

Section A: Scheme Summary

Name of scheme:	Tranche 2 Emergency Active Travel Funding
PMA scheme code:	DFT-EAT-001
Lead organisation:	West Yorkshire Combined Authority
Senior responsible officer:	Caroline Farnham-Crossland, West Yorkshire Combined Authority
Lead promoter contact:	Robert Griffiths, West Yorkshire Combined Authority
Applicable funding stream(s) – Grant or Loan:	Grant
Growth Fund Priority Area (if applicable):	Not applicable
Approvals to date:	Tranche 1 Emergency Active Travel Funding approved by Combined Authority on 25 June 2020
Forecasted full approval date (decision point 5):	5 November 2020
Forecasted completion date (decision point 6):	31 March 2022
Total scheme cost (£):	£10.053 million (allocation to be confirmed)
Combined Authority funding (£):	£10.053 million
Total other public sector investment (£):	£0
Total other private sector investment (£):	£0
Is this a standalone project?	No
Is this a programme?	Yes. The programme is made up of two tranches. Tranche 1 has been approved and is in delivery and tranche 2 is now seeking approval.
Is this project part of an agreed programme?	Yes

Current Assurance Process Activity:



Scheme Description:

On 9 May 2020 the government announced a new £250 million emergency active travel fund - the first stage of a £2 billion investment over the next five years, for walking and cycling in England. A further announcement confirmed that £225 million of this funding will be allocated to local authorities to reallocate road space to support safe walking and cycling and to help make sure the road, bus and rail networks are ready to respond to future increases in demand. The remaining £25 million will be allocated to a voucher scheme to help people get their bikes repaired so that they can get back to cycling.

West Yorkshire's total allocation is up to £12.566 million, split into two tranches. In July, West Yorkshire's application was successful in securing £2.513 million of tranche 1 funding for highways infrastructure schemes and supporting behaviour change measures. These are now in delivery and being managed through the CityConnect programme governance structure.

An application for tranche 2 funding of £10.053 million was submitted to Department for Transport on 7 August, in line with the indicative allocations published. This set out a further programme of temporary and permanent walking and cycling infrastructure delivery across West Yorkshire, supported by accompanying behaviour change activities to enable more people to make use of the new infrastructure, and monitoring and evaluation.

Schemes funded in locations across West Yorkshire will include:

- Creating “active travel neighbourhoods” where measures including segregated cycle lanes on busier roads and local roads being closed to traffic, will enable more people to make local journeys on foot and bike, to shops, health services and workplaces in the area, as well reach cycle routes on main roads for destinations further afield
- Measures to improve pedestrian access and connectivity into urban centres, to schools and to employment destinations, enabling people to make safer journeys on foot
- Early delivery of some measures in the Local Transport Plan funded, Streets for People Demonstration projects, which will prioritise walking, cycling and buses. This will include the creation of a “bus gate” on Kirkgate, Shipley – restricting general traffic whilst allowing bus and cycle access on Kirkgate, supporting wider plans to make Shipley Market Place a healthier, people-friendly area
- Support for sustainable, active travel (cycling and walking) to school through implementation of “school streets” measures, including installation of cycle and scooter parking spaces at schools across West Yorkshire and the expansion of the Bike Friendly Schools engagement and training programme
- Business grants to support employers to install secure cycle parking and other supporting measures, as well as other engagement within businesses to support more people to walk to work

- Extension of adult cycle training programme delivered across West Yorkshire; alongside targeted health-focused cycle training based on GP prescribing for those with low levels of physical activity
- Increased levels of physical activity through everyday active travel leading to improved health, including interventions in communities in urban areas experiencing deprivation.

Overall, the programme will enable mode shift from car to cycling and walking by enabling safer and more convenient journeys by bike and on foot, for local journeys, travel to education and employment and other key destinations.

Business Case Summary:

Strategic Case

The Emergency Active Travel funding will help support the five West Yorkshire partner councils' plans to support the recovery from Covid-19 through improved provision for walking, cycling and access to public transport. This will include the introduction of trial and temporary measures to manage and reallocate road space for cycling and walking. A programme of interventions, to be delivered immediately, was developed for tranche 1, focussing on "pop-up" or trial interventions. Tranche 1 secured funding and is now in delivery.

The tranche 2 application sets out a further programme of temporary and permanent walking and cycling infrastructure delivery across West Yorkshire, supported by accompanying behaviour change activities to enable more people to make use of the new infrastructure, plus monitoring and evaluation activities.

Interventions have been identified in line with updated statutory guidance published by government.

Overall, the programme will play an important role in delivering the aims of the government's "Gear Change" plan which seeks a step-change in cycling and walking, to transform their role in England's transport system. The programme will encourage modal shift from private to active travel (cycling and walking) by making journeys on foot by bike, safer and more convenient.

The activities delivered will support the Combined Authority in responding to the Climate Emergency. Increased levels of walking and cycling are expected to play an important role in reducing carbon emissions, which are required for the region to meet its ambition to be net-zero carbon by 2038

The programme will also work towards achieving the changes in travel behaviour currently being identified through the Carbon Emissions Reduction Pathway work.

Commercial Case

The Department for Transport has allocated West Yorkshire up to £12.566 million from the government's £250 million Emergency Active Travel Fund.

The funding will be used by the five West Yorkshire partner councils and the Combined Authority on schemes identified to introduce trial and temporary measures to manage and reallocate road space to support safe walking and

	<p>cycling, and access to public transport, supported by measures to enable behaviour change.</p> <p>Tranche 1 is currently in delivery and the outcome of the application to secure the remaining £10.053 million funding, is expected at the end of October 2021. Feedback from government, following the submission of tranche 1 applications, is that “ those authorities which have demonstrated genuine plans to consult their local communities and embrace good design principles will receive all of or, in some cases, more funding than their indicative allocations. Those authorities that have not been able to demonstrate this to the same extent will receive less, and in some cases considerably less, funding than their indicative allocations.”</p> <p>This programme was developed in partnership with partner councils, and Transport Committee members provided comments on the proposed programme alongside Leaders and Portfolio Holders, members of the West Yorkshire Bus Alliance and the CityConnect Advisory Group.</p> <p>Effective engagement with local communities is taking place, despite the Covid-19 restrictions. Online engagement tools are being used, which allow local issues and potential walking and cycling improvements to be identified.</p> <p>Based on this, the Combined Authority is anticipating receiving its full allocation.</p>
Economic Case	<p>The programme will deliver a series of interventions which will support West Yorkshire’s post Covid-19 recovery, and contribute to government’s aim to achieve a step-change in active travel (cycling and walking) seeing them play a key role in England’s transport system.</p> <p>Delivering a wide range of measures and activities designed to encourage more people to cycle, walk or use public transport instead of private cars, for journeys to and from education, employment and other key destinations, will enable a series of health, clean growth and inclusive growth benefits to be realised. These include health benefits as a result of:</p> <ul style="list-style-type: none"> • reduced carbon emissions and improvements to air quality, as more people choose to travel on foot, by bike or public transport rather than by car • increased levels of physical activity through everyday cycling and walking leading to improved health • targeted health-focused cycle training based on GP prescribing for those with low levels of physical activity.
Financial Case	<p>West Yorkshire’s total allocation from Department for Transport is for up to £12.566 million, split into two tranches. West Yorkshire’s application for Tranche 1 funding of £2.513 million was successful and this is now in delivery.</p> <p>An application for the remaining £10.053 million has been submitted to DfT, the outcome of which is expected at the end of October 2020.</p>

	Schemes must be delivered at pace, with partner councils' needing to have fully committed funding by the end of March 2021.
Management Case	The programme includes a range of infrastructure measures to be delivered by partner councils, with supporting behaviour change activities to be delivered centrally by the Combined Authority and by individual partner councils as appropriate.