

Report subject	Our Place and Environment: Consolidated Active Travel Fund 2025/26
Meeting date	13 May 2025
Status	Public Report
Executive summary	<p>The Council has been allocated and accepted £1.459m Consolidated Active Travel Fund (CATF) grant from Active Travel England (ATE) for walking, wheeling and cycling improvements to deliver schemes aligned with the Local Cycling and Walking Infrastructure Plan (LCWIP) approved by Council in May 2022.</p> <p>The award comprises £1.128m of capital and £331k of revenue funding.</p> <p>This report recommends how the grant award should be invested and seeks delegation to facilitate delivery.</p>
Recommendations	<p>It is RECOMMENDED that Cabinet:</p> <p>(a) Recommends to Council delegation of the investment of the £1.459m of Consolidated Active Travel Fund 2025/26 to the Service Director for Planning & Transport in consultation with the Portfolio Holder for Climate Response, Environment and Energy</p>
Reason for recommendations	<p>To set out recommended investment of the CATF 2025/26 award and seek Council approval to deliver in line with the constitution and financial regulations delegations.</p> <p>The investment of the ATF funding is aligned with the LCWIP; Council's Corporate Strategy; and the Climate and Ecological Emergency Action Plan.</p>
Portfolio Holder(s):	Councillor Andy Hadley - Portfolio Holder for Climate Response, Environment and Energy
Corporate Director	Glynn Barton – Chief Operations Officer
Report Authors	<p>Richard Pincroft – Head of Transport and Sustainable Travel</p> <p>Susan Fox – LTP and Capital Programme Manager</p> <p>Beth Barker-Stock – Sustainable Travel Team Leader</p>

Wards	Alderney & Bourne Valley, Christchurch Town, Mudeford, Stanpit & West Highcliffe, Poole Town
Classification	For Recommendation

Background

1. On 28 February 2025 a confirmation letter was received from Active Travel England advising that the council had been allocated £1,459,542 Consolidated Active Travel Fund (CATF) grant (= £331k revenue and £1.128m capital).
2. The letter advised that CATF allocations were calculated based on population size and Active Travel capability ratings. BCP Council is rated as Level 2: Visible local leadership and support, with emerging network.
3. The purpose of the CATF is to enable councils to focus on delivering active travel programmes including the delivery of high-quality walking, wheeling and cycling infrastructure, behaviour change activities and capability building measures which are all aligned with the BCP Local Cycling and Walking Infrastructure Plan (LCWIP) approved at Council in May 2022 and the following motion approved at Council in November 2022:

'In order to meet our climate emergency declaration, we will work to decarbonise the transport network in the BCP area. In order to do this we will aim to get to 50% of journeys within the BCP area to be done by walking, scooting, cycling or public transport by 2030, in the spirit of the government's 'Decarbonising Transport. A Better, Greener Britain 2021 report'.
4. The award letter required the council to complete a Section 31 grant acceptance declaration to ATE by the 19 March 2025 ahead of first payment. Acceptance of the grant was undertaken by the Chief Executive on behalf of the Council using delegated powers for reasons of urgency and the return completed and sent back to ATE ahead of deadline. Note: Chief Executive delegation was used because the award was greater than £1m (threshold for Council approval) and there were no council meetings scheduled between receipt of the grant letter and the deadline for return of the declaration to ATE accepting the grant.
5. An assessment of the existing council active travel related programmes including the delivery of high-quality walking, wheeling and cycling infrastructure, behaviour change activities and capability building measures has been undertaken by the council Sustainable Travel Team in consultation with the Active Travel England Regional Lead, Portfolio Holder for Climate Response, Environment and Energy, Portfolio Holder for Destination, Leisure & Commercial Operations and a Transport Advisory Group member.
6. The output of the assessment, which is in line with the funding guidance is a recommendation that the following items are funded using the CATF grant:

CATF Revenue:

Description	Estimated Cost [£]
Continuation of Bike It Plus and School Street support from Sustrans – dedicated officers (2.5FTE) working with multiple schools, supporting the Sustainable Travel Team to engage with families to encourage and enable modal shift, to consult with users on proposals, monitor and evaluate projects and deliver new School Streets – aligned with Local Transport Plan (LTP) Capital Programme.	160,000
Design and Programme Management fees for development of CATF capital schemes – required to fund CATF Revenue and Capital items.	121,000
Feasibility, development of design and implementation of minor measures linked to Barrack Road Bike Bus – aligned with LCWIP.	50,000
Total	331,000

CATF Capital:

Description	Estimated Cost [£]
Pedestrian and cycle route improvements between Recreation Road and Coy Pond via Sheringham, Wroxham and Yarmouth Road extending Transforming Cities Funded and Active Travel Fund 4 funded route from Bournemouth Town Centre via the Gardens – high priority in LCWIP.	478,000
Highcliffe Road Toucan Crossing between Somerford and Hoburne Roundabouts – highest ranked pedestrian crossing and aligned with LTP capital programme.	350,000
Parkstone Road Toucan Crossing connecting Poole Park to Birds Hill Road – high priority in LCWIP.	300,000
Total	1,128,000

Note: maps showing the location of the recommended capital schemes and how they fit into the walking and cycling network can be viewed in Appendix A.

Options appraisal

7. Options:

- a) Do nothing – not recommended. Reason: this would require the council to return the £1,459,542 grant to Active Travel England and forfeit the opportunity to provide infrastructure and activities to encourage active travel.
- b) Support recommendation to invest the grant as scheduled above under item 6 – recommended. Reason: acceptance of the grant and investment would be

directly aligned with high priorities in the council Local Cycling and Walking Infrastructure Plan (LCWIP) and Local Transport Plan (LTP). Delivery of the priority items scheduled would help to maximise the impact of infrastructure built to date by providing key links to connect them.

c) Adjust recommendation – not recommended. Reason: the proposed schedule has been developed in consideration of LCWIP and Local Transport Plan priorities, therefore, adjusting the recommendation would likely result in lower priority items being delivered.

Summary of financial implications

8. 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 2025/26.
9. Failing to accept the grant funding will mean that these prioritised and strategically important schemes would not be funded.

Summary of legal implications

10. 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.
11. 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 public consultation as required.
12. As detailed in paragraph 4 above the constitution allows for the Chief Executive delegation to be exercised where there is insufficient time to convene a formal decision-making meeting. As this grant was more than £1m a meeting of Council would have been required which in this occasion was not possible due to the very short window for acceptance of the grant.

Summary of human resources implications

13. 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

14. A DIA has been completed (ID 711) and the impact summary is appended to this report. The overall impact is positive, with few minor impacts, and the carbon footprint score is moderate.

Summary of public health implications

15. The delivery of schemes to support walking, wheeling and cycling would enable and encourage more people to travel by active modes, thus incorporating physical movement into their daily lives. This in turn would result in improved health and well-being for residents and visitors, with evidence showing that more daily activity leads to fewer sickness days and positive long-term health outcomes. Active travel undertaken in the place of motorised journeys has a positive impact on air quality with consequential health benefits.

Summary of equality implications

16. The CATF-funded programme of projects will have an overall **positive** impact on people from protected characteristic groups, particularly those living in the relevant areas and travelling on foot, by cycle, wheeling, or using a mobility aid.

Crossing busy main roads can be a real barrier and safety concern for anyone who is permanently or temporarily visually, mentally or physically disabled or impaired. Provision of formal crossing points can help people make safer, more comfortable active journeys.

Similarly, implementing measures in and around schools to help children travel safely and independently to school on foot, or by scooting, wheeling or cycling, improves safety and perceptions of safety. It can also help reduce the number of children being driven to school, which helps increase activity rates, improves air quality and reduces road danger, and is in line with national and local policy.

17. Where applicable further EIA screenings and potentially full assessments shall be undertaken as proposals are progressed.

Summary of risk assessment

18. Not accepting the CATF 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

[BCP Local Cycling and Walking Infrastructure Plan](#)

Appendices

Appendix A – Maps showing location of proposed walking and cycling measures.

Appendix B – DIA Impact Summary table

Appendix A – Maps showing location of proposed walking and cycling measures

Key:

Key walking, wheeling or cycling routes

Extent of proposed route improvements

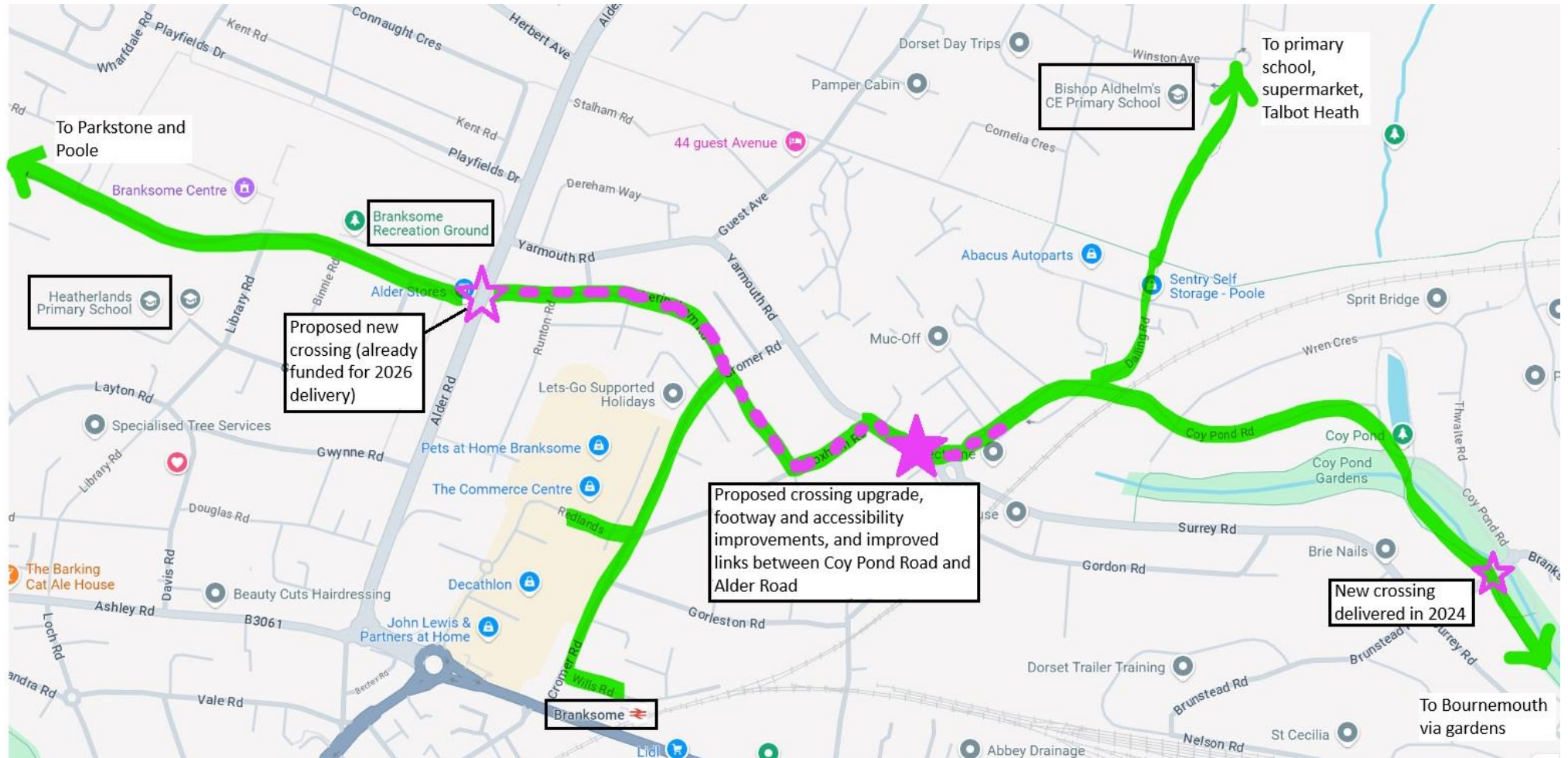


Location of proposed new crossing to be funded with CATF

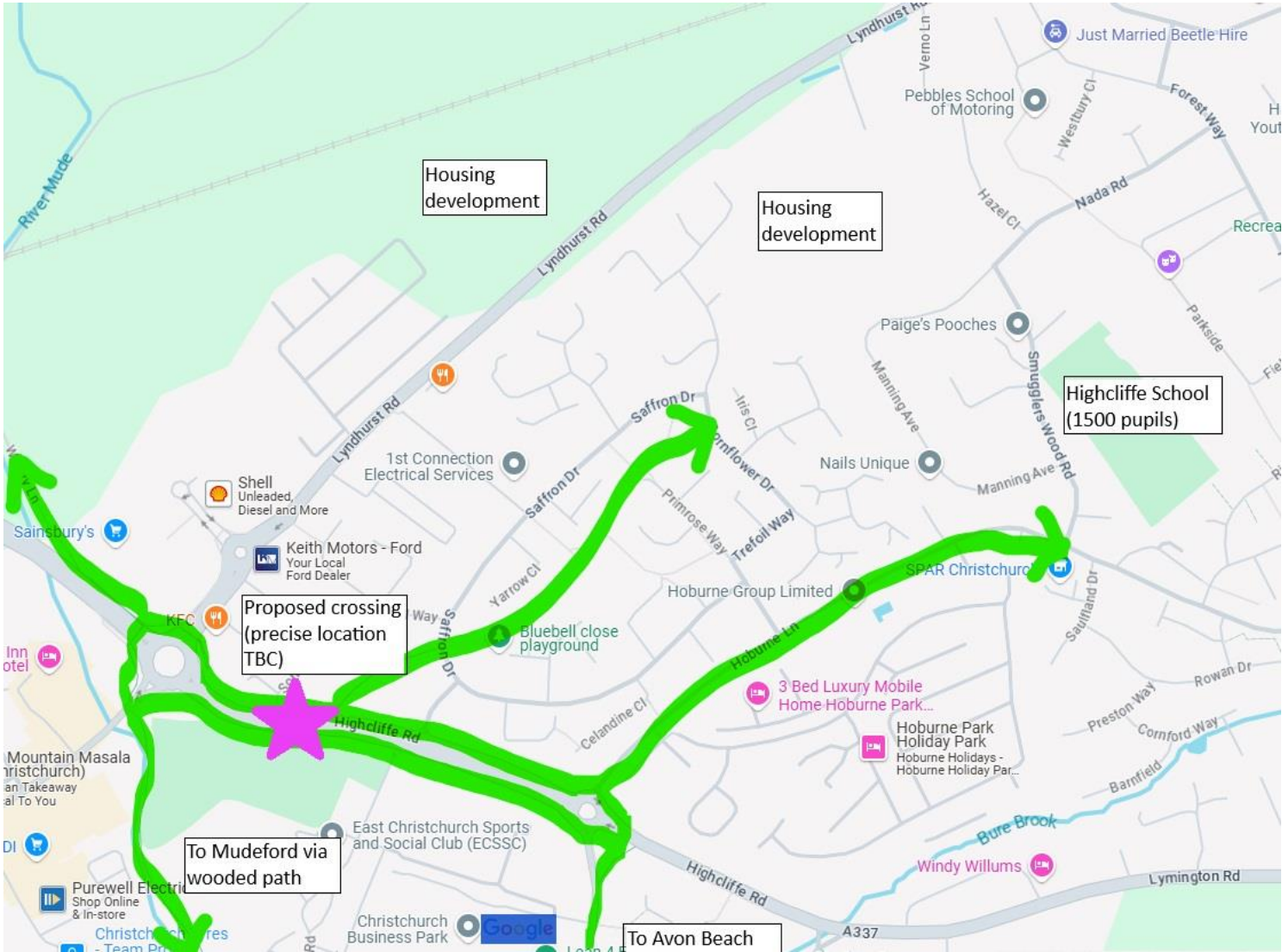


Location of nearby/related crossing already funded

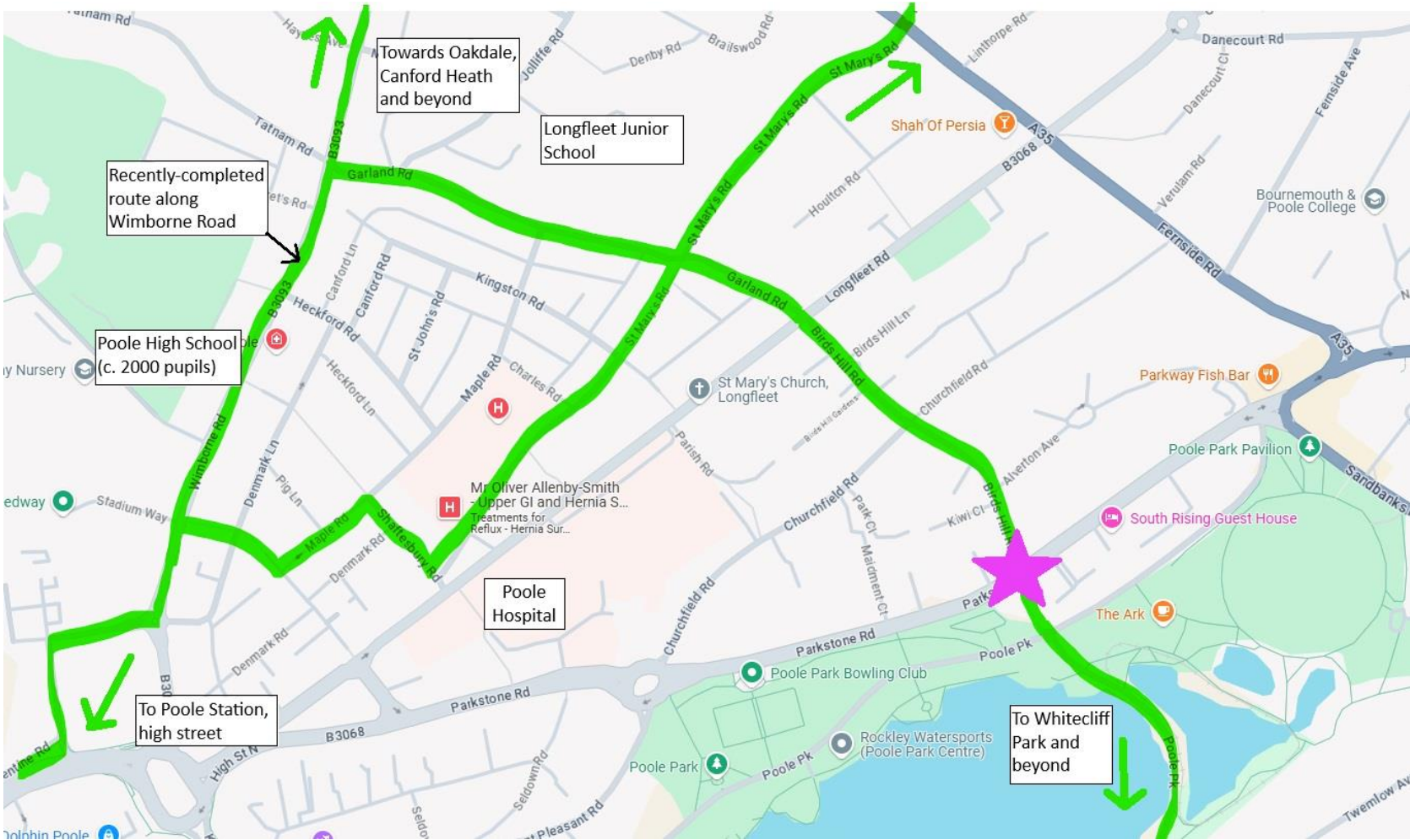
Scheme 1 – Recreation Road to Coy Pond route improvements












Scheme 2 – Highcliffe Road crossing




Scheme 3 – Parkstone Road crossing



Impact Summary

Climate Change & Energy	Green - Only positive impacts identified	
Communities & Culture	Green - Only positive impacts identified	
Waste & Resource Use	Amber - Minor negative impacts identified / unknown impacts	
Economy	Green - Only positive impacts identified	
Health & Wellbeing	Green - Only positive impacts identified	
Learning & Skills	Green - Only positive impacts identified	
Natural Environment	Green - Only positive impacts identified	
Sustainable Procurement	Green - Only positive impacts identified	
Transport & Accessibility	Green - Only positive impacts identified	

Answers provided indicate that the score for the carbon footprint of the proposal is: **5**

Answers provided indicate that the carbon footprint of the proposal is:	Moderate	
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