



Title of report

Consolidated Active Travel Fund and Active Travel Fund 5

Decision maker: Cabinet Member for Transport and Infrastructure

Decision date: 6 May 2026

Report by: Transport Planning Services Manager, Delivery Director - Infrastructure, Sustainability & Climate Change Manager

Classification

Open

Decision type

Non-key

Wards affected

(All Wards);

Purpose

Following the receipt of £380,844 from Active Travel England (ATE) for the Consolidated Active Travel Fund (CATF) 2025/26 and Active Travel Fund 5 £112,050, Cabinet member approval for the allocation of this grant is requested.

Recommendation(s)

That:

- a) **The Consolidated Active Travel Fund and Active Travel Fund 5 revenue and capital allocation is approved to spend; and**

b) Delegation is given to the Corporate Infrastructure Delivery Director for all operational decisions required to deliver the funding.

Key considerations

1. The grant is restricted to activities that improve Herefordshire Council's delivery of active and sustainable travel.
2. Any unallocated fund will be returned to Active Travel England.
3. This is an annual allocation to Herefordshire Council.
4. The English Devolution White Paper, published on 16 December 2024, sets out the Government's commitment to give more flexibility to authorities, simplify funding arrangements and reduce administrative burdens. In the long term, funding for most authorities for active travel will be managed as part of a consolidated transport settlement across all modes and will include capital (CDEL) funding and revenue (RDEL) funding combined.
5. As a preliminary step towards fuller transport funding consolidation, Active Travel England (ATE) will provide both capital and revenue funding for 2025/26 funding under a Consolidated Active Travel Fund (CATF), totalling £128 million capital and £40.5 million revenue nationally.
6. The CATF combines activities previously funded by the Active Travel Fund and Capability Fund and covers delivery of high-quality walking, wheeling and cycling infrastructure, capability building measures and behaviour change activities. The focus of CATF funding is:
 - a. New construction schemes with robust delivery plans;
 - b. Change control funding to unblock existing Active Travel Fund (ATE) schemes to secure timely delivery and improve scheme quality;
 - c. Essential maintenance funding to address safety or accessibility concerns on existing active travel routes;
 - d. Early development of future active travel schemes (including to support the development of housing), creating a pipeline of schemes to be funded by future government spending rounds or other local funding;
 - e. Development and delivery of high-quality capability building and behaviour change activities, enabling authorities to plan for and activate existing infrastructure and new capital schemes.
 - f. Authorities are free to decide on an appropriate mix of activities in line with local need.
7. Herefordshire's allocation of CATF equates to £264,584 capital and £116,260 revenue for financial year 2025/26.
8. Herefordshire's allocation for Active Travel Fund 5 is £112,050 for financial year 2025/26

Community impact

9. The projects receiving funding from the grant will facilitate the improvement and delivery of active travel infrastructure

10. Active transportation infrastructure, like bike hire schemes and Cycle lanes, provides safe and affordable travel options for everyone, regardless of socioeconomic status. Investments in such infrastructure benefit low-income communities by reducing the financial burden of vehicle ownership, enabling broader participation in economic and social activities. Additionally, equitable access to active transportation encourages physical activity, reducing health disparities and lowering rates of chronic diseases, therefore creating healthier communities.

Environmental Impact

11. Due to the scope of the grant and the projects it will support there are positive environmental impacts resulting from this work. The grant will support:
 - a) Increased cycling and walking;
 - b) Improved active travel infrastructure; and
 - c) Creation of sustainable travel policies and strategies.
12. The above will enable residents to choose the most appropriate modes of transport for them, support the switch to less carbon intensive and more active modes of transport. The net result of this will be lower air pollution, increased air quality as well as a positive impact on public health, directly and indirectly.

Procurement

13. Procurement process has been undertaken for each project receiving additional funding apart from Travel Plan software which will be processed separately as this is a new project.

Equality duty

14. Under section 149 of the Equality Act 2010, the 'general duty' on public authorities is set out as follows:

A public authority must, in the exercise of its functions, have due regard to the need to –

 - a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
15. The public sector equality duty (specific duty) requires us to consider how we can positively contribute to the advancement of equality and good relations, and demonstrate that we are paying 'due regard' in our decision making in the design of policies and in the delivery of services. This proposal seeks to provide additional funding to existing schemes, for which individual equality impact assessments have been done.

Resource implications

16. The DfT award funding annually towards active travel schemes and the amount awarded for 2025/26 is £380,844 for the Consolidated Active Travel Fund and £112,050 for Active Travel Fund 5 as detailed in the table below.

Allocation of Consolidated Active Travel Fund and Active Travel Fund 5	Amount (£)	Revenue (R) of Capital (C)
<i>Aylestone Hill Cycle Lane and Pedestrian safety scheme, Holme Lacy Cycle Lane Scheme</i>	363,860	C
Capital Total	363,860	C
Travel Plan software, process development and implementation	5,000	R
Local Transport Plan consultation	20,000	R
Local Cycling Walking Infrastructure Plan consultation	25,000	R
Walk to School initiative	20,000	R
Hereford City Bike Share	46,260	R
Active Travel campaigns	12,774	R
Revenue Total	129,034	R
Consolidated Active Travel Fund 2025/26 Total	380,844	-
Active Travel Fund 5	112,050	

No additional funding is required from Herefordshire Council.

The allocation towards the Capital project is to cover increased costs on the existing project where future revenue implications have been detailed.

There is no future revenue impact on Herefordshire Council on the remaining spend due to the nature of the projects being funded

Legal implications

17. This report does not contain any specific legal implications.

18. The relevant legal provisions for this decision can be found in the council's constitution, www.herefordshire.gov.uk/constitution

Risk management

The risk management section has been reviewed and the identified risks, including the potential for underspend and delivery capacity, are appropriate and proportionate at this stage. The mitigations are aligned with the council's risk appetite and strategic risk framework.

Risk / opportunity	Mitigation
A risk is that the fund is not allocated or not fully spent therefore the money returned to Active Travel England.	Ensure fund is allocated and activities delivered within the financial year.
An opportunity to use this fund to create a new process for delivering and managing Travel Plans with new developments.	Project started to develop a new Travel Plan process.
Internal capacity constraints that could impact timely delivery	Ensure realistic expectations are set with deliverability
Stakeholder engagement challenges which may affect implementation	Ensure timely engagement with relevant stakeholders
Requirement to evidence outcomes to Active Travel England to support future funding opportunities.	Ensure quarterly returns to ATE contain required information

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Consultees

19. None

Appendices

None

Background papers

None

Please include a glossary of terms, abbreviations and acronyms used in this report.

- Active Travel England (ATE)
- Capital Departmental Expenditure Limit (CDEL) funding
- Consolidated Active Travel Fund (CATF)
- Active Travel Fund 5 (ATF5)
- Revenue Departmental Expenditure Limit (RDEL) funding