good quality of life for everyone

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

- Recommended schemes to deliver transport strategy aims will help to improve accessibility and connectivity, and minimise the negative impacts of travel and transport on communities and the environment

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

There are no significant implications for this priority.

4.4 Cambridgeshire: a well-connected, safe, clean, green environment

The report above sets out the implications for this priority in paragraph 2.5

4.5 Protecting and caring for those who need us

There are no significant implications for this priority.

5 Significant Implications

5.1 Resource Implications

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

- Paragraph 2.2 sets out the proposed budget for the Integrated Transport Block funding.
- Paragraphs 2.5 and 2.6 set out the assessment of proposed schemes including value for money and local contribution.
- The Council has bid for funding from the CPCA for the pipeline development work. The implication is set out in paragraph 3.4.

5.2 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.

5.3 Statutory, Legal and Risk Implications

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

- Prioritisation of schemes on early delivery and stakeholder support (Management Case) will lower the risk of project delivery slippage or abortive work.
- Risk of delay in priority review and scheme development work due to lack of funding, as set out in paragraph 3.4.

5.4 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.

5.5 Engagement and Communications Implications

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

5.6 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.
- Prioritisation of schemes on stakeholder support (Management Case) demonstrates local Member involvement.

5.7 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 Plan, as detailed in Appendix 1.
- 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 2.2 and 2.7 contribute towards these objectives.

5.8 Environment and Climate Change Implications on Priority Areas:

5.8.1 Implication 1: Energy efficient, low carbon buildings.

Status: Neutral

Explanation: There are no implications in this area.

5.8.2 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.

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

Status: Neutral

Explanation: There are no implications in this area.

5.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Status: Neutral

Explanation: There are no implications in this area.

5.8.5 Implication 5: Water use, availability and management:

Status: Neutral

Explanation: There are no implications in this area.

5.8.6 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.

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

Status: Neutral

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 LGSS Head of Procurement? Yes
Name of Officer: Clare Ellis

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: Jeremy Smith

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

6 Source documents guidance

6.1 Source documents

Cambridgeshire and Peterborough Combined Authority's Local Transport Plan
Future Transport Priorities Committee report 7 December 2021

6.2 Location

[LTP.pdf \(kinstacdn.com\)](https://www.kinstacdn.com/LTP.pdf)
[Highways and Transport Committee Meeting 7 December 2021 Item 7 Future Transport Priorities](#)

Appendix 1

Refreshed Vision and Objectives from the Local Transport Connectivity Plan for Cambridgeshire and Peterborough



A transport network which secures a future in which the region and its people can thrive.

It must put improved public health at its core, it must help create a fairer society, it must respond to climate change targets, it must protect our environment and clean up our air, and it must be the backbone of sustainable economic growth in which everyone can prosper.

And it must bring a region of cities, market towns and very rural areas closer together.

It will be achieved by investing in a properly joined-up, net zero carbon transport system, which is high quality, reliable, convenient, affordable, and accessible to everyone. Better, cleaner public transport will reduce private car use, and more cycling and walking will support both healthier lives and a greener region. Comprehensive connectivity, including digital improvements, will support a sustainable future for our region's nationally important and innovative economy.



Refreshed Objectives



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



Connectivity

People and communities are brought closer together, giving more opportunities for work, education, leisure and pleasure



Climate

Successfully and fairly reducing emissions to Net Zero by 2050



Environment

Protecting and improving our green spaces and improving nature with a well-planned and good quality transport network.



Health

Improved health and wellbeing enabled through better connectivity, greater access to healthier journeys and lifestyles and delivering stronger, fairer, more resilient communities.



Safety

To prevent all harm by reducing risk and enabling people to use the transport system with confidence.

Appendix 2 Scoring Criteria

OBJECTIVES CRITERIA - CPCA Local Transport Plan Objectives (Refreshed)

Score	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	Connectivity People and communities are brought closer together, giving more opportunities for work, education, leisure and pleasure	Climate Successfully and fairly reducing emissions to Net Zero by 2050	Environment Protecting and improving our green spaces and improving nature with a well-planned and good quality transport network.	Health Improved health and wellbeing enabled through better connectivity, greater access to healthier journeys & lifestyles, and delivering stronger, fairer, more resilient communities	Safety To prevent all harm by reducing risk and enabling people to use the transport system with confidence. Contribute towards Vision Zero
3	Fully supports and contribute to developments and growth	Significant benefits to connectively for all purposes, and improves inequality in access	Directly contributing to reducing emissions to Net Zero by 2050	Likely to deliver direct significant benefits that improves green spaces and nature	Likely to deliver significant increase in access to active travel modes for all purposes	Likely to deliver significant benefits e.g. address existing accident cluster site
2	Supports developments and growth	Significant benefits to connectively for all purposes	Indirectly contributing to reducing emissions to Net Zero by 2050	Significant benefits to a transport network that improves green spaces and nature	Likely to deliver significant benefits in access to active travel or active lifestyles	Not an existing accident cluster site, but likely to deliver significant benefits that will reduce risk to road users
1	Likely to support limited aspects of development	Likely to improve connectivity for one/some purposes	Some contribution to reducing emissions	Minor positive impact on improving green spaces and nature	Some benefits but may not be in accordance with road user hierarchy	Some benefits and not an existing cluster site; or indirect improvement
0	Neutral	Neutral	Not expected to reduce emissions	Neutral	Neutral	Not expected to benefit road safety

Score	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	Connectivity People and communities are brought closer together, giving more opportunities for work, education, leisure and pleasure	Climate Successfully and fairly reducing emissions to Net Zero by 2050	Environment Protecting and improving our green spaces and improving nature with a well-planned and good quality transport network.	Health Improved health and wellbeing enabled through better connectivity, greater access to healthier journeys & lifestyles, and delivering stronger, fairer, more resilient communities	Safety To prevent all harm by reducing risk and enabling people to use the transport system with confidence. Contribute towards Vision Zero
-1	Minor negative impact on development	Minor negative impact	Minor negative impact e.g. likely to increase emissions in local area	Minor negative impact on green spaces and nature	Minor negative impact and may not be in accordance with road user hierarchy	Minor negative impact on safety
-2	Negatively impacts on developments	Wider negative impact e.g. reduce connectivity for some purposes	Wider negative impact e.g. highly likely to increase emissions	Wider negative impacts on green spaces and nature e.g. loss of access	Wider negative impacts and potential road user conflict	Wider negative impact on safety
-3	Significant negative impact on developments	Significant negative impact e.g. in severance	Significant negative impact e.g. will increase emissions	Significant negative impact on green spaces and nature e.g. loss of green spaces	Significant negative impacts or high risk of road user conflict	Significant negative impact on safety

DELIVERABILITY CRITERIA

Score	Economic Case: Scale of impact - what is the scale of economic, environmental and social impacts of the project e.g. how many people will it benefit, local/countywide/strategic area covered	Economic Case: Value for money - what level of benefits will the project deliver assessed against cost; either in Benefit Cost Ratio (BCR) or qualitative assessment	Management Case: early delivery certainty of commencing during 2022/23, certainty of statutory powers in place	Management Case: stakeholder support Evidence of support for the project from e.g. Members, the public, District Council, Parish Council, local MP	Financial Case: Local contribution Percentage of local contribution and level of private sector funding
3	Major/cross-district positive impact	High or very high value for money or BCR over 2	High certainty of commencement in 2022/23, statutory powers in place including land	Formal consultation carried out evidencing support	>50% some private or 30-50% mostly private
2	Mid-large scale positive impact	Medium value for money or BCR between 1.5 and 2	Can commence in 2022/23, low risk of issue with statutory powers	Supported multiple (e.g. public & Members)	30-50% some private
1	Small scale/localised positive impact	Low value for money or BCR between 1 and 1.5	Can commence late 2022/23, high risk of issue with statutory powers	Support indicated (public or Members)	<30% private
0	No impact or +/- balance	Very low value for money or BCR below 1 or No impact	Feasible, but highway land issues	No evidence	None
-1	Small scale/localised negative impact		Feasible, but highway land not sufficient / multiple issues	Minor opposition indicated	
-2	Mid-large scale negative impact		Feasible, but more significant issues with land, services, etc	Multiple opposition indicated (e.g. public & Members)	
-3	Major/cross-district negative impact		Not possible without major additional works	Formal consultation shows large opposition	