

LIVERPOOL CITY REGION COMBINED AUTHORITY

To: The Metro Mayor and Members of the Combined Authority

Meeting: 21 January 2022

Authority/Authorities Affected: All

EXEMPT/CONFIDENTIAL ITEM: No

KEY DECISION Yes

REPORT OF THE EXECUTIVE DIRECTOR CORPORATE SERVICES AND THE PORTFOLIO HOLDER: TRANSPORT AND AIR QUALITY

DISBURSEMENT OF DEPARTMENT FOR TRANSPORT CAPABILITY REVENUE FUNDING TO LOCAL AUTHORITIES

1. PURPOSE OF REPORT

This report sets out to seek Combined Authority approval for the disbursement of funding across the six constituent local authorities received from the Department for Transport (DfT) in relation to Local Authority Capability Fund 2021/22 following acceptance of the funding.

2. RECOMMENDATIONS

It is recommended that the Liverpool City Region Combined Authority:

- (a) notes receipt of the Local Authority Capability Fund from Government as identified in paragraph 3.6, and;
- (b) agrees to the disbursement of these funds to the constituent local authorities and Merseytravel as indicated in paragraph 4.1, Table 1.

3. BACKGROUND

- 3.1 Members will recall that in March 2021 the Department for Transport (DfT) notified all Combined and Local Transport Authorities of their indicative revenue funding allocations for 2021/22 under the new one year Local Authority Capability Fund (LACF).
- 3.2 The LACF replaces the Access Fund, previously offered to a subset of local authorities. It supports the commitment made in Gear Change, the Prime Minister's Cycling and Walking Plan published in July 2020, to increase the capabilities of local authorities to plan good active travel infrastructure, including building more expertise and undertaking more evidence-based planning.
- 3.3 The total amount of revenue funding that will be provided in 2021/22 is £30 million. This reflects the Government's increased commitment to walking and cycling. The amount of funding for each authority has been calculated according to a formula which takes account of value for money and the Government's key objectives to level up the economy and to support jobs and skills to help the economy recover from Covid-19. This took into account population, the Index of Multiple Deprivation (IMD) and propensity for walking and cycling.
- 3.4 The Department expects that the funding will be used for interventions and activities, including the types of activity set out in the funding guidance, which support the following objectives:
- To support the development of infrastructure projects to the new standards set out, including updating previous plans as necessary;
 - To promote increased levels of physical activity through walking and cycling for everyday journeys;
 - To support access to new and existing employment, education and training through cycling and walking.
- 3.5 The Combined Authority working with colleagues from across the six constituent authorities of the Liverpool City Region developed a bid for Capability Revenue Funding and submitted the application to DfT.
- 3.6 The total allocation to the Combined Authority is £1,785,950.25. The funding will be used to develop Local Cycling and Walking Infrastructure (LCWIP) network plans and designs and support infrastructure usage with behaviour change activities. Local authority allocations are shown below in paragraph 4.1, Table 1.
- 3.7 The grant will be paid to the Combined Authority in one instalment in December 2021. The delivery period is 12 months from receipt, and therefore this funding will need to be fully expended by December 2022. The Local Authority (LA) values are to be disbursed to each LA to be expended by them, with the exception of £60,000 which is being retained by the Combined Authority to deliver adult cycle training across the LCR. Dashboards are being set up by the Programme Management Office (PMO) to monitor the expenditure by each LA to ensure timely delivery within this short delivery window.
- 3.8 Route design allocations will be used by authorities to design infrastructure on LCWIP routes, many of which are due to be constructed either wholly, or in part,

using the Capability Capital Fund, allocations of which are due to be announced by DfT imminently following bid submissions in August 2021. The Capability Capital Fund is also expected to have stringent time restrictions for delivery, meaning timely commencement of route designs is essential.

- 3.9 There has been a delay in confirmation of the Combined Authority value due to a DfT request for further assurances following the removal of the West Derby Road inbound pop-up cycle lane by Liverpool City Council (LCC) prior to evaluation in July 2021. DfT has now confirmed that following the evidence provided, they have been partially satisfied with the assurances given and therefore a partial funding allocation (which is made up of 75% of the proportion of funding which relates to LCC and full funding for the remainder of the City Region) will be provided for activities the authority determines as a priority, including early LCWIP development activity and behaviour change initiatives included in Local Authority Capability Fund proposals for 2021/22. The values in Table 1 reflect the reduction for LCC.

4. PROPOSALS FOR DISBURSEMENT OF CAPABILITY REVENUE FUNDING

As indicated above the LCR was successful in receiving £1,785,950.25. Listed below are the levels of investment and therefore disbursement which is proposed across the LCR.

Table 1: Funding Allocations by Local Authority

	Local Authority	Funding allocation
1	Halton	£247,362
2	Knowsley	£293,135
3	Liverpool	£324,622.25
4	Sefton	£310,859
5	St Helens	£273,943
6	Wirral	£276,029
7	Merseytravel/LCRCA	£60,000
		£1,785,950.25

5. RESOURCE IMPLICATIONS

5.1 Financial

The Executive Director Corporate Services has approved the receipt of the Local Authority Capability Fund and the proposed disbursement across the constituent local authorities as per Table 1 above.

5.2 Human Resources

There are no direct implications arising from this report. Work will be commissioned by Local Authorities to consultancy services.

5.3 Physical Assets

Local Authority Capability Fund activities will impact on the physical assets of the constituent local authorities as a result of the introduction of permanent cycle and walking measures which should, if they are to be eligible for funding, result in *meaningful reallocation of road space* as stated in the governments policy document Gear Change: A Bold Vision for Cycling and Walking.

5.4 Information Technology

As part of the Monitoring of the Active Travel measures designed and subsequently implemented, it is proposed to install sensors along the routes. The sensors will be the same as those currently utilised on the ERDF Sustainable Urban Transport (SUD) scheme and Active Travel Fund Tranches 1 and 2 which feed into a dashboard operated by Liverpool John Moores University, as part of the SUD project.

6. LEGAL IMPLICATIONS

A grant funding agreement letter will be made with each of the constituent local authorities as a result of the Local Authority Capability Fund, to meet the requirement of the DfT grant funding.

7. RISKS AND MITIGATION

Risks will include those associated with project delivery. Individual risk registers will be formulated by each of the project sponsors and will be monitored as part of the CA monitoring process.

8. EQUALITY AND DIVERSITY IMPLICATIONS

8.1 Following the recent publication of the governments guidance note Local Transport Note 1/20 Cycle Infrastructure Design, (LTN1/20), all newly implemented infrastructure for cycling and walking will need to meet minimum

standards which include provision for adapted bikes, provides a safe separated environment for cyclist suitable for use by children and adults.

- 8.2 The provision of safer cycle and walking routes also provides opportunity for individuals who may find themselves in transport poverty as a result of lower incomes to utilise active travel, potentially supported by the revenue activities which are also part of this fund.

Each scheme funded will be required to complete an Equality Impact Assessment by the constituent LA.

9. PRIVACY IMPLICATIONS

There are no direct privacy implications in respect to the Local Authority Capability Fund.

10. COMMUNICATION ISSUES

- 10.1 The Combined Authority Communications Team are in constant liaison with the LTP Development Team ensuring a continued Communications Strategy to support the activities of Active Travel across the LCR.

11. CONCLUSION

- 11.1 Local Authority Capability Fund will be utilised to develop Local Cycling and Walking Infrastructure Plan (LCWIP) network plans and designs and support infrastructure usage with behaviour change activities.
- 11.2 As approved in July 2020 the Executive Director Corporate Services acting as the Section 73 officer has agreed to receive the Capability Revenue Funding and approval from the Combined Authority is now sought to disburse the funding across the LCR in accordance with the values shown in Table 1.

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Appendices:

Local Authority Cycling and Walking Capability Fund Grant Letter 2021/22 from Secretary of State for Transport.

Background Documents:

None