

Mayoral Combined Authority Board

07 June 2021

Capability Fund Grant Acceptance

Is the paper exempt from the press and public?	No
<i>Reason why exempt:</i>	Not applicable
Purpose of this report:	Funding Decision
Funding Stream:	Not applicable
Is this a Key Decision?	Yes
Has it been included on the Forward Plan?	Yes

Director Approving Submission of the Report:

Gareth Sutton, Chief Finance Officer/s73 Officer

Report Author(s):

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Executive Summary:

This paper requests approval to accept a £1.09m Department of Transport (DfT) Capability Fund Grant

What does this mean for businesses, people and places in South Yorkshire?

Capability Funding will help to create the culture which will encourage more cycling/walking trips, reduce traffic flows and enable modal shift from private vehicles. A more active population will be healthier which will help prevent ill-health associated with this and meet strategic objectives to encourage sustainable development whilst also meeting economic growth aspirations and contributing to authority climate change commitments.

Recommendations:

1. Approve acceptance of the DfT Capability Grant for £1.09m
2. Delegate Authority to the S73 Officer in conjunction with the Head of Paid Service and Monitoring Officer to accept the grants subject to their acceptance of the terms of the agreement and enter into subsequent legal agreements.

1. Background

- 1.1 On 3rd March 2021 the Department for Transport ('DfT') confirmed an indicative allocation of £1.09m revenue funding for active travel activity in 2021/22. The Capability Fund replaces the Access Fund of previous years and supports the following objectives -
- The development of infrastructure projects to the new standards
 - The promotion of increased levels of physical activity through walking and cycling for everyday journeys
 - Support for access to new and existing employment, education and training
- 1.2 On 26th March 2021 the Transport and Environment Board ('TEB') were provided with an overview of the intended activities which could form the basis of a proposal to Government and were asked to delegate authority to the Chair of the Transport and Environment Board, in consultation with the Head of Paid Service and the Section 73 Officer to agree the content of the final submission.
- 1.3 In accordance, the MCA submitted details of the proposed activity to be delivered during 2021/22 on 19th April 2021 and are anticipating acceptance of the intended works from DfT imminently, with a grant offer agreement to be provided by the end of May 2021

2. Key Issues

- 2.1 At the time of writing no formal grant offer letter has been received by the MCA, though a response is expected imminently. The key risks associated with this report are potential conditions of grant award that may impact upon programme deliverability by March 2022. This will be mitigated by robust consideration by the Section 73 Officer should delegated authority be approved

3. Options Considered and Recommended Proposal

3.1 Option 1

This grant acceptance has been brought to the MCA in advance of the grant offer agreement due to the likelihood of a short timescale for acceptance from the DfT and relatively ambitious delivery period for the intended activity. Delegated authority will enable the programme to continue to develop at pace and business cases to enter the MCA Assurance Framework for approval at future TEB's.

The programme will focus on 3 areas -

- Infrastructure pipeline capacity
- Community based behaviour change
- Region wide active travel initiatives

Activity is expected to include -

- Child and adult cycle training
- Workplace and school travel planning

- Cycle and e-cycle loan and purchase/subsidy schemes
- Active travel events
- Network and scheme design/planning
- Consultation needs
- Data/evidence collection and research
- New behaviour change and active travel infrastructure coordinators

3.4 **Option 1 Risks and Mitigations**

This programme has funding which must be defrayed within the current financial year and the timescales for award means the programme will not start delivery until well into the year. Planning activities are underway with partners to ensure delivery can be achieved within the timescales

3.5 **Option 2**

Do More

3.8 **Option 2 Risks and Mitigations**

This programme has limited funding which must be delivered upon within the 2021/22 financial year, the proposed deliverables in this paper are ambitious and any further stretch on these targets is considered to be unrealistic.

3.9 **Option 3**

Do Nothing

3.12 **Option 3 Risks and Mitigations**

An inability to accept the Capability grant will result in the loss of funding and activity to the region, as well as potentially have an adverse impact on the delivery of the Transforming Cities Fund 2 and Active Travel Fund programmes.

3.13 **Recommended Option**

Option 1

4. **Consultation on Proposal**

- 4.1 The MCA's Transport and Executive Board have been consulted and have provided input to bid submission. The Active Travel Advisory Board help inform the initiatives with the best national advice and experience.

5. **Timetable and Accountability for Implementing this Decision:**

- 5.1 It is expected that delivery of the programmes will be achieved by March 2022.

6. **Financial and Procurement Implications and Advice**

- 6.1 The total cost of the Capability programme is £1.09m, all of which is funded by DfT Further information on the terms and conditions of the grant is awaited, The key risks associated with this report are potential conditions of grant award that may impact upon programme deliverability by March 2022. This will be mitigated by robust consideration by the Section 73 Officer should delegated authority be approved.

7. Legal Implications and Advice

- 7.1 The MCA has the powers to accept and utilise the Capability grant including the power to grant fund the constituent local authorities to deliver the activity.

8. Human Resources Implications and Advice

- 8.1 None

9. Equality and Diversity Implications and Advice

- 9.1 The aim of the Capability Fund activity is to make infrastructure more accessible to a greater range of the travelling public.

10. Climate Change Implications and Advice

- 10.1 Climate change impact will be assessed as part of the assurance process for proposed schemes.

11. Information and Communication Technology Implications and Advice

- 11.1 Existing IT solutions will be used by the MCA Executive to support the delivery of activity related to the Capability Fund. Therefore, there are no implications.

12. Communications and Marketing Implications and Advice

- 12.1 The grant provides an opportunity to demonstrate the leadership role the MCA and its partners are playing in supporting the region's recovery and renewal from the pandemic.

List of Appendices Included

None

Background Papers

None