
Report to: Transport Committee

Date: 10 February 2023

Subject: Active Travel Fund 4 – Bid Composition

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Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	
Are there implications for equality and diversity?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

1. Purpose of this Report

- 1.1 To provide members of the Transport Committee with an overview of Active Travel Fund 4 and the proposed approach to the submission of a West Yorkshire bid for funding.
- 1.2 To seek approval for delegated authority for approval of the final bid document to the West Yorkshire Combined Authority Chief Executive, in consultation with the Chair and Vice Chair of the Transport Committee.

2. Information

Active Travel Fund 4 - Background

- 2.1 On 10 January West Yorkshire was invited to submit a bid for Active Travel Fund 4 (ATF4) which is a capital opportunity to support the uptake of active travel (walking, cycling and wheeling) for everyday trips. The funding will be made available in the 2022/23 financial year and is part of the Government's £2 billion commitment to walking and cycling laid out in Gear Change to make a step change in the provision of active travel and better streets for everyone.
- 2.2 The bid is due on the 24th February and will be assessed based on the following criteria:
 - Compliance with ATF4 Funding Principles:

- Compliance with Manual for Streets, Local Transport Note 1/20 and the DfT Inclusive Mobility Guidance and consideration of a range of users to increase trips among those currently under-represented
 - Integration of the schemes as part of a network through the Local Cycling and Walking Infrastructure Plan or equivalent
 - Schemes being designed in consultation with local communities
 - Support for schemes from Local and Combined Authority politicians and leaders
 - All schemes are subject to appropriate design review and assurance from Active Travel England (ATE)
 - All schemes will be subject to a change control process with ATE to approve any alternations to timelines, cost or infrastructure proposals.
 - Design Quality (as defined by the ATE design toolkit)
 - Value for Money (as defined by the ATE VfM guidance)
 - Deliverability (based on robust consultation and programme management)
 - Propensity to convert short journeys to walking, wheeling and cycling
 - Targeting areas with poor health outcomes and/or high levels of deprivation
- 2.3 West Yorkshire has been given an indicative allocation to assist in the creation of the bid, however we are invited to submit up to 300% of this value allocation as strong bids are eligible to attract additional funding. As one of the highest scoring authorities in England under ATE's moderated self-assessment process, the Combined Authority is well-placed to potentially receive significant funding as a result of this bid.
- 2.4 Funding from this bid can be used to support any scheme that will increase the number of trips made by those walking, wheeling, or cycling and examples given in the guidance include:
- town/city centre placemaking schemes
 - protected cycle track/junctions
 - rural paths
 - the creation of quiet routes to schools or other popular destinations
 - other proposals such as addressing a collection of existing design issues on the network.
- 2.5 Funding is available for schemes that can have construction committed by the end of March 2024. There is also scope for up to 5% of the capital value of the scheme to be given as additional revenue funding to support the activation of the scheme through appropriate behaviour change interventions.
- 2.6 In addition to the schemes for short-term delivery, there is also an opportunity to bid for money to support the further development of schemes that are not yet fully designed but that could have construction committed by the end of March 2025, contingent on further capital funding being made available.

Approach to Bid Development and Scheme Selection

- 2.7 The pipeline development team and active travel policy team have worked closely with district partners and other interested parties (such as the rail access team and Sustrans) to develop a long list of potential schemes for inclusion that will meet the requirements laid out above.
- 2.8 In addition to the schemes identified within districts at this stage, it is also proposed that a number of West Yorkshire-wide schemes are funded, as was the case under Active Travel Fund Tranche 3. It is initially proposed that the following West Yorkshire-wide funding streams are created out of which, in conversation with partners, a list of appropriate small-scale interventions are funded:
- School Streets Fund: building on previous tranches a minimum of a further 25 school streets are proposed to be delivered where appetite exists
 - West Yorkshire Cycle Parking Fund: in addition to funding destination parking (such as Sheffield stands) work is currently underway to develop an approach to the roll-out of residential bike parking (including secure on-street hangars) of which this funding could support the piloting.
 - New Pedestrian Crossing Fund: to support the roll out of new controlled crossing points (such as zebra crossings, puffins, toucans and Pegasus) across the region
 - Enhanced Pedestrian Crossing Fund: re-programming existing crossings to enhance useability (minimising wait time, maximising crossing time).
 - Barrier Removal Fund: removal of barriers from the active travel network across West Yorkshire, particularly where these barriers prevent legal use of the network by a range of different users (e.g. A-Frame barriers preventing adaptive cycles and cargobikes from using certain cycle tracks)
 - Small Scale Scheme Improvement Fund: a fund targeted to identify small elements which will enable existing schemes to be improved, such as accessibility enhancements (new tactiles or dropped kerbs) or priority enhancements (continuous footway provision, removal of cyclist dismount signs, etc.)
- 2.9 Larger schemes for each district have been pulled from a number of sources, including:
- Emerging LCWIP
 - District Strategies and Proposals
 - Unfunded existing schemes
 - Previous Active Travel Fund bids
 - Conversion of temporary schemes
 - Walking Toolkit
 - Access to Railway Stations, Mobility Hubs and other modal integration
- 2.10 These schemes will be prioritised relating to how well they meet the objectives of the funding stream (see 2.2) and their potential role in meeting the

objectives of the West Yorkshire Combined Authority such as modal shift, air quality and access to jobs, training and education.

- 2.11 An approach to assurance for the schemes is currently being developed, which is envisaged to be based around scheme value/size and potential links with ATE/CRSTS Quality Panel scheme design. This is necessary as a result of the constrained timelines for delivery of schemes, whereby commitment to construct is required by March 2024.

3. Tackling the Climate Emergency Implications

- 3.1. Tackling the climate emergency is one of the proposed regional priorities and will be a key driver of activity arising from this work.

4. Inclusive Growth Implications

- 4.1. Growing an Inclusive Economy is one of the proposed regional priorities and will be a key driver of activity arising from this work.

5. Equality and Diversity Implications

- 5.1. Enabling Equality, Diversity and Inclusion is one of the proposed regional priorities and will be a key driver of activity arising from this work.

6. Financial Implications

- 6.1. There are no financial implications directly arising from this report.

7. Legal Implications

- 7.1. There are no legal implications directly arising from this report.

8. Staffing Implications

- 8.1. There are no staffing implications directly arising from this report.

9. External Consultees

- 9.1 Stakeholder groups such as the West Yorkshire Active Travel Advisory Panel (WYATAP) have been consulted on the high-level approach to scheme prioritisation and selection. District officers have been working closely with district leaders and portfolio holders to develop longlists of schemes to shape the submission.

10. Recommendations

- 10.1 That the Transport Committee gives approval to the Combined Authority submitting a bid for Active Travel Fund 4, as set out in the approach outlined in this report.

10.2 That the Transport Committee delegates final approval of the bid to submit to ATF4 on behalf of the Combined Authority to the Chief Executive, in consultation with the Chair and Vice Chair.

11. Background Documents

There are no background documents referenced in this report.

12. Appendices

None