

<b>Report Title</b>	Disbursement Of Active Travel England Capability And Ambition Fund Revenue Funding To Local Authorities
<b>Portfolio Holder</b>	Deputy Portfolio Holder for Transport and Air Quality
<b>Summary of report</b>	This report seeks approval for the disbursement of Active Travel England (ATE) funding (once received) in relation to Local Authority Capability and Ambition Fund (CAF) Fund 2022/23 to the six constituent local authorities and the Also distribution of Bikeability funding.
<b>Is this report exempt?</b>	No
<b>Is this a Key Decision</b>	Yes
<b>Is the report urgent</b>	No
<b>Is this decision to be exempt from call in</b>	No
<b>Local Authorities affected</b>	All local authorities
<b>Impact and implications of this report</b>	
<b>Financial impact</b>	Yes – see paragraph 4.1
<b>Delegation (s) sought</b>	See recommendation 2(a) and 2(b)
<b>Supporting the Corporate Plan</b>	A Fairer City Region ✓ A Stronger City Region ✓ A Cleaner City Region ✓ A Connected City Region ✓ A Vibrant City Region ✓
<b>Climate Change Implications</b>	Yes – see paragraph 4.3
<b>Equality and Diversity implications</b>	Yes - see paragraph 4.4
<b>Social Value implications</b>	No
<b>Human Resources implications</b>	No
<b>Physical Assets implications</b>	Yes – see paragraph 4.5
<b>Information Technology implications</b>	Yes see paragraph 4.6
<b>Legal implications</b>	Yes – see paragraph 4.7

<b>Risk and Mitigation</b>	Yes – see paragraph 4.8
<b>Privacy implications</b>	No
<b>Communication and consultation implications</b>	Yes – see paragraph 4.9
<b>Contact Officer(s)</b>	John Smith, Programme Development Officer
<b>Appendices</b>	Yes – LCR Capability and Ambition Fund Summary
<b>Background Documents</b>	No

# Liverpool City Region Combined Authority

Friday, 3 March 2023

## Report of the Executive Director - Place and the Deputy Portfolio Holder for Transport and Air Quality

### DISBURSEMENT OF ACTIVE TRAVEL ENGLAND CAPABILITY AND AMBITION FUND REVENUE FUNDING TO LOCAL AUTHORITIES

#### 1. PURPOSE OF REPORT

- 1.1. This report sets out to seek Combined Authority approval for the disbursement of funding across the six constituent local authorities received from Active Travel England (ATE) in relation to Local Authority Capability and Ambition Fund (CAF) 2022/23 following acceptance of the funding.
- 1.2. The report also seeks approval to continue to deliver Bikeability training for children.

#### 2. RECOMMENDATIONS

- 2.1. It is recommended that the Liverpool City Region Combined Authority:
  - (a) notes receipt of the Local Authority Capability and Ambition Fund (CAF) from Government as identified in paragraph 3.6, and the allocation of Bikeability funding as identified in paragraph 3.10 and;
  - (b) agrees to the disbursement of these CAF funds to the constituent local authorities and to the Combined Authority/Merseytravel as indicated in paragraph 4.1, Table 1.

#### 3. BACKGROUND

##### Capability and Ambition Fund

- 3.1. Members will recall that on the 5 September 2022 Active Travel England (ATE) notified all Combined and Local transport authorities of their proposed revenue funding allocations for 2022/23 under the one-year CAF.
- 3.2. The CAF builds on the Local Authority Capability Fund, which provided funding to most authorities in England in 2021/22. It supports the commitment made in the Gear Change plan in July 2020, to increase the capabilities of local authorities to develop good active travel infrastructure, including building more expertise and undertaking more evidence-based planning, alongside delivering behaviour change initiatives.
- 3.3. The total amount of CAF 2022/23 is £30 million. This is the same amount as in 2021/22, although the change in allocation approach may mean an increase in funding for some authorities and a decrease for others.

- 3.4. The proposed funding allocation for each authority is based on the moderated capability and ambition level, following the capability and ambition self-assessment and assurance process, and population within the local authority area. Authorities were invited to submit proposals up to the funding value provided.
- 3.5. Assessment of proposals will inform how the total funding pot will be divided between authorities, with very strong proposals able to attract additional funding, up to 25% above this level, and proposals with significant shortfalls receiving less.
- 3.6. ATE requires that the funding is used to achieve the following fund objectives:
- **To support capability building activities that will enable authorities to undertake ambitious and inclusive active travel programmes.** In particular, building technical capability to plan and deliver high quality walking, wheeling and cycling infrastructure networks, effectively engaging local communities and collecting evidence of impact to inform optimisation of future programmes.
  - **to deliver behaviour change initiatives that result in sustained increases in walking, wheeling and cycling for everyday journeys including to school and work.** In particular, supporting the objectives set out in the second Cycling and Walking Strategy (CWIS2): to increase the percentage of short journeys in towns and cities that are walked or cycled, to increase walking and cycling and to increase the percentage of 5-10 year olds who usually walk to school, with specific focus on increasing participation from under-represented groups.
- 3.7. The Combined Authority working with colleagues from across the six constituent authorities of the Liverpool City Region developed a bid for CAF and submitted the application to ATE in September 2022.
- 3.8. The total allocation to the Combined Authority is £1,391,533 across the financial year 2022-23. ATE officials have assured and moderated based on the evidence the Combined Authority has provided. As a result of this process, ATE have applied a 25% uplift to the indicative allocation and the Combined Authority is encouraged to use these additional funds to scale up planned activities.
- 3.9. The Combined Authority must use the funding provided for the purposes outlined in the proposal approved by ATE and provide evidence to demonstrate this. Should delivery not progress as agreed, ATE will review whether it is appropriate to reduce, suspend or withhold future grant funding; or by notification in writing to the authority, require the repayment of the whole or any part of the grant. Details of activities to be funded are attached in Appendix 1.

#### Bikeability Grant Awards 2023/24

- 3.10. On the 12<sup>th</sup> January 2023, ATE confirmed the Liverpool City Region Combined Authority allocation to continue Bikeability training for children for the period 1 April 2023 to 31 March 2024. The allocation to the City Region is £544,000, but is only applicable for Merseyside Local Authorities. (Halton Council receive their own Bikeability allocation directly from central government and manage this within Halton.) This is at the same level of the 2022/23 allocation and is the largest grant

awarded in the country outside of London. The award of this funding will directly address the objective of increasing the journey to school by bike as listed above in paragraph 3.6.

## **4. IMPACT AND IMPLICATIONS**

### **4.1. Financial**

The Executive Director Corporate Services has approved the receipt of the Local Authority CAF and the proposed disbursement across the constituent local authorities as set out in table 1 below.

Table 1: Funding Allocations by Local Authority

Local Authority	Funding Allocation
Halton	£145,000
Knowsley	£155,000
Liverpool	£111,000
Sefton	£180,000
St Helens	£152,500
Wirral	£180,000
Shared 2 or more LA's	£34,000
Merseytravel/CA	£434,033
Total	£1,391,533

In addition, the Executive Director Corporate Services has approved the receipt of Bikeability funding for 2023/24 as set out in paragraph 3.10 above.

### **4.2 Supporting the Corporate Plan**

This funding will support the following objectives of the Corporate Plan:-

A Fairer City Region - Active travel is a mechanism to tackle inequality and social inclusion.

A Stronger City Region - Active travel supports improving the attractiveness of the city region as a place to do business. Research shows that cities with high levels of walking and cycling are more likely to attract new investment and improve retention rates.

A Cleaner City Region - Investment in active travel measures will support the shift away from private cars, particularly for shorter journeys.

A Vibrant City Region - Active travel opens up further opportunities to access the region's cultural offer.

A Connected City Region - Active travel supports people to improve access to employment opportunities right across the region.

#### **4.3 Climate Change**

Increasing the number of people cycling and walking in the City Region will help mitigate our climate crisis. 52,000 tonnes of greenhouse gas emissions are saved annually by people cycling instead of driving.

#### **4.4 Equality and Diversity**

Following the publication of the government's 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.

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 local authority.

#### **4.5 Physical Assets**

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

#### **4.6 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.

#### **4.7 Legal**

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

## **4.8 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 monitoring process for the project.

## **4.9 Communication and Consultation**

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 Liverpool City Region.

## **5. CONCLUSION**

- 5.1.** Local Authority CAF will be utilised to increase the capabilities of local authorities to plan good active travel infrastructure, including building more expertise and undertaking more evidence-based planning, alongside delivering behaviour change initiatives.
- 5.2.** As approved on 13 January 2023, the Executive Director Corporate Services acting as the Section 73 officer has agreed to receive the CAF and approval from the Combined Authority is now sought to disburse the funding in accordance with the values shown in Table 1.

**RICHARD McGUCKIN**  
Executive Director - Place

**Cllr STEVE FOULKES**  
Deputy Portfolio Holder for Transport and  
Air Quality

## **Appendices:**

Appendix 1 Liverpool City Region Combined Authority Capability and Ambition Fund – Summary of Activities.