

Report subject	<b>Active Travel Fund 4 (ATF4)</b>
Meeting date	10 January 2024
Status	Public Report
Executive summary	<p>This report seeks delegated approval to deliver BCP Council's programme of work, described below, which has been funded by the Active Travel Fund (ATF) 4.</p> <p>The Council has been awarded £3.78million of ATF4 funding from Active Travel England (ATE) for walking, wheeling and cycling improvements with schemes fully aligned with the Local Cycling and Walking Infrastructure Plan (LCWIP) approved by Council in May 2022.</p> <p>Following the preparation of an application to the fund in February 2023 in line with the prescribed ATE process, on 21 March 2023 the Council was advised that the application had been successful and that acceptance of the grant was required by 24 March 2023.</p> <p>It was not possible to convene a Council meeting to approve acceptance and the Chief Executive therefore had to use his urgency powers in accordance with Part 3 of the Constitution.</p>
Recommendations	<p><b>It is RECOMMENDED that Cabinet:</b></p> <p><b>1) Recommends to Council to delegate the investment of the Active Travel Fund 4 grant to the Service Director for Infrastructure in consultation with the Portfolio Holder for Climate Response, Environment and Energy.</b></p>
Reason for recommendations	To ensure expedient investment of the Active Travel Fund 4 grant.
Portfolio Holder(s):	Councillor Andy Hadley - Portfolio Holder for Climate Response, Environment and Energy.
Corporate Director	Jess Gibbons – Chief Operations Officer
Report Authors	<p>Julian McLaughlin – Director for Infrastructure</p> <p>Richard Pincroft – Head of Transport and Sustainable Travel</p> <p>John McVey – Sustainable Transport Manager</p> <p>Beth Barker-Stock – Sustainable Travel Team Leader</p>
Wards	Alderney & Bourne Valley; Boscombe West; Bournemouth Central; Hamworthy; Newtown & Heatherlands; Parkstone; Talbot & Branksome Woods; Wallisdown & Winton West; Westbourne & West Cliff;

Classification	For Decision
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## Background

1. In February 2023 BCP Council was advised by Active Travel England (ATE) that it would receive an indicative Active Travel Fund 4 (ATF4) award of £1,383,545 for walking, wheeling and cycling and improvements.
2. This follows earlier tranches of Active Travel Fund (ATF2 and ATF3) from which the Council successfully secured grants totalling £1,192,100. This funding was spent on several schemes including the Whitecliff Park cycle path, School Streets and the Dolphin Centre cycle parking hub. Before and after photos of the Whitecliff Park improvements are shown below. The success of the Council in delivering against these previous tranches of ATF and the clear intent to continue to expand on these facilities has given Active Travel England confidence to invest further funding (ATF4) in the BCP Council area.

Whitecliff Park – Before:



Whitecliff Park – After:



3. To secure the indicative ATF4 funding the Council was invited to submit a bid for up to three times this amount (£4.15m). Funding was available to build schemes that had already been designed and were ready for construction, as well as to develop new schemes.
4. A bid was submitted totalling £4.15m (see appendix 2). The schemes included those for which delivery was achievable within the delivery window specified in the grant criteria. The schemes all either complete or extend existing walking and/or cycling facilities that have been funded by earlier rounds of the ATF or other funding streams, with the aim to continue to work towards a comprehensive active travel network.
5. The schemes included in the bid are fully aligned with the Local Cycling and Walking Infrastructure Plan (LCWIP) which was approved by Council in May 2022.
6. At the end of March 2023 ATE advised the Council that it had been awarded £3.78million of ATF4 grant comprising £3,609,090 Capital and £170,910 Revenue. This award of more than 270% of the Council's indicative allocation demonstrates that ATE are confident in BCP Council's ability to deliver quality active travel infrastructure schemes, based on current and recent evidence of such.
7. Delivery of the schemes must be committed to by the end of the 2023/24 financial year. Resources have been planned and allocated accordingly within the Capital Programme.
8. The following schemes have been awarded ATF4 funding for construction:
  - i. Wallisdown Road Phase 3 plus Turbary Park Road Link - £500,000
  - ii. School Streets Permanent Measures - £400,000
  - iii. Baiter Footpath and Cycleway Improvements - £1,100,000
  - iv. Bournemouth Gardens Path including Branksome Wood Road Crossing - £1,300,000
9. The following schemes have been awarded ATF4 funding for development i.e., feasibility to design (including public engagement):
  - v. Wallisdown Road Phase 4 (Boundary Roundabout to University Roundabout) - £130,000

- vi. Wallisdown Road Phase 5 (Crossroads) - £350,000

### **Options Appraisal**

10. There are two options for Council to consider.

- i. The first is to accept the funding and progress with the construction or development of the funded schemes. This would be in line with the LCWIP and contribute to the council's Corporate Strategy objectives of a Sustainable Environment; Fulfilled Lives; and Dynamic Places - recommended option.
- ii. The alternative would be to reject the funding which would result in the schemes above not being delivered in the foreseeable future. It would also significantly reduce ATE confidence in the Council to deliver active travel schemes which would, in turn, reduce the likelihood of future funding.

### **Summary of financial implications**

11. All resources and costs to deliver the schemes in accordance with the grant criteria are included within the funding, or already allocated through the Local Transport Plan (LTP) capital programme for 2023/24.
12. Failing to accept the grant funding will mean that these prioritised and strategically important schemes would not be funded.

### **Summary of legal implications**

13. The proposed schemes are all at varying levels of development and appropriate public engagement and consultation would be undertaken to ensure that residents and stakeholders are able to inform proposals.
14. Delivery of some schemes funded by the grant scheme would require alterations to Traffic Regulation Orders and these would be progressed in accordance with the detailed procedures set out in legislation, including the requirement to conduct a public consultation.

### **Summary of human resources implications**

15. The costs included within the application allowed for programme management (including financial support) and associated communications and consultation costs to be recharged to the programme.

### **Summary of sustainability impact**

16. All individual schemes will be subject to a sustainability Decision Impact Assessment at the relevant stages in their development.

### **Summary of public health implications**

17. The delivery of schemes to support walking, wheeling and cycling would enable and encourage more people to move around by active travel modes. This in turn would result in improved health and well-being for residents and visitors. Active travel undertaken in the place of motorised journeys has a positive impact on air quality with consequential health benefits.

### **Summary of equality implications**

18. All individual schemes will be subject to an Equality Impact Assessment (minimum screening).

### **Summary of risk assessment**

19. Not accepting the ATF4 funding would result in the delay or non-delivery of Active Travel schemes in the BCP council area. This would impact on the propensity to shift to sustainable travel modes and make it more difficult to achieve reductions in traffic

congestion, which in turn impact on air quality, the local economy, health and wellbeing and climate change targets.

**Background papers**

None

**Appendices**

Appendix 1 - Officer Decision Record

Appendix 2 - Grant Application