



Department
for Transport

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Our Ref:

Your Ref:

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To Local and Combined Authority Transport Officers in England outside London

Active Travel Revenue Funding Allocations for 2021/22 and update on Capital Funding allocations

On behalf of the Department for Transport, I am pleased to give details of local and combined authorities' active travel revenue funding allocations for 2021/22 under a new Local Authority Capability Fund.

This new Local Authority Capability Fund replaces the Access Fund of previous years. It supports the commitment made in *Gear Change*, the [Prime Minister's Cycling and Walking Plan](#) in July 2020, to increase the capabilities of local authorities to plan good active travel infrastructure, including building more expertise and undertaking more evidence-based planning.

Given the evidence that it is more effective to develop both behaviour change and infrastructure projects, rather than either one in isolation, the Capability Fund will also support traditional behaviour change initiatives, where linked to improvements in infrastructure.

In total, the new Capability Fund is 50 per cent greater than the Access Fund, reflecting the government's increased commitment to walking and cycling, but there may be reductions in revenue funding for some authorities which have received funding purely for behaviour change in the past. As in the past, further revenue funding, additional to that going to local authorities, will be allocated to bodies such as the Bikeability Trust, Sustrans, Living Streets and Cycling UK.

We have allocated an indicative sum from the Capability Fund to every local transport and combined authority. Most will receive their allocation in the normal way, as described below. However, we are withholding payment from a minority of authorities whose Active Travel Fund Tranche 2 bids last year were assessed as being the least strong, or who have indicated that they do not wish to install infrastructure to the standards set out in our previous letters, in *Gear Change*, and in the Local Transport Note published alongside it. We made clear in these documents that future funding would depend on adherence to those standards.

We are keen to see high-quality schemes everywhere, including in the authorities from which payment has been withheld. They will receive their allocated revenue funding in 2021/22 if they can satisfy us that they intend to plan schemes to the standards

required. We will be writing separately to the twelve authorities who fall within the category above, to outline the steps they should take.

The Department expects that the funding will be used for interventions and activities, including the types of activity set out at annex B, which support the following objectives:

- To support the development of infrastructure projects to the new standards set out, including updating previous plans (such as LCWIPs) as necessary;
- To promote increased levels of physical activity through walking and cycling for everyday journeys;
- To support access to new and existing employment, education and training.

Authorities are encouraged to design inclusive approaches that take advantage of and build on existing programmes that have high value for money, such as Living Streets' Walk to School Outreach and Cycling UK's Big Bike Revival, where this is appropriate to local objectives. The Department also encourages authorities to collaborate with local businesses and charities to develop and deliver initiatives to support funding objectives.

Process to release revenue funding for 2021/22

The Department will make the payments via a grant under Section 31 of the Local Government Act 2003 together with a formal grant determination letter, providing the following conditions are met:

- All authorities are required to provide a summary of work to be delivered over 2021/22. Where applicable, this should be accompanied by evidence that revenue funding will support development of ambitious and high-quality plans which are compliant with LTN 1-20.
- All authorities are required to provide a Section 151 officer statement to accompany the proposals to justify that in his/her view the expenditure will deliver value for money.
- The small number of authorities from whom the Department proposes to withhold funding will receive it if they can provide the additional information the Department requires, on which the Department will be writing separately.

This documentation should be received by the Department no later than **19th April 2021** enabling payments to be made in May. Proformas and guidance will be issued shortly.

Authorities are also expected to monitor and evaluate the impact of schemes and will be required to report back to the Department on progress and share evaluation findings. There may also be a requirement for local authorities to take part in a national evaluation. Guidance on the monitoring, reporting and evaluation requirements will be issued separately.

Where the Department is not satisfied that an authority has used the funding effectively, it will take this into account in determining funding allocations for the remainder of the current Parliament. The next Spending Review is expected to provide a multi-year settlement. The amounts of revenue and capital funding for active travel that will be provided to local authorities in 2022/23, 2023/24 and 2024/25 will be determined as part of the Spending Review process which is expected to take place later in 2021. The amounts are likely to be significant, consistent with the £2 billion commitment in the

Prime Minister's plan, but to receive any funding authorities will need to demonstrate real commitment to the active travel agenda, including to implementing schemes to the standards required.

Update on capital funding for 2021/22

The Department will write shortly confirming capital funding allocations for local authorities for 2021/22. In the case of capital funding, only those authorities with well-developed Local Cycling and Walking Infrastructure Plans (LCWIPs) and a pipeline of ambitious and high-quality schemes which meet the new standards will receive any capital funding in 2021/22. The Department will also take into account performance in delivery of the Emergency Active Travel Fund, including any premature removal of schemes without sufficient evidence. Any schemes delivered using DfT funding will have to comply with the Department's Cycle Infrastructure Design Guidance, LTN 1/20.

To inform this process, please notify us if your authority has developed a LCWIP or cycling and walking strategy, independently of the DfT LCWIP support pilot programme/cycle ambition cities programme, so that we can consider its suitability. A short survey is at annex C. Please return this to the Department no later than the **19 March 2021**, by email to walking.cycling@dft.gov.uk.

If you have any questions, please get in touch using the email address above.

Yours faithfully,

A handwritten signature in blue ink, appearing to read 'R Furness', with a long horizontal stroke extending to the right.

Rupert Furness
Deputy Director, Active and Accessible Travel

Annex A – 2021/22 Indicative revenue funding allocations to combined and local authorities

Annex B - List of types of interventions and activities that are in scope

Annex C – Survey of independent LCWIPs or cycling and walking strategies

Annex A – 2021/22 Indicative revenue funding allocations

For Combined Authority areas funding will be paid to the Combined Authority, therefore amounts for constituent areas are shown for information only.

	Allocation (£)
Combined Authority	
Cambridgeshire and Peterborough CA	558,268
Greater Manchester CA	2,876,601
Liverpool City Region CA	1,897,488
North East CA	2,157,597
Sheffield City Region CA	1,091,400
Tees Valley CA	1,362,012
West Midlands ITA	1,911,316
West of England CA	659,895
West Yorkshire CA	1,500,677
Local Authority	
Barnsley	240,123
Bath and North East Somerset UA	162,096
Bedford UA	208,906
Birmingham	436,277
Blackburn with Darwen UA	272,528
Blackpool UA	346,958
Bolton	269,386
Bournemouth, Christchurch and Poole UA	247,354
Bracknell Forest UA	132,416
Bradford	335,434
Brighton and Hove UA	277,520
Bristol, City of UA	349,402
Buckinghamshire	111,197
Bury	220,403
Calderdale	241,030
Cambridgeshire	258,939
Central Bedfordshire UA	130,490
Cheshire East UA	170,615
Cheshire West and Chester UA	203,218
Cornwall UA2	219,558
County Durham UA	301,305
Coventry	300,078
Cumbria	254,165
Darlington UA	242,915
Derby UA	270,025
Derbyshire	238,031
Devon	216,251
Doncaster	273,244
Dorset	118,656
Dudley	198,728
East Riding of Yorkshire UA	196,398
East Sussex	219,774
Essex	352,259
Gateshead	304,729
Gloucestershire	231,340
Halton UA	257,362
Hampshire	324,492

Hartlepool UA	315,800
Herefordshire, County of UA	144,636
Hertfordshire	313,459
Isle of Wight UA	175,662
Isles of Scilly UA	24,255
Kent	387,540
Kingston upon Hull, City of UA	411,660
Kirklees	244,621
Knowsley	303,135
Lancashire	395,398
Leeds	404,922
Leicester UA	364,698
Leicestershire	229,251
Lincolnshire	307,513
Liverpool	446,161
Luton UA	231,504
Manchester	450,502
Medway UA	232,107
Middlesbrough UA	308,088
Milton Keynes UA	195,897
Newcastle upon Tyne	359,811
Norfolk	319,871
North East Lincolnshire UA	338,195
North Lincolnshire UA	193,537
North Somerset UA	123,173
North Tyneside	270,890
North Yorkshire	207,683
Northamptonshire ¹	239,978
Northumberland UA	233,628
Nottingham UA	400,432
Nottinghamshire	276,845
Oldham	296,160
Oxfordshire	236,733
Peterborough UA	299,329
Plymouth UA	297,948
Portsmouth UA	329,582
Reading UA	249,454
Redcar and Cleveland UA	235,773
Rochdale	274,274
Rotherham	231,110
Rutland UA	48,700
Salford	361,532
Sandwell	287,819
Sefton	320,859
Sheffield	346,924
Shropshire UA	140,302
Slough UA	240,996
Solihull	146,199
Somerset	190,144
South Gloucestershire UA	148,397
South Tyneside	345,526
Southampton UA	329,024

¹ Funding will be provided to the two new unitary authorities, West Northamptonshire and North Northamptonshire, when this change takes effect from 1 April 2021. The funding split will be confirmed in due course.

Southend-on-Sea UA	255,010
St. Helens	283,943
Staffordshire	252,386
Stockport	236,636
Stockton-on-Tees UA	259,437
Stoke-on-Trent UA	273,138
Suffolk	248,863
Sunderland	341,707
Surrey	279,756
Swindon UA	236,212
Tameside	306,429
Telford and Wrekin UA	181,697
Thurrock UA	199,294
Torbay UA	214,989
Trafford	201,675
Wakefield	274,670
Walsall	267,971
Warrington UA	227,763
Warwickshire	213,276
West Berkshire UA	88,127
West Sussex	274,906
Wigan	259,604
Wiltshire UA	147,692
Windsor and Maidenhead UA	100,051
Wirral	286,029
Wokingham UA	94,481
Wolverhampton	274,244
Worcestershire	198,722
York UA	180,054

Annex B – List of types of interventions and activities that are in scope

This is by no means a definitive list but illustrative of the types of interventions that are in scope for revenue funding.

Objective/s	Type of intervention/activity
<p>To support the development of infrastructure schemes and plans (such as Local Cycling and Walking Infrastructure Plans)</p>	<ul style="list-style-type: none"> • Scheme and network planning. • Improvement of existing scheme plans and LCWIPs to new LTN 1/20 standards. • Evidence collection. • Design of and consultation on cycling and walking schemes.
<p>To support access to new and existing employment, education and training.</p> <p>To actively promote increased levels of physical activity through walking and cycling, linked to the delivery of effective infrastructure.</p>	<p>Behaviour change programmes, linked to the delivery of effective infrastructure, which could include:</p> <ul style="list-style-type: none"> • Cycle and e-cycle hire schemes (ie for employees, jobseekers, students and those seeking training). • Business grants to provide facilities / equipment / training. • Travel planning and support discussions (ie workshops with employers, employees and students about transport needs). • Cycling skills courses (for adults and families). • Walking and cycling engagement events such as: <ul style="list-style-type: none"> ○ led rides/walks, ○ school and workplace-based cycling and walking challenges • Marketing campaigns. • Cycle and walk to school initiatives. • Measures to reduce cycle theft and improve cycle security. • Measures to tackle inclusion and accessibility barriers to traditionally excluded groups such as disabled people, older people and Black and Minority Ethnic communities.
<p>To raise the profile of cycling and walking within authorities</p>	<ul style="list-style-type: none"> • Ensuring other local plans and strategies take proper account of active travel considerations. • Reviewing the active travel elements of planning applications.

Annex C – Survey of independent LCWIPs or cycling and walking strategies

Please answer the following questions if you have produced LCWIPs or cycling and walking strategies independently of the DfT LCWIP support pilot programme/cycle ambition cities programme. This will enable the Department to consider the suitability of these plans for determining capital funding allocations for 2021/22.

Has your authority independently produced its own LCWIP or similar local cycling strategy, including a network plan and prioritised schemes?

If yes: please email/send us a link to your strategy/plan, and answer the following questions:

1. what is the population of the area covered by your LCWIP(s)?
2. does the plan(s) include agreed network plans for cycling and walking routes?
3. if you have agreed network plans, have the selected routes have been audited?
4. does your plan include a pipeline of schemes? Have schemes been costed?
5. have your priority schemes been through outline design and feasibility? If not, would you be interested in receiving further support with this?
6. has your completed strategy been through public consultation?
7. are the prioritised networks and schemes identified in your plan integrated with your Local Transport Plan?
8. has your strategy been approved by your local authority cabinet?