



Active
Travel
England

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6 February 2023

Dear Neil Ferris,

Active Travel Fund 4: Local Authority Funding for 22/23

This letter follows my letter dated 10th January inviting your authority to submit bids for Active Travel Fund 4, a capital funding opportunity to support uptake of active travel for everyday trips.

I would like to thank you and your teams for your hard work and collaborative approach over the past few weeks while we have prepared for ATF4 under embargo. I am pleased to say that today we formally announced the funding round. £200m is available for local authorities in 22/23 to build priority walking, wheeling and cycling schemes.

As you are aware, the majority of this funding is for construction of new schemes to progress existing walking, wheeling and cycling networks (for example missing crossings or links). We are happy to consider schemes that may have been developed in previous years or have been unsuccessful in previous funding rounds. We will also offer development funding for early-stage or complex schemes which require further extensive modelling and/or consultation but are not yet ready for construction. This will help Active Travel England to develop a more complete picture of forward project pipelines for investment and construction in later years and build a clear case for funding up to 24/25.

The closing date for bids remains 24th February. This is to ensure we can make payments by the end of this financial year. Your teams have already received full guidance and briefing on the application process and, alongside your indicative allocation set out below, we hope this will allow you to prepare robust bids by the deadline.

The indicative allocation for **York** is **£367,698**.

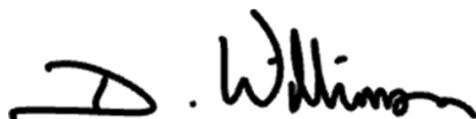
You are encouraged to bid for more than this allocation (to a maximum of 300% the indicative allocation) where you have high quality schemes ready for construction. Exceptionally strong bids may be eligible to attract funding above the indicative

allocation. ATE will consider funding any scheme that has high potential to increase walking, wheeling and cycling trips, with a particular emphasis on walking and wheeling. **Annex A** defines what sorts of scheme we consider proportionate to local authority capability levels and is based on the self-assessment process which your authority undertook last summer. In **Annex B**, we have provided examples of the sorts of schemes that are more / less likely to attract funding, which I hope you will find useful.

Please note that all schemes must comply with Manual for Streets, LTN 1/20, and the DfT Inclusive Mobility Guidance. Authorities will be required to show that their designs consider a range of users. For example, in response to research indicating women often do not feel safe walking, wheeling or cycling; we expect to see schemes that take this into account and ensure women feel safer and more confident using active travel modes. We will consider any scheme that reflects the desired outcomes of Gear Change. Examples include a town/city centre placemaking scheme, protected cycle track/junction, a rural path, a network of quiet routes to schools or other popular destinations, or other proposals such as addressing a collection of existing smaller design issues on your network.

Once again, I'd like to thank you and your teams for your hard work and for your patience. The whole team at ATE looks forward to working together with you over the coming months and years.

Best regards,

A handwritten signature in black ink that reads "D. Williams". The signature is stylized, with a large, sweeping initial "D" and a cursive "Williams".

Danny Williams
Chief Executive
Active Travel England

Annex A – Types of scheme proportionate to local authority capability levels

Type of scheme	Sub-category	What does this scheme sub-category look like?	Applicable to authorities only in the following capability 'levels'
New segregated cycling facility*	High complexity	Urban, high density, complex junctions, side roads	2,3,4
	Medium complexity	Suburban, medium density, fewer junctions/turning movements	2,3,4
	Low complexity	Out of town location, low density, few/no junctions	1,2,3,4
New junction treatment**	High complexity	Separation in time and space for all active travel movements, protected junctions.	2,3,4
	Medium complexity	Protection of key movements for walking and cycling across a junction.	1,2,3,4
	Low complexity	Minor advantages to enable defensive positioning.	1,2,3,4
New permanent footway	High complexity	Large-scale town centre pedestrianisation including area-wide traffic and car parking removal	2,3,4
	Medium complexity	Conversion of carriageway to footway on a medium to large scale	2,3,4
	Low complexity	Addressing severance in existing walking routes	1,2,3,4
New shared use (walking & cycling) facilities	Medium complexity	Provision of a traffic-free rural or suburban route linking settlements as an alternative to hostile road conditions.	2,3,4
	Low complexity	An off-road route for example through parks or green spaces. Schemes should connect settlements and/or tackle severance in walking/cycling networks	1,2,3,4
Improvements to make an existing walking/cycle route safer	Medium/high complexity	Use of permanent kerbs, side road treatments, junction improvements for walking/cycling	2,3,4
	Low complexity	Installation of infrastructure (e.g. wands), or changes to speed limits to improve conditions for walking and cycling.	1,2,3,4
Area-wide traffic management (including by TROs (both permanent	High complexity	Large scale, area-wide traffic removal in a highly populated/town centre location OR very large scale fast/heavy traffic removal from rural 'quiet lanes'	3, 4

and experimental))	Medium complexity	Area-wide through traffic removal on a smaller/less ambitious scale, including smaller town centres.	2,3,4
	Low complexity	Modal filtering that is not part of an area-wide scheme	1,2,3,4
Bus priority measures that also enable active travel (e.g. bus gates)	Medium complexity	A bus priority measure that significantly improves conditions for walking and cycling as a result (e.g. as a result of the bus gate, x miles of road is now suitable for cycling in mixed traffic as described at table 4.1 LTN1/20).	2,3,4
Provision of secure cycle parking facilities	Medium complexity	Large-scale provision of free and publicly accessible on-street cycle parking or secure parking at schools/workplaces/hospitals/transport interchanges.	1,2,3,4
	Low complexity	Sheffield/Hornsey stands or similar in public places	1,2,3,4
New road crossings	Low complexity	Crossing addresses a severance issue and will create a continuous walking/cycling route (e.g. new signalised crossing of a main road between LTN cells)	1,2,3,4
	Low complexity	E.g. Introducing a pedestrian phase on existing signalised crossing, side road treatments, only if part of high propensity walking route	1,2,3,4
Restriction or reduction of car parking availability (e.g. controlled parking zones), <i>usually only as a component of other schemes.</i>	Low complexity	Introduction of a controlled parking zone in a way that will specifically be of benefit to walking and cycling, including as part of wider scheme proposals for an area. Examples might include the elimination of pavement parking to improve walking connectivity, or as a complimentary traffic management measure to reduce overall number of car parking spaces and/or reduce commuter parking in residential areas (e.g. close to destinations such as shops/NHS sites/transport interchanges).	1,2,3,4
School Streets	Low complexity	Timed restriction of motor vehicle access to a road or roads outside or close to a school, including in rural areas	1,2,3,4

Annex B – Examples of the sorts of schemes that are more / less likely to attract funding

Scheme	More likely to be successful	Less likely to be successful
Rural walking or cycling track	A route between a village and the next town, local school or other key destination (employment, retail or leisure)	A route with low propensity to walk or cycle, e.g., low demand, no sizeable destinations on the route or does not fit within a wider network
Shared use path (urban or rural)	Safe and accessible route linking settlements as an alternative to hostile road conditions, including off-road routes (ensuring any existing barriers are made accessible)	Shared use with <3m widths or mixing cycling on footways with high footfall (e.g. high streets and canal towpaths).
Crossings near schools	A network of crossings on key routes to local schools that create quieter routes	One crossing near a school that is not on a desire line
An urban cycle track crossing multiple complex junctions	High capability authority (e.g. level 2/3); appropriate side road and junction treatments	Low capability authority (e.g. level 1); scheme limited to mainly carriageway stretches between junctions; high cost in relation to uplift in cycling rates
Area-wide traffic management schemes	Traffic management to create neighbourhood networks	Speed limit changes and parking restrictions only