



ST HELENS
BOROUGH COUNCIL

Cabinet

26 April 2023

Report Title:	HIGHWAYS CAPITAL PROGRAMME 2023/27
Cabinet Portfolio	Environment and Transport
Cabinet Member	Councillor Andy Bowden
Exempt Report	No
Reason for Exemption	N/A
Key Decision	Yes
Public Notice issued	28 March 2023
Wards Affected	All
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Borough priorities	Ensure children and young people have a positive start in life	
	Promote good health, independence, and care across our communities	x
	Create safe and strong communities and neighbourhoods for all	x
	Support a strong, thriving, inclusive and well-connected local economy	x
	Create green and vibrant places that reflect our heritage and culture	x
	Be a responsible Council	x

1. Summary

- 1.1 This report presents the Highways Capital Programme for 2023/27 and the progression of feasibility work for a range of strategic transport improvement projects.
- 1.2 It proposes to accept development and capacity funding for the City Region Sustainable Transport Settlement (CRSTS) and outlines the proposed list of schemes to be completed in 2022/23.
- 1.3 The report also highlights the breadth and level of additional funding that has been secured to improve the highway and infrastructure network and transport connectivity across the Borough.

2. Recommendations for Decision

Cabinet is recommended to:

- i) Accept funding from the Liverpool City Region Combined Authority (LCRCA) of £29.470m of City Region Sustainable Transport Settlement (CRSTS) Highway Maintenance (HM) and Non-Highway Maintenance schemes (NHM) for 2023/27 and £2.897m resource and development funding for 2023/24 – comprising the following:
- £28.080m for CRSTS Highway Maintenance (HM)/Non-Highway Maintenance schemes (NHM) for 2023/27.
 - £2.744m for Highway Maintenance resource funding for CRSTS – HM/NHM schemes to facilitate programme development and delivery for 2023/27.
 - £0.153m resource and pre-development funding for continued development of the Local Cycling Walking Infrastructure Plan (LCWIP) for 2023/24.
 - £1.390m for Active Travel Fund Tranche 4 for 2023/24.
- ii) Delegate authority to the Director of Operations in consultation with the Portfolio Holder for Environment and Transport for the finalisation of the 2023/27 programme of works, ensuring deliverability and affordability.

- iii) Delegate authority to the Director of Operations, after consultation with the Cabinet Member for Environment and Transport and the Executive Director of Corporate Services to accept and authorise the expenditure of any additional funding associated with the Active Travel Fund Tranche 4 if made available by Government.
- iv) Delegate authority to the Director of Strategic Growth and Director of Operations, in consultation with the Executive Director of Corporate Services, to award contracts to successful bidders for completion of works associated with the funding receipted in this report, following completion of a compliant statutory procurement processes.
- v) Delegate authority to the Director of Strategic Growth and Director of Operations, in consultation with the Portfolio Holder for Environment and Transport to commence public consultation and engagement on the projects detailed in this report as required.
- vi) Delegate authority to the Director of Strategic Growth and Director of Operations, in consultation with the Director of Legal and Governance, to enter all necessary grant funding agreements with the LCRCA relevant to the delivery of the highway's capital programme 2023/27.

3. Purpose of this Report

- 3.1 This report seeks approval to accept grant funding from the Liverpool City Region Combined Authority to facilitate the maintenance and improvement of the St Helens Borough highway infrastructure that includes the delivery of walking and cycling measures.

4. Background / Reason for the recommendations

4.1 Overview of Highway network and Infrastructure

- 4.1.1 The Council's highway infrastructure assets have a total value of around £1.8bn (Gross Replacement Costs) primarily forming 780km of adopted highway network. The highway network in St Helens is an essential communication link that serves everyone every day. It plays a critical role in the economic growth of St Helens and is vital for commuting to work, business and personal travel as well as promoting active travel. The network is made up of the following:

- 780km Road
- 1000km Footways
- 23,800 Street lights
- 275 Bridges and highway structures
- 145 Sets of Traffic Signals
- 890 illuminated bollards and 3,130 illuminated traffic signs

4.1.2 This report outlines a programme of investment for the 2023/27 financial years identifying how to make best use of the additional funding we have received via the Liverpool City Region Sustainable Transport Settlement (CRSTS) to prioritise investment in the maintenance of the highway network. The report demonstrates the Council's ongoing commitment to invest and improve the Borough's highway network.

4.1.3 This report should be read in conjunction with the Highways Infrastructure Asset Management Strategy approved by Cabinet on 22nd June 2022 that sets out the Council's strategic approach to the management of the highway and infrastructure network and provides the objective and evidence-base that has informed the delivery of this highway investment programme.

4.2 Review of Capital Expenditure for 2022/23

4.2.1 In **2022/23** the capital funding allocation and council reserves enabled us to successfully support the following key areas of Highway Infrastructure improvement:

- Completion of 48 carriageway resurfacing schemes across 56 streets, improving accessibility and connectivity across the borough.
- Significant improvement to Highway drainage infrastructure of known flooding hot spots which have reduced the impact and severity of flooding at various locations throughout the Borough.
- Replacement of 273 street lighting concrete columns across 76 streets, improving safety for road users and communities and reducing carbon emissions.
- Upgrade of 18 controlled pedestrian crossings and provision of 3 new controlled pedestrian crossings, improving safety and accessibility.

4.2.2 To support the Council's commitment to the net zero vision, works undertaken have utilised alternative methods and materials to reduce the carbon footprint by:

- Using low carbon methods for carriageway resurfacing has saved 27.2T of carbon in comparison to traditional methods.
- Tree planting in local primary schools to offset carbon emissions.
- Ultra-low emissions plant which uses hydrogen and vegetable oil as its fuel source.
- Recycling road surface plannings into new materials.
- Installation of LED street lighting and traffic signals, which use less energy than halogen lighting.
- Traffic signals upgrades making traffic flow more efficient.

4.2.3 The contractors undertaking the works have delivered social value and supported the local community by providing road plannings to local sports grounds, donations to local charities and traffic management support for charity events. Where possible they have also used local suppliers to support the St Helens economy.

4.3 Funding Streams

4.3.1 2022/23 represented the first year of a 5-year Liverpool City Region Sustainable transport settlement. Officers from Highways and Strategic Transport worked effectively together to secure a considerable increased funding allocation over the 2022-2027 period, with levels of investment double that of previous years. In addition to the increased capital funding allocation, officers have successfully secured funding to resource, and project manage the programme of works. The makeup of funding streams considered in this report and their values are outlined in table 1 below.

Funding	2023/27 Capital Works Allocation (£m)	2023/27 Capital resource and development funding (£m)	2023/24 Capital resource and works allocation (£m)	Purpose	Funding Source
CRSTS Highway Maintenance (HM) and Non-Highway Maintenance (NHM) schemes Fund	28.080			Funding for carriageway and footway maintenance, street lighting and traffic signal improvements, flood and drainage measures, bridges, active travel, pothole repairs.	DfT CRSTS approved distribution from the Combined Authority.
CRSTS Capacity funding – HM/NHM schemes		2.744		Resource funding to facilitate programme and delivery of CRSTS HM/NHM schemes.	DfT CRSTS approved distribution from the Combined Authority.
Capacity funding for development of the LCWIP			0.153	Pre-development funding to develop the business case and for project management support.	DfT CRSTS approved distribution from the Combined Authority.
Active Travel Capital Funding Grant			1.390	To deliver cycling and walking network improvements within St Helens Borough	DfT Active Travel capital fund distribution from the combined Authority.
Total Highway Programme	28.08	2.744	1.543		

Table 1 – HIGHWAYS INVESTMENT PROGRAMME SUMMARY 2022/23 including breakdown of CRSTS to the Council from the LCRCA and Revenue allocation.

4.4 CRSTS Funding – Highways Maintenance

- 4.4.1 The City Region Sustainable Transport Settlement (CRSTS) consolidated funding from the previous allocation of the Highway Maintenance Block, Pothole Fund and Integrated Transport Block. This 5-year transport settlement creates a more consolidated and devolved model of transport funding for the Liverpool City Region.
- 4.4.2 In September 2021, the Liverpool City Region Combined Authority (LCRCA) submitted a prospectus to the DfT as part of the Comprehensive Spending Review. After reviewing this document, the LCRCA was awarded, an indicative CRSTS settlement of £710m to fund capital transport interventions to be delivered in 2022-2027. At its meeting on 29th April 2022 the LCRCA approved the funding of £710m for CRSTS over the 5-year period 2022-2027.
- 4.4.3 £232.96m of the CRSTS settlement allocated to Highway Maintenance across the City Region over the 5-year period was a considerable uplift from the previous Integrated Transport Block and Structural Maintenance Block funding allocations.
- 4.4.4 In 2022/2023 St Helens received a one-year allocation of £6.200m from the LCRCA for Highway Maintenance and Non-Highway Maintenance, this formed the basis of last year's highway maintenance programme.
- 4.4.5 On the 3 March 2023 the LCRCA set out the outline programme for the remaining 4 years (Years 2-5) of the CRSTS programme. Over the last six months officers from St Helens have worked closely with officers from the LCRCA and Merseytravel to develop and set out the forward programme. A summary of the St Helens allocations can be found below in table 2. Due to the size and diverse nature of the programme, it is inevitable that some elements will change over the 4-year period. It is therefore intended that annual (and interim if required) updates will be provided to the Combined Authority referencing delivery and any significant changes to the proposed programme.

	Yr. 2 (£m)	Yr. 3 (£m)	Yr. 4 (£m)	Yr. 5 (£m)	Total
St Helens Allocation	7.020	7.020	7.020	7.020	28.080

Table 2 – ST HELENS CRSTS ALLOCATION 2023/27 from the LCRCA.

- 4.4.6 On 29 April 2022 the LCRCA set out the 5 year 2022-2027 CRSTS capacity funding allocated to individual local authorities to facilitate programme development and delivery of HM/NHM schemes. The year 1 allocation was accepted by Cabinet in June 2022 with the 2023 – 27 (Years 2-5) allocation to St Helens shown in table 3.

	Yr. 2 (£m)	Yr. 3 (£m)	Yr. 4 (£m)	Yr. 5 (£m)	Total (£m)
St Helens Allocation	0.776	0.705	0.625	0.638	2.744

Table 3 – ST HELENS CRSTS CAPACITY FUNDING ALLOCATION 2023/27 from the LCRCA.

4.5 **CRSTS Funding - Transport Pipeline Development**

4.5.1 The LCRCA working with colleagues from across the six constituent authorities developed a bid for Capability and Ambition Fund (CAF) and submitted the application to Active Travel England (ATE) in September 2022. The LCRCA were awarded £1.391m for the financial year 2022-23. ATE officials have assured and moderated based on the evidence provided by the Combined Authority because of this process, ATE have applied a further 25% uplift to the indicative allocation to scale up planned activities. LCRCA has awarded development funding to enable St Helens Council to progress major pipeline transport projects. This funding is additional to awards for 2021/22 and 2022/23 accepted by Cabinet in October 2021 and June 2022 respectively. The schemes funded for 2023/24 are detailed in Table 4 below.

Scheme	Description	23/24 Grant (£m)
Capacity funding for development of the LCWIP	Design of measures to improve sustainable travel options. To include: <ol style="list-style-type: none">1. Development of a Traffic and Transportation SPD on behalf of the constituent local authorities of the LCR.2. Project management – working on delivery of the active travel programme.3. Sutton/ Clock Face to Omega Cycle Route (circa 5km) – uplift to 21/22 Capability Fund to develop outline designs.	0.153

Table 4 – CRSTS funding – Transport Pipeline Development 2023/24

4.5.2 Following approval of the funding, the Council will commence a procurement process to seek to appoint consultant support to develop detailed schemes. To ensure public support there will also be a requirement for public engagement and consultation therefore this report seeks delegated approvals to conduct this consultation in line with the Council's community engagement strategy.

4.6 **Active Travel Fund Grant (2023-24)**

4.6.1 The LCRCA have secured £5.450m from the Department for Transport's Active Travel Fund Tranche 4 (ATF4), to deliver high-quality cycling and walking routes set out in the LCRCA Local Cycling and Walking Infrastructure Plan. This includes £1.390m for network improvements within St Helens Borough, for Active travel improvements, Lea Green to Whiston Hospital Phase 1a. The scheme has been chosen to compliment regeneration priorities, maximise deliverability within the funding deadlines and address local demand. Priorities were developed in consultation with the Cabinet Member for Transport and Environment and presented to Cabinet in October 2021.

4.6.2 The ATF4 will be allocated in two parts, one a direct award which is the £1.390m referenced in this report. The amount of grant may increase following a second competitive ATF4 round into which the Council and the LCRCA have bid – this report

seeks delegated authority to accept and expend any additional funding if made available by Government.

4.6.3 Funding must wherever possible be committed by the end of the 2023/24 financial year, and schemes delivered as soon as reasonably possible thereafter. Following approval of the funding Officers will undertake a procurement process for projects as required, with a view to appointments being made as soon as possible to facilitate delivery within the funding timescales.

4.7 **2023/24 Delivery programme**

4.7.1 The delivery programme contained in table 5 below outlines the indicative schemes to be delivered. All have been developed and informed by several different data sources and are consistent with the strategic approach set out in the Highway Asset Management Strategy. All proposals are evidence led and targeted where the most significant risks and demand exists. The evidence that has been considered has included:

- Survey data undertaken in 2022/23
- Highway inspection findings
- road safety data
- Customer feedback
- Supporting the Council's growth ambitions
- Ensuing that investment is consistent with localities working.
- Aiming to schedule works that minimise disruption to the network.

4.7.2 A list of schemes for each area of the programme was identified in Appendix B of the Highways Infrastructure Asset Management Strategy 2022/27 approved by Cabinet on 22nd June 2022.

CRSTS – HM/NHM PROGRAMME	WARD	2023/24 £	2023/27 £
TECHNOLOGY AND COMMUNICATION UPGRADE			
Replacement of Street Lighting Columns	Various	400,000	1,600,000
Signs and communication upgrades.	Various	60,000	240,000
Traffic Signal Upgrade Enhancements	Various	450,000	1,800,000
Condition Surveys	Various	100,000	400,000
Technology and Communication Total		1,010,000	4,040,000
BRIDGES AND STRUCTURES			
Bridge Repairs	Various	610,000	2,440,000
Condition Surveys	Various	100,000	400,000
Bridges and Structures Total		710,000	2,840,000
FLOODING/ DRAINAGE			
Various Schemes (to be identified during Routine Cleansing and	Various	610,000	2,440,000

based on previous incidents)			
Condition Surveys	Various	100,000	400,000
Flooding/ Drainage Total		710,000	2,840,000
STRATEGIC MAINTENANCE			
Carriageway Resurfacing – Planned	Various	1,860,000	7,440,000
Condition Surveys – Essential activity to inform the development of an evidence-based asset management strategy	Various	100,000	400,000
Carriageway Works - Patching	Various	350,000	1,400,000
Footway Works	Various	550,000	2,200,000
Lining Works	Various	100,000	400,000
Supporting Regeneration	Various	150,000	600,000
Risk and Contingencies	Various	200,000	800,000
STRATEGIC MAINTENANCE TOTAL		3,310,000	13,240,000

ACTIVE TRAVEL			
Condition Surveys and design audits of existing network	Various	100,000	400,000
Network Enhancements	Various	370,000	1,480,000
Active Travel Added Benefit – complementary works alongside other HM/NHM schemes.	Various	250,000	1,000,000
Signage	Various	50,000	200,000
Traffic Regulation Orders (TROs)	Various	50,000	200,000
Small scale Active Travel upgrades	Various	50,000	200,000
Active Travel Total		870,000	3,480,000

POTHOLE REPAIRS			
Localised repairs to the highway network	Various	410,000	1,640,000
Pothole Repair Total		410,000	1,640,000

TOTAL CRSTS – HM/NHM PROGRAMME		7,020,000	28,080,000
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Table 5 – CRSTS – HM/NHM Programme

4.8 Highways Asset Management / Condition Survey Data

4.8.1 As can be seen in table 5, officers are proposing to expand and increase the survey programme to assess the condition of the full range of Infrastructure assets. This follows on from the successful highway network survey programme that was completed in 2022. The findings from these surveys will provide the evidence base to develop the investment programme for future years. Such an approach is considered best practice

and aligns with the Council's locality model which ensures that resources are targeted where they are needed most.

- 4.8.2 Increasing emphasis will also be placed on reviewing and updating the condition data for the entire highways and infrastructure network. This will provide considerably more intelligence regarding the level of investment needed and will assist greatly in providing an objective assessment of the prioritisation of works. It is proposed that £500,000 per annum from the Capital maintenance budget is identified to complete this work.

5 Consideration of Alternatives

- 5.1 The Funding awards are targeted to specific areas and therefore the degree of flexibility in the use of the allocation is restrictive. Despite the significant increase financial allocations continue to fail to meet the Borough's substantial asset base requirements therefore there is a need to have a robust and evidence method of identifying and prioritising need.

6 Conclusions

- 6.1 Cabinet is recommended to accept funding allocations from the Liverpool City Region Combined Authority through a variety of funding sources and approve a series of measures identified in the report to undertake its asset management function in respect of Highway assets and to encourage cycling and walking. The effective maintenance and improvement of the local highway network will support and strengthen the opportunities for growth within the Borough and the City Region.

7 Legal Implications

- 7.1 The capital grant requires approval from the Council's S151 Officer and will require that a grant agreement be put in place. The Combined Authority will enter into funding agreements with sponsors on a project basis on confirmation of the funding. Sponsors will be required to provide progress updates on the respective elements within the projects.

8 Community Impact Assessment (CIA) Implications

- 8.1 The Community Impact Assessment identified the following key implications:
- The programme is designed to provide safe access to all road users and specifically caters for vulnerable road users.
 - The programme will deliver a broadly positive benefit. At present, no adverse impacts are expected to result from the programme.

9 Social Value

- 9.1 It is envisaged that extensive social value benefits will be derived through the delivery of the above programme of works. With more than £29m of capital works due to be delivered it is vital that we maximise the opportunities that these works create for local supply chains and residents. Any procurement activity through frameworks or tender opportunities will contain evaluation criteria that gives significant weighting to social value.
- 9.2 The 2023-27, 4-year settlement also provides opportunities to provide long term certainty of work to local contractors. This in turn will help to stimulate local training and development opportunities. To demonstrate this commitment our Highways team attended a recent St Helens Chamber business fair to promote the opportunities to the local supply chain. Future opportunities were shared with local businesses, enabling them to prepare and mobilise for the tender opportunities as and when they arise. Other market engagement activities are planned to highlight that St Helens is open for business and to stimulate the local supply chains.

10 Sustainability and Environment

- 10.1 The programme includes significant investment into cycling and walking provision in order to help residents and businesses in the transition from car borne journeys to a more carbon neutral approach. Materials used in the construction and maintenance of road will, where possible, be recycled materials. Tendered works packages will also contain sustainability requirements built into the evaluation criteria.

11 Health and Wellbeing

- 11.1 The programme includes significant investment into cycling and walking provision to help residents and businesses make healthier lifestyle choices. Less cars also helps the Council to address air quality issues experienced in parts of the borough. This infrastructure may also save people money as they reduce reliance on vehicles and walk and cycle more.

12 Equality and Human Rights

- 12.1 Officers will ensure that the Council adheres to the latest guidance on designing and improving the accessibility and inclusivity of public transport and pedestrian infrastructure to make provision for people with physical disabilities, such as crossing points and reducing street clutter.

13 Customer and Resident

- 13.1 Given the level of disruption that the implementation of the Highways capital programme will bring it is imperative that it is accompanied by a strong public engagement and consultation programme.
- 13.2 Where designs and new routes are developed there will be a comprehensive public engagement process that aligns to the Council's adopted Community Engagement

Strategy. In addition, there will be a communication plan for residents and businesses in locations that will be disturbed by works to the highways. This will include early notification of expected works, duration of works and any diversion routes that may be required. All schemes will have a direct point of contact and contact numbers will be published in case of any emergency. Customer feedback will be sought on all large and major schemes to evaluate the success of programmes and this will be fed back to customers and officers to improve future customer service. Calls for service will continue to be used as part of the Highway Asset Management Plan to define the programme.

14 Asset and Property

14.1 The Council, as the Highway Authority, has a statutory duty to maintain the highway network in a condition to enable the safe passage of the travelling public. The borough's highway network comprises many diverse assets. It is therefore essential that we continue to develop the existing Highways Infrastructure Asset Management Plan and to invest in the maintenance and development of this important asset. This report provides resources to enable the Council to undertake a strategic physical asset management function.

15 Staffing and Human Resource

15.1 To deliver the capital and revenue projects associated with the financial allocations within this report will require human resource within the Engineering service. Most of the programme will be delivered in-house with the assistance of external consultancy support when required.

15.2 A portion of the CRSTS capacity funding allocated to the Council will be used to facilitate the creation of three civil engineering technician apprenticeships and two graduate engineer posts within the Highways & Infrastructure Service. This will ensure that:

- We deliver the CRSTS programme and the Council's ambitious growth and regeneration plans.
- The service is fit for purpose and meets the needs of residents now and in the future.
- Career progression and development opportunities exist across the department, and we grow and retain our workforce.

16 Risks

16.1 The programmes will necessitate works being carried out on the live highway and contractors must comply with Chapter 8 of the Traffic Signs Manual. Contractors will be required to develop a Health and Safety Plan and the contractors' method statements for the construction of the works will be examined.

16.2 The proposed works will help to limit the Council's risk from insurance claims relating to highways trips, falls and accidents.

- 16.3 The ‘Well Managed Highway Infrastructure’ code implemented in October 2018 supersedes the previous codes “Well-maintained Highways, Well-lit Highways” and “Management of Highway Structures”.
- 16.4 Changing from the reliance on specific guidance and recommendation to a risk-based approach that involves appropriate analysis, development and approval through the Authority’s executive process. Officers will adhere to the Borough’s Code of Practice for Highway Safety Inspections, and we will collaborate with our insurance provider, Liverpool City Region and neighbouring Highway Authorities in determining levels of service.
- 16.5 Risk of failing to expend the funding in the required timescales has been included in the Risk Register. This risk is mitigated in part by consideration of this report at the beginning of the financial year. Delivery will be monitored by the LCRCA and DfT and failure to deliver may see future years’ enhancements funding reduced.
- 16.6 Any risk of challenge is low due to the national context and the desire of the Council to support the delivery of walking and cycling and the enhancement of the highway network.

17 Finance

- 17.1 The allocations of grant funding are detailed in the report. The Council’s will use a combination of tendering and existing framework contracts for delivery of the 2023/24 programme with officers working with commercial colleagues to explore procurement of a longer-term arrangement with one or more delivery partners in the medium term. Contractors and consultants will be appointed by competitive tender to ensure value for money and added social value is being achieved. Proposed key investment areas are summarized in table 6.

Programme	Capital Works investment (£m) for 2023/27	Resource & Development Funding (£m) for 2023/27	Capital and resource/ development funding for 2023/24 (£m)	Total Funding (£m)
CRSTS – HM/NHM schemes	28.080			28.080
CRSTS – HM/NHM Capacity Funding		2.744		2.744
Development funding for LCWIP			0.153	0.153
Active Travel Fund – Capital Grant			1.390	1.390
Total Highway Programme 2022/27	28.080	2.744	1.543	32.367

Table 6 – Highways Investment Programme Summary 2023/27

18 Policy Framework Implications

18.1 Our highways capital and revenue programme 2023/27 will play an instrumental role in supporting the delivery of the Council's Borough Strategy 2020-2031. The programme is also aligned with:

- St Helens Together: Our Borough Strategy (2021-2030)
- St Helens Borough Local Plan Up to 2037
- St Helens Borough Council Highways Infrastructure Asset Management Strategy (2022-2027)
- St Helens Borough Council Local Cycling & Walking Infrastructure Plan Baseline Report (2022)
- St Helens Borough Council Active Lives Strategy (2022-2027)
- St Helens Borough Council Pathway to Net Zero by 2040: Our Climate Response Plan (November 2021)
- Liverpool City Region Combined Authority Local Journeys Strategy
- Liverpool City Region Combined Authority Local Transport Plan (2019)
- Liverpool City Region Road Safety Strategy (2022)
- Liverpool City Region Sustainable Transport Settlement
- Liverpool City Region Local Cycling and Walking Infrastructure Plan
- Fourth Local Transport Plan for Merseyside (emerging policy in development)
- Sustrans Liverpool City Region Cycling and Walking Index (2021)
- Decarbonising Transport: A Better, Greener Britain
- Cycling and Walking Investment Strategy
- Gear Change: A Bold Vision for Cycling and Walking

19 Impact and Opportunities on Localities

19.1 Links to localities are set out in the main body of the report.

20 Background Documents

20.1 Highways Infrastructure Asset Management Strategy 22nd June 2022.

20.2 LCRCA 2023/27 CRSTS Report 3rd March 2023.

20.3 LCRCA 2022/23 CRSTS Report 29th April 2022.

20.4 LCRCA Disbursement of Active Travel England Capability and Ambition Funding to Local Authorities 3rd March 2023.

21 Appendices

21.1 None