

From: Simon Jones, Corporate Director, Growth, Environment & Transport

To: Peter Osborne, Cabinet Member for Highways and Transport

Subject: Consolidated Active Travel Funding Grant (CATF – Tranche 6)
Capital and Revenue

Key decision: 25/00064

Electoral Divisions: All

Summary: This paper provides an update on the Consolidated Active Travel Fund – (Tranche 6) and the strategic approach to how officers intend to develop and deliver schemes.

Recommendation(s):

The Cabinet Member for Highways & Transport is asked to give approval to accept the Consolidated Active Travel Fund Grant (CATF) and take the activities and projects through their various stages of development and delivery as listed below:

1. APPROVE the acceptance of the Consolidated Active Travel Fund (CATF) Grant award and the deployment of the grant funding in accordance with the grant conditions to take the CATF activities and projects through their various stages of scheme development and delivery.
2. DELEGATE authority to the Corporate Director of Growth, Environment and Transport in consultation with the Cabinet Member for Highways and Transport and the S151 Officer to agree to enter into the necessary grant agreements.
3. DELEGATE authority to the Corporate Director of Growth, Environment and Transport to deploy and manage the grant allocation funding to take the CATF activities and projects through their various stages of scheme development and delivery.
4. DELEGATE authority to the Corporate Director of Growth, Environment and Transport in consultation with the Cabinet Member and S151 Officer, to accept and deploy future years funding allocations of the grant, providing it is on similar terms.
5. DELEGATE authority to Director of Infrastructure to progress and complete all relevant construction property and Compulsory Purchase Orders as necessary to deliver the schemes.
6. DELEGATE authority to the Corporate Director of Growth, Environment and Transport to take other necessary actions, including but not limited to entering into contracts or other legal agreements, as required to implement the decision as shown at Appendix A.

1.0 Background

- 1.1 Active Travel England (an Executive Agency for The Department for Transport) have awarded Kent County Council £5,758,216 (£4,453,591

Capital and £1,304,625 Revenue) for the development and/or construction of active travel schemes across the County.

- 1.2 The Consolidated Active Travel Fund has combined two previous Grants – the Active Travel Fund and the Capability Fund, both annual awards to support Local Transport Authorities with developing and implementing walking, wheeling and cycling facilities in England. The awarded grant is based on the population size of Kent and our self-assessment capability rating. The capability ratings are a key indicator of standards of active travel delivery across the country. They form part of future funding decisions, allowing Government to target funding and support. Local Authorities are rated from 0 to 4 on their capability to make schemes that support the Governments Cycling and Walking Investment Strategy. The ratings focus primarily on 3 areas:
 - Local Leadership
 - Network Planning
 - Delivery record
- 1.3 The 2024 rating review moved Kent from Level 1 to Level 2. The five capability rating levels can be broadly characterised as follows:
 - Level 0: Little local leadership or support and limited record of delivery
 - Level 1: Some local leadership and support with developing plans and isolated interventions
 - Level 2: Visible local leadership and support, with emerging network
 - Level 3: Strong local leadership and support, substantial network in place with increasing modal share
 - Level 4: Dense network in place with a high proportion of trips made by walking, wheeling and cycling. Very supportive leadership and policies to further improve transport choice.
- 1.4 The Revenue Grant list of activities and initiatives was required to be sent to Active Travel England by 19 March 2025 and the Grant paid as an upfront payment. The Capital Grant indicative list of schemes has been submitted to Active Travel England as this was required by 31 July 2025, and the upfront payment is expected in August 2025.
- 1.5 Both lists were produced initially from liaising with our district and borough colleagues and seeking their priority lists, as they lead on local walking and cycling plans. At this time officers at KCC assessed these activities, initiatives and schemes to confirm local support and that designs were generally in line with the Local Transport Notes (LTN) which summarise the latest and most important ideas about traffic management issues and provide guidance for local authorities. LTN 1/20 provides guidance for local authorities on designing high-quality, safe cycling, walking and wheeling infrastructure.
- 1.6 There is an internal Member Cycling and Walking Group which meets bi-monthly to discuss and guide officers on potential schemes to promote. These indicative lists have not been presented to this Group at this stage due to the timing of the group meetings and the pre-election period and local election taking place. This will take place in September.

- 1.7 The Revenue list of capability building activities and initiatives are broken down into as shown in Table 1 along with indicative budgets and on agreement with districts and boroughs, some of the funding given directly to them to progress their priorities:

Capability Building & Behaviour Change Activities	Suggested budget allocation
Network Design	£60,000
Scheme planning & Design (Top priority schemes only)	£584,000
Public Engagement/consultation of schemes/ideas	£20,000
Data & evidence collection	£70,000
Bespoke training for LA officers and Members	£20,000
Other including salaries and Monitoring and Evaluation	£160,000
Communication/marketing	£110,670
Cycle Training	£46,316
Scotability	£14,400
Bike Loan/share	£2,000
Grant	£24,835
Cycle security Measures	£12,000
Organisational Travel planning	£136,301
Cycle Maintenance	£24,316
To be allocated	£55,787
Total	£1,304,625

Table 1 – list of activities and initiatives for the Revenue Grant

1.8 The Capital Grant initial indicative list of priority schemes is shown in Table 2

No.	Scheme type e.g. construction, development, essential maintenance or change control)	Scheme name	Approximate funding allocation
1	Construction	Crab & Winkle extension of existing route, Whitstable	£1,000,000
2	Construction	Langton to Rusthall cycle route Phase 1, Tunbridge Wells	£1,000,000
3	Construction	Otford to Sevenoaks cycle route Phase 1, Sevenoaks	£1,000,000
4	Construction	Walking and cycling route including a bridge over road, Folkestone	£716,591
5	Construction	Old Chatham Road, cycle route improvement, Tonbridge & Malling	£80,000
6	Construction	Dartford Road Zebra crossing	£55,000
7	Construction	Dover Priory to Town Centre, Dover	£250,000
8	Construction	NCN route renumbering and signage, Various	£50,000
9	Construction	Faversham Town junction improvements, Faversham	£85,000
10	Essential Maintenance	Various sites to be confirmed	£100,000
11	Cycle storage	Folkestone Bike Hangers	£17,000
12	Development	St Peter's Walking Zone, Thanet	£100,000
		Total	£4,453,591

Table 2 – Indicative list of Capital Grant development and construction schemes.

2.0 Governance

- 2.1 The Revenue grant activities and initiatives and Capital grant development and construction schemes are located within most of the districts and boroughs and is consistent with 'Infrastructure First' principles by accelerating the delivery of key transport infrastructure and enhancing leverage of external infrastructure investment within the districts and boroughs from central government. The schemes will also contribute towards providing viable and attractive travel options that focus on both road and active travel modes. This supports the Framing Kent's Future – our Council Strategy 2022-2026.

- 2.2 The activities, initiatives and scheme development and construction will be solely funded by the Consolidated Active Travel Grant and therefore supports Securing Kent's Future – 2022-2026. No funding is required from the Council's feasibility reserve. All costs are covered by the Grant – see 3.1.
- 2.3 The Deputy Cabinet Member for Highways and Transport and the Cross-Party working group that we have established provide an oversight and guidance for officers to investigate and prioritise schemes identified by districts and boroughs via their Local Cycling and Walking Infrastructure Plans (LCWIP) and via KCC's Kent Cycling and Walking Infrastructure Plan (KCWIP).
- 2.4 In order to progress schemes as quickly and efficiently as possible, officers undertake the following governance for each scheme:
1. KCC Officers develop schemes or plans with the districts and boroughs and assists them in producing their LCWIPs where applicable.
 2. Consultations take place with the local communities and stakeholder groups prior to any progression of detailed designs and construction.
 3. The KCC Cycling and Walking Member Group are kept up to date along with local KCC Members where schemes are within their elected ward boundaries.
 4. Results of consultations and officer recommendations are reported to the local Joint Transportation Boards.
 5. Joint Transport Board recommendations are agreed by the Cabinet Member for Highways & Transportation.

3.0 Financial Implications

- 3.1 The cost of the schemes will be fully covered by the grants awarded to KCC. These grants make allowance for the staff costs and design fees associated with the scheme delivery in addition to the construction costs and any legal costs associated. When necessary, a change control procedure allows KCC to manage costs within the funding envelope with no additional KCC funds required from base budgets. This is a ring-fenced grant for walking, wheeling and cycling schemes only and ATE would not permit its expenditure on other projects.
- 3.2 There are no revenue implications to KCC, the schemes' costs are scalable to suit the budgets available and Change Control with the DfT via Active Travel England can take place to adjust projects within the overall programme.
- 3.3 The detailed costings for construction schemes will be revisited as the projects progress through the various design stages and will be using the Highway Term Maintenance Contract (evidencing best value). The costings include an element to cover risk and contingency and use of the existing procured contracts reduces any cost uncertainty to ensure it is affordable within the funding envelope.
- 3.4 The assurance process requires best Value for Money evidence for construction and maintenance schemes but not for development schemes and maximises outcomes. Each scheme is assessed on its own merits rather than its location within the county and includes assessing key benefits from active travel including improved health and lower workplace absenteeism

from physical activity; environmental and congestion benefits from reduced car miles; and journey quality benefits from safer and more pleasant travel.

4.0 Programme

- 4.1 The Council must commit to spend the Revenue Grant funding by the end of the funding period, 31 March 2026 and delivered by the end of September 2026. The Capital Grant funded named schemes must be committed by the end of March 2026 and delivered as soon as reasonably possible thereafter. All construction funded schemes should be completed by the end of March 2028 however there is the ability to request from Active Travel England changes to the programme via a change control process.
- 4.2 It is anticipated that construction will be undertaken using the Highway Term Maintenance Contract mainly but there is also the opportunity to use other highways frameworks or via competitive tender procedures.

5.0 Options considered but discarded

- 5.1 Not to accept the direct grant. KCC would not be able to fund active travel projects that are shown to have health, environmental, accessibility, community and economic benefits for Kent residents.

6.0 Legal Implications

- 6.1 The Council is expected to have the necessary governance and assurance arrangements in place and that all legal and other statutory obligations and consents will be adhered to, which may include, but not solely, state aid/subsidy control, equalities duties, procurement, health and safety and fraud.

7.0 Equalities implications

- 7.1 An Equalities Impact Assessment (EqIA) will be provided as each scheme is developed to determine and mitigate any impacts for all users, be it temporary or permanent. It is widely expected that there will be positive impacts for all users. If there are some temporary negative impacts during the construction, this will be explored further and mitigated as appropriate.

8.0 Other Corporate Implications

- 8.1 There are no other corporate implications identified in taking this decision.

9.0 Conclusions

- 9.1 Active Travel England (an Executive Agency for The Department for Transport) have awarded Kent County Council £5,758,216 (£4,453,591 Capital and £1,304,625 Revenue) for the development and/or construction of active travel schemes across the County.
- 9.2 The Revenue Grant list of activities and initiatives was required to be sent to Active Travel England by 19 March 2025 and the Grant paid as an upfront payment. The Capital Grant indicative list of schemes has been submitted to Active Travel England as this was required by 31 July 2025, and the

upfront payment is expected in August 2025. The grants will fully cover all costs of the schemes.

- 9.3 The Deputy Cabinet Member for Highways and Transport and the Cross-Party Working Group provide governance oversight and guidance for officers to investigate and prioritise schemes identified by districts and boroughs via their Local Cycling and Walking Infrastructure Plans (LCWIP) and via KCC's Kent Cycling and Walking Infrastructure Plan (KCWIP)

10.0 Recommendation(s)

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11.0 Appendices

- Appendix A: Proposed Record of Decision
- Appendix B: EqIA

12.0 Contact Details

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