

Cycling UK sent the following Freedom of Information request to Highway Authorities in England on 12/3/2021:

Dear FOI Team,

Could you please help with the following queries:

For the financial year to 31 March 2021^[i], and for each of the previous three financial years, please confirm:

1. How much money in total was spent on transport from core funding^[ii].
 2. How much of the money spent from core funding was spent on active travel (cycling and walking) infrastructure schemes.^[iii]
 3. How much money was spent on active travel infrastructure schemes from monies secured from competitive bid or one-off grant funding^[iv].
 4. How much money was spent on active travel infrastructure from developer contributions^[v].
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- i. For the financial year to 31 March 2021, please provide budget forecast or allocated amounts if final figures and accounts are not yet available.
 - ii. Core funding includes local transport funding settlements, monies allocated to transport budgets from year on year funding sources including revenue and council tax allocations, and all monies within any transport budgets save for grant or competitive bid funding (see footnote iv) or developer contributions (see footnote vi).
 - iii. Please include spending where the primary purpose was enabling active travel and the costs were incurred on active travel infrastructure, but not spending on wider initiatives such as urban realm improvements which may include some active travel benefits.
 - iv. Competitive bid and one-off grant funding includes any and all monies which the authority has applied or bid for, such as monies from the Emergency Active Travel Fund or the Transforming Cities Fund, which do not form part of core funding and are not accounted for within your response to this FOI request either as active travel spending from core funding (question 2), or active travel spending from developer contributions (question 4).
 - v. Developer contributions includes the Community Infrastructure Levy (CIL) and Planning Obligations under Section 106 of the Planning Act.

NOTES:

- i Relevant explanatory notes supplied by the authority are given in the 'Notes' column.
- ii The interpretation of 'transport' varied, so the responses to Q1 are not like-for-like. Some authorities, for example, included public transport, while others did not. Most did not specify what they had included/excluded.
- iii The figures were supplied to us in a variety of formats and we have reproduced them to the best of our ability. We have queried some figures with a few authorities, and are awaiting clarification.
- iv The year 2020/21 is usually a forecast and, in some cases, will be subject to amendment.
- v Some authorities cited the source of their grant funding, while others did not. The most commonly cited is the Department for Transport's 'Emergency Active Travel Fund' (EATF), <https://www.gov.uk/government/publications/emergency-active-travel-fund-local-transport-authority-allocations>
- vi Some authorities made the point that a number of their transport schemes included active travel elements, but they could not reflect this in their answers to Q3 because the expenditure is impossible to disaggregate.
- vii The deadline for responding to our FOI response was 13/4/2021, but several authorities advised us that COVID is causing delays. Partly as a result of this, the list of authorities is incomplete. We have included all full or partial responses we received up to and including 29/4/2021.
- viii This spreadsheet records responses to Qs1-3 (for questions see 'Background' sheet).

| Local authority | Elections? | Q | Funding | 2017-18 | 2018-19 | 2019-20 | 2020-21 | NOTES |
|-----------------------|------------|-----|-------------------------------|-------------|-------------|-------------|-------------|--|
| Barnet | N (LB) | 1 | Core funding | 3,406,496 | 3,598,778 | 3,340,346 | 1,586,000 | Maintenance expenditure is not included |
| Barnet | | 2 | Core funding on active travel | 570,026 | 458,534 | 638,554 | 237,837 | |
| Barnet | | 3 | One-off bids/grants | 0 | 30,870 | 114,190 | 582,000 | |
| Barnsley | Y | 1 | Core funding | 1,281,345 | 1,240,781 | 1,046,994 | 1,288,273 | |
| Barnsley | | 2 | Core funding on active travel | 478,362 | 80,635 | 1,150 | 859,376 | |
| Barnsley | | 3 | One-off bids/grants | See notes | See notes | See notes | See notes | No dates given: '£984,673 (STEP); £320,00 from the Emergency Active Travel Fund, £7.7m from TCF [Transforming Cities Fund] and £1.1m from Active Travel Fund' = TOTAL of 9,816,673 |
| Bath & NE Somerset | N | 1 | Core funding | Not stated | 12,214,755 | 11,664,451 | 9,145,308 | |
| Bath & NE Somerset | | 2 | Core funding on active travel | Not stated | 450,000 | 556,000 | 986,000 | |
| Bath & NE Somerset | | 3 | One-off bids/grants | Not stated | 26,000 | Not stated | 198,000 | |
| Bedford | N | 1 | Core funding | Not stated | 1,009,603 | 314,682 | 1,834,800 | Core funding goes into the Integrated Transport capital scheme, which includes structural maintenance. |
| Bedford | | 2 | Core funding on active travel | Not stated | 71,863 | 159,879 | 240,152 | Includes cycling-specific schemes only where the costs can be identified as delivering only cycling schemes. Other schemes have elements that improve cycling and walking infrastructure but these elements are not identifiable within the total cost |
| Bedford | | 3 | One-off bids/grants | Not stated | Not stated | Not stated | 115,250 | Emergency Active Travel Fund Tranches 1 + 2 |
| Bexley | N (LB) | All | See notes | See notes | See notes | See notes | See notes | Refers to publicly available documents: https://democracy.bexley.gov.uk/ieDecisionDetails.aspx?ID=2617 https://democracy.bexley.gov.uk/ieDecisionDetails.aspx?ID=2728 https://democracy.bexley.gov.uk/ieDecisionDetails.aspx?ID=2841 https://democracy.bexley.gov.uk/ieDecisionDetails.aspx?ID=2951 |
| Birmingham | N | 1 | Core funding | 32,473,000 | 36,186,000 | 28,588,000 | 47,428,000 | 20/21 is a forecast. |
| Birmingham | | 2 | Core funding on active travel | 544,000 | 863,000 | 2,534,000 | 2,431,000 | 20/21 is a forecast. |
| Birmingham | | 3 | One-off bids/grants | 7,469,000 | 13,114,000 | 1,737,000 | 2,182,000 | 20/21 is a forecast. 18/19 includes Cycle City Ambition Phase 3 Funding from the DfT (£11.7m) |
| Blackburn with Darwen | Y | 1 | Core funding | 3,676,841 | 3,343,978 | 3,498,574 | 3,611,133 | Revenue + capital costs. Revenue includes: Transport Co-ordination, Concessionary Fares, Public Transport, School Crossing Patrol, Transport Policy, Access Funding, Bus Station; Capital is DfT Local Transport Plan ITB annual funding allocation. |
| Blackburn with Darwen | | 2 | Core funding on active travel | 10,000 | 10,000 | 10,000 | 52,638 | This is 'capital spend that relates to cycle routes' |
| Blackburn with Darwen | | 3 | One-off bids/grants | Not stated | Not stated | Not stated | 109,000 | £162,000 for 21/22 |
| Blackpool | N | 1 | Core funding | 2,530,000 | 2,528,000 | 2,528,000 | 2,526,000 | |
| Blackpool | | 2 | Core funding on active travel | No budget | 15,000 | No budget | 5,000 | |
| Blackpool | | 3 | One-off bids/grants | Not stated | Not stated | Not stated | 390,000 | Emergency Active Travel Fund (EATF) Tranches 1 + 2 |
| Bolton | Y | 1 | Core funding | 7,001,000 | 6,363,000 | 7,900,000 | 12,710,000 | |
| Bolton | | 2 | Core funding on active travel | 15,000 | 15,000 | 260,000 | 754,000 | |
| Bolton | | 3 | One-off bids/grants | 232,000 | 458,000 | 239,000 | 1,940,000 | |
| Bracknell Forest | N | 1 | Core funding | 800,000 | 800,000 | 800,000 | 800,000 | |
| Bracknell Forest | | 2 | Core funding on active travel | 550,000 | 465,000 | 270,000 | 280,000 | |
| Bracknell Forest | | 3 | One-off bids/grants | 300,000 | 300,000 | 75,000 | 55,000 | |
| Bradford | Y | 1 | Core funding | See notes | See notes | See notes | See notes | £11,547,900 (revenue); £18,539,039 (capital) = £30,086,939 |
| Bradford | | 2 | Core funding on active travel | 0 | 0 | 0 | 0 | Answered '0' |
| Bradford | | 3 | One-off bids/grants | See notes | See notes | See notes | See notes | £767,750 |
| Brent | N (LB) | 1 | Core funding | 15,000,000 | 11,100,000 | 16,400,000 | 20,700,000 | This is 'H&I Capital Spend' |
| Brent | | 2 | Core funding on active travel | 457,000 | 472,000 | 637,000 | 1,110,000 | |
| Brent | | 3 | One-off bids/grants | See notes | See notes | See notes | See notes | Included in active travel core funding figures |
| Bromley | N (LB) | 1 | Core funding | 766,460 | 794,650 | 722,440 | 714,430 | Total Net Budget |
| Bromley | | 2 | Core funding on active travel | Nil | Nil | Nil | Nil | Answered 'nil' |
| Bromley | | 3 | One-off bids/grants | 273,000 | 399,000 | 1,394,000 | 1,420,000 | |
| Calderdale | Y | 1 | Core funding | 5,643,538 | 6,979,412 | 4,922,678 | 5,674,000 | This is capital funding only. For revenue, see https://www.gov.uk/government/collections/local-authority-revenue-expenditure-and-financing . 20/21 is the budget allocation. |
| Calderdale | | 2 | Core funding on active travel | 126,611 | 217,792 | 252,984 | 268,347 | 20/21 is actual and committed spend. This is 'pure spend on active travel'. |
| Calderdale | | 3 | One-off bids/grants | 6,371 | 7,697 | 14,015 | 548,500 | Calderdale has benefited from significant investment in off-road cycle routes through Cycle City Ambition Grant. The Council has worked with development partner Canal and River Trust who have been funded directly by West Yorkshire Combined Authority. |
| Cornwall | Y | 1 | Core funding | 131,074,000 | 128,820,000 | 114,959,000 | 122,850,000 | This is capital + revenue transportation programme funding. The capital funding includes core funding, specific grants and developers' contributions. 20/21 is a forecast. |
| Cornwall | | 2 | Core funding on active travel | 1,273,000 | 657,000 | 1,173,000 | 2,746,000 | This is 'Walking and cycling schemes capital funding'. 20/21 is a forecast. |
| Cornwall | | 3 | One-off bids/grants | 1,938,000 | 0 | 2,106,000 | 3,895,000 | This is 'Walking and cycling schemes capital funding'. 20/21 is a forecast. |
| Coventry City | Y | 1 | Core funding | See notes | See notes | See notes | See notes | Publicly available at: https://www.gov.uk/government/collections/local-authority-revenue-expenditure-and-financing |
| Coventry City | | 2 | Core funding on active travel | 0 | 0 | 0 | 0 | Answered 'nil spend' |
| Coventry City | | 3 | One-off bids/grants | Not stated | Not stated | Not stated | 521,327 | 20/21 is revenue + capital outturn |

| Local authority | Elections? | Q | Funding | 2017-18 | 2018-19 | 2019-20 | 2020-21 | NOTES |
|-----------------|------------|---|-------------------------------|------------|------------|------------|------------|--|
| Darlington | N | 1 | Core funding | 8,169,617 | 8,896,899 | 9,571,715 | 53,311,648 | |
| Darlington | | 2 | Core funding on active travel | 225,858 | 97,917 | 108,149 | 131,600 | |
| Darlington | | 3 | One-off bids/grants | 318,482 | 1,182,319 | 362,366 | 310,489 | |
| Derby City | Y | 1 | Core funding | 924,756 | 854,766 | 524,106 | 480,044 | |
| Derby City | | 1 | Core funding | 83,647 | 4,857,974 | 13,649,399 | 8,419,000 | A52 Strategic Transport Scheme is detailed separately (in italics) |
| Derby City | | 2 | Core funding on active travel | 35,100 | 219,972 | 128,475 | 14,618 | **For a number of schemes (including A52) that would be covered by this question, the contribution to active travel is not held |
| Derby City | | 3 | One-off bids/grants | 1,606,819 | 842,230 | 248,832 | 467,284 | **For a number of schemes (including A52) that would be covered by this question, the contribution to active travel is not held |
| Dudley | Y | 1 | Core funding | 1,546,000 | 1,494,000 | 1,500,000 | 1,531,000 | Total does not include maintenance or structural maintenance funding |
| Dudley | | 2 | Core funding on active travel | 273,000 | 397,000 | 614,000 | 485,000 | |
| Dudley | | 3 | One-off bids/grants | 51,000 | 0 | 7,000 | 897,000 | |
| East Riding | N | 1 | Core funding | See notes | See notes | See notes | See notes | Asked for clarification on meaning of transport. |
| East Riding | | 2 | Core funding on active travel | 2,352,545 | 2,288,290 | 2,536,976 | 2,352,545 | |
| East Riding | | 3 | One-off bids/grants | Not stated | Not stated | Not stated | 352,200 | |
| East Sussex | Y | 1 | Core funding | 8,038,000 | 9,474,000 | 10,432,000 | 9,086,000 | |
| East Sussex | | 2 | Core funding on active travel | 3,646,000 | 3,363,000 | 5,277,000 | 3,468,000 | |
| East Sussex | | 3 | One-off bids/grants | Not stated | Not stated | Not stated | 535,000 | Emergency Active Travel Fund |
| Gateshead | Y | 1 | Core funding | 1,474,600 | 2,436,300 | 1,457,700 | 2,673,600 | |
| Gateshead | | 2 | Core funding on active travel | 472,100 | 344,100 | 170,500 | 1,159,200 | |
| Gateshead | | 3 | One-off bids/grants | 135,500 | 303,100 | 1,311,400 | 581,000 | |
| Havering | N (LB) | 1 | Core funding | 4,985,650 | 2,932,919 | 3,297,452 | 2,109,067 | 20/21 is an approximation |
| Havering | | 2 | Core funding on active travel | See notes | See notes | See notes | See notes | Says: "Over £780k was spent on Active Travel Infrastructure schemes" |
| Havering | | 3 | One-off bids/grants | See notes | See notes | See notes | See notes | Refers to answer to Q2 |
| Hillingdon | N (LB) | 1 | Core funding | Not stated | 0 | 0 | 0 | Answered 'none' to each year 18/19 - 20/21 |
| Hillingdon | | 2 | Core funding on active travel | Not stated | 0 | 0 | 0 | Answered 'none' to each year 18/19 - 20/22 |
| Hillingdon | | 3 | One-off bids/grants | Not stated | 0 | 0 | 60,000 | Answered 'none' to 19/20 & 18/19 |
| Isle of Wight | Y | 1 | Core funding | 1,683,376 | 739,747 | 1,110,558 | 2,315,315 | Capital + revenue. This includes capital transport projects which do not form part of the PFI highways contract |
| Isle of Wight | | 2 | Core funding on active travel | 83,472 | 120,317 | 97,348 | 162,710 | Capital spend. This includes the annual rights of way/greenways/bridlepaths and cyclepaths programme which aren't included in the PFI highways network |
| Isle of Wight | | 3 | One-off bids/grants | 0 | 0 | 0 | 0 | Answered '0'. But the council has received active travel funding and transforming cities funding but no capital spend is programmed for 20/21 |
| Kingston | N (LB) | 1 | Core funding | 6,230,000 | 8,858,000 | 13,295,000 | 4,608,000 | |
| Kingston | | 2 | Core funding on active travel | 5,494,000 | 7,833,000 | 10,871,000 | 3,047,000 | |
| Kingston | | 3 | One-off bids/grants | 4,498,000 | 7,815,000 | 10,871,000 | 2,981,000 | TFL funding |
| Leicester City | N | 1 | Core funding | 36,301,000 | 36,250,000 | 35,421,000 | 40,905,000 | Bulk of core funding goes on highway maintenance, benefitting active travel & public transport. Of total spend, around a quarter is the cost associated with supporting concessionary fares on public transport which the council are obliged to fund under Government rules. The total spend from core funding includes expenditure which generates its own income to offset these costs. For example, expenditure on both on- and off-street parking represents around 10% of the costs shown. |
| Leicester City | | 2 | Core funding on active travel | 3,465,000 | 3,912,000 | 3,804,000 | 1,564,000 | 1. The Council have received £1.452m Emergency Active Travel Fund which has been or is being used for the benefit of active travel modes / 2. Over 10 miles of pop up cycle lanes have been provided as part of the Council's response to the Covid emergency / 3. The Council's Transforming City Fund programme of over £70m is focussed on improvements to sustainable transport modes i.e. bus, cycle and walking / 4. The Council's Connecting Leicester programme has invested £43m in schemes including public realm schemes in the city centre which has created significant improvements to walking and cycling facilities in the city centre |
| Leicester City | | 3 | One-off bids/grants | 1,162,000 | 1,759,000 | 3,701,000 | 5,865,000 | See note above. |
| Luton | N | 1 | Core funding | Not stated | Not stated | Not stated | See notes | Luton has provided forecast figures only that may be amended. |
| Luton | | 2 | Core funding on active travel | Not stated | Not stated | Not stated | See notes | Luton has provided forecast figures only that may be amended. |
| Luton | | 3 | One-off bids/grants | Not stated | Not stated | Not stated | See notes | Luton has provided forecast figures only that may be amended. |
| Manchester City | Y | 1 | Core funding | 16,500,000 | 23,400,000 | 30,000,000 | 22,000,000 | Transport is deemed to be the whole of Highways Services / Core funding includes all internal MCC funding / 20/21 is a forecast |
| Manchester City | | 2 | Core funding on active travel | 600,000 | 200,000 | - | - | Active travel only includes schemes specifically for walking and cycling or with large external funding specifically for this type of work. Other larger general highways schemes may also include smaller elements of active travel work, these values are omitted from the calculations |
| Manchester City | | 3 | One-off bids/grants | 300,000 | 100,000 | 1,400,000 | 7,800,000 | |
| Middlesbrough | | 1 | Core funding | 4,379,000 | 3,817,000 | 8,323,000 | 7,100,000 | |
| Middlesbrough | | 2 | Core funding on active travel | 932,000 | 402,000 | 516,000 | 915,000 | |

| Local authority | Elections? | Q | Funding | 2017-18 | 2018-19 | 2019-20 | 2020-21 | NOTES |
|-------------------------|------------|---|-------------------------------|--------------------|--------------------|--------------|--------------|--|
| Middlesbrough | | 3 | One-off bids/grants | 823,000 | 115,000 | 194,000 | 587,000 | |
| Milton Keynes | Y | 1 | Core funding | Not stated | Not stated | Not stated | Not stated | Provided detailed breakdown of all funding. |
| Milton Keynes | | 2 | Core funding on active travel | 1,107,189 | 1,768,849 | 1,012,293 | 874,055 | |
| Milton Keynes | | 3 | One-off bids/grants | Not stated | Not stated | Not stated | 183,281 | Emergency Active Travel Fund |
| Newham | N (LB) | 1 | Core funding | 10,261,890 | 14,540,477 | 14,352,671 | 10,630,081 | |
| Newham | | 2 | Core funding on active travel | 1,622,721 | 1,283,780 | 1,182,984 | 464,709 | Please be aware that our responses to Question 2, 3 and 4 do not include schemes that have included an element of walking and cycling improvements amongst a wider set of outcomes as we do not prioritise into primary and secondary. |
| Newham | | 3 | One-off bids/grants | 3,416,133 | 6,730,712 | 3,704,045 | 1,863,004 | |
| North East Lincolnshire | Y | 1 | Core funding | 5,176,000 | 5,266,000 | 5,671,000 | 5,320,000 | 2020/21 is budgeted, rest are actual |
| North East Lincolnshire | | 2 | Core funding on active travel | 151,000 | 328,000 | 371,000 | 256,000 | |
| North East Lincolnshire | | 3 | One-off bids/grants | 485,000 | 561,000 | 448,000 | 476,000 | |
| North Lincolnshire | N | 1 | Core funding | See notes | See notes | See notes | See notes | Refers to https://www.gov.uk/government/collections/local-authority-revenue-expenditure-and-financing#2020-to-2021 |
| North Lincolnshire | | 2 | Core funding on active travel | 1,143,042 | 1,632,615 | 761,572 | 401,487 | |
| North Lincolnshire | | 3 | One-off bids/grants | 0 | 0 | 0 | 41,000 | |
| Nottingham City | N | 1 | Core funding | 5,896,713 | 4,644,290 | 7,717,624 | 4,353,685 | |
| Nottingham City | | 2 | Core funding on active travel | 175,173 | 129,016 | 325,315 | 116,782 | |
| Nottingham City | | 3 | One-off bids/grants | 4,262,094 | 4,596,163 | 2,203,822 | 2,848,712 | |
| Peterborough | Y | 1 | Core funding | See notes | See notes | See notes | See notes | TOTAL FOR ALL YEARS = 6,484,268 (including forecast final spend for 2020/21) |
| Peterborough | | 2 | Core funding on active travel | See notes | See notes | See notes | See notes | TOTAL FOR ALL YEARS = 1,018,213 |
| Peterborough | | 3 | One-off bids/grants | See notes | See notes | See notes | See notes | TOTAL FOR ALL YEARS = 1,477,082 |
| Plymouth | Y | 1 | Core funding | 12,828,281 | 12,400,839 | 12,727,375 | 12,678,950 | Please note that the information set out in the table above includes both capital and revenue funding. In addition the figure quoted for the 2020/21 financial year is a forecast as the final figures and accounts are not yet available. |
| Plymouth | | 2 | Core funding on active travel | 18,150 | Info not available | 5,164 | 62,318 | 20/21 is a forecast |
| Plymouth | | 3 | One-off bids/grants | 1,302,599 | 1,185,887 | 1,710,818 | 4,465,749 | 20/21 is a forecast |
| Portsmouth | Y | 1 | Core funding | 13,489,312 | 14,856,449 | 13,835,665 | 17,565,800 | FY 20/21 not finalised |
| Portsmouth | | 2 | Core funding on active travel | 61,392 | 56,772 | 79,479 | 19,689 | FY 20/21 not finalised |
| Portsmouth | | 3 | One-off bids/grants | 170,342 | 804,216 | 822,071 | 256,063 | FY 20/21 not finalised |
| Redbridge | N (LB) | 1 | Core funding | 10,000,000 | 7,500,000 | 9,600,000 | 15,400,000 | Includes maintenance, flooding, parking & safety - each year not necessarily like for like. |
| Redbridge | | 2 | Core funding on active travel | 50,000 | 445,000 | 348,000 | 101,000 | |
| Redbridge | | 3 | One-off bids/grants | 0 | 200,000 | 1,628,000 | 329,000 | |
| Redcar and Cleveland | N | 1 | Core funding | Not stated | 9,207,678.89 | 9,562,018.00 | 9,128,050.00 | Capital + revenue. |
| Redcar and Cleveland | | 2 | Core funding on active travel | Not stated | 86,012 | 182,592 | 115,700 | |
| Redcar and Cleveland | | 3 | One-off bids/grants | Not stated | 0 | 0 | 14,348 | |
| Salford | Y | 1 | Core funding | 2,443,000 | 2,443,000 | 2,200,000 | 2,250,000 | Taken to mean transport capital (block3 funding) |
| Salford | | 2 | Core funding on active travel | 548,000 | 833,000 | 285,000 | 220,000 | |
| Salford | | 3 | One-off bids/grants | Data not available | 3,497,287 | 585,841 | 6,324,300 | |
| Sandwell | | 1 | Core funding | Not stated | 1,480,000 | 1,477,000 | 1,476,000 | |
| Sandwell | | 2 | Core funding on active travel | Not stated | 250,000 | 250,000 | 250,000 | |
| Sandwell | | 3 | One-off bids/grants | Not stated | 0 | 4,500 | 1,691,000 | |
| Sefton | Y | 1 | Core funding | 18,333,068 | 17,916,811 | 13,919,120 | 13,832,255 | Core funding (excluding bid/grant funding & S106 funding, which the authority also quoted). |
| Sefton | | 2 | Core funding on active travel | 279,053 | 168,390 | 96,000 | 273,574 | Primarily cycling infrastructure |
| Sefton | | 3 | One-off bids/grants | - | 81,868 | 484,000 | 2,450,704 | |
| Slough | Y | 1 | Core funding | Not stated | 1,273,387 | 665,811 | 497,477 | |
| Slough | | 2 | Core funding on active travel | Not stated | 502,377 | 280,000 | Not stated | 18/19 part of a large cycling and walking scheme from 2017 to year ending 2019 total spend £1.5m |
| Slough | | 3 | One-off bids/grants | Not stated | Not stated | Not stated | 167,912 | Total spend from Emergency Access Travel Fund |
| Solihull | Y | 1 | Core funding | 13,229,914 | 11,710,901 | 11,231,750 | 11,921,273 | Transport has been interpreted to mean the net expenditure within the Highways Services area and the Wildlife Ways (Greening the Grey) Shared Routes programme |
| Solihull | | 2 | Core funding on active travel | See notes | See notes | See notes | See notes | The authority broke down 'Active Travel (cycling and walking) infrastructure schemes' into Developer Contributions and One-off grant funding (see answers to Q3&4 below) |
| Solihull | | 3 | One-off bids/grants | 0 | 365,000 | 2,289,626 | 2,903,314 | |
| South Tyneside | Y | 1 | Core funding | Not stated | 4,336,000 | 4,351,000 | 4,351,000 | |
| South Tyneside | | 2 | Core funding on active travel | Not stated | 2,270,000 | 2,230,000 | 2,260,000 | |
| South Tyneside | | 3 | One-off bids/grants | Not stated | Nil | 1,050,000 | 100,000 | 2019/20 = Transforming Cities Funding / 2020/21 = EATF |
| Southampton | Y | 1 | Core funding | Not stated | 2,313,284 | 4,315,703 | 2,217,000 | |
| Southampton | | 2 | Core funding on active travel | Not stated | 411,518 | 441,377 | 762,000 | |
| Southampton | | 3 | One-off bids/grants | Not stated | 1,162,000 | 4,901,000 | 3,312,000 | |
| Southend | Y | 1 | Core funding | Not stated | Not stated | 1,104,549 | 114,463 | These are broken down into: 'Kent Elms', 'Capital Breakdown Sheet' and 'Progress Road' |

| Local authority | Elections? | Q | Funding | 2017-18 | 2018-19 | 2019-20 | 2020-21 | NOTES |
|------------------|------------|---|-------------------------------|------------|------------|------------|------------|---|
| Southend | | 2 | Core funding on active travel | Not stated | Not stated | 90,000 | 25,000 | |
| Southend | | 3 | One-off bids/grants | Not stated | Not stated | 950,000 | 1,148,592 | Includes Emergency Active Travel Fund Tranche 1 grant. |
| Stockport | Y | 1 | Core funding | 22,299,881 | 24,401,689 | 25,638,760 | 22,117,074 | Says: 'Please note that over this period, we have delivered two major schemes each of which included delivery of substantial walking and cycling infrastructure assets. However, the financial records do not separately identify walking and cycling elements. We have therefore attributed costs to active travel infrastructure on the same basis previously used for WGA footway and cycleway valuations for these schemes. / Please also note that the reported spend for 2020/21 is based on our draft, not final, out-turn positions.' |
| Stockport | | 2 | Core funding on active travel | 155,650 | 404,063 | 697,065 | 830,582 | |
| Stockport | | 3 | One-off bids/grants | 7,333,358 | 7,491,208 | 3,889,580 | 5,600,259 | |
| Suffolk | Y | 1 | Core funding | 54,614,000 | 50,046,000 | 50,796,000 | 59,641,000 | 20/21 to Quarter3 |
| Suffolk | | 2 | Core funding on active travel | 2,139,000 | 1,697,000 | 2,773,000 | 2,598,000 | Active travel infrastructure is often provided as an integral part of many of the larger highway schemes (e.g. creation of Rougham Tower Avenue and Beccles Southern Relief Road), but the active travel elements cannot be disaggregated as individual items within the design and construction of the whole scheme. This response captures those schemes which primarily provide active travel infrastructure. 20/21 to Quarter3 |
| Suffolk | | 3 | One-off bids/grants | 0 | 0 | 2,000 | 831,000 | |
| Sunderland | Y | 1 | Core funding | 34,038,000 | 15,343,000 | 11,078,000 | 36,526,000 | |
| Sunderland | | 2 | Core funding on active travel | 184,000 | 104,000 | 154,000 | 493,000 | |
| Sunderland | | 3 | One-off bids/grants | 263,000 | 11,000 | 914,000 | 792,000 | |
| Sutton | N (LB) | 1 | Core funding | 109,157 | 50,000 | 406,100 | 472,632 | 20/21 is a forecast. The authority has quoted the same figures in answer to Q1&2 for 2018/19 - 2020/21. We have queried this with them. |
| Sutton | | 2 | Core funding on active travel | 64,000 | 50,000 | 406,100 | 472,632 | |
| Sutton | | 3 | One-off bids/grants | 0 | 0 | 0 | 0 | Answered '£0' |
| Telford & Wrekin | N | 1 | Core funding | 6,199,798 | 7,122,982 | 7,305,078 | 7,945,806 | |
| Telford & Wrekin | | 2 | Core funding on active travel | 0 | 0 | 0 | 88,000 | |
| Telford & Wrekin | | 3 | One-off bids/grants | 0 | 0 | 0 | 76,000 | |
| Thurrock | Y | 1 | Core funding | 988,000 | 748,000 | 693,000 | 1,478,000 | 20/21 is estimated on basis of current budgets. All based on using ITB grant allocation. |
| Thurrock | | 2 | Core funding on active travel | See notes | See notes | See notes | See notes | Says: 'Finance find any expenditure on walking and cycling schemes in the years required, funded from ITB' |
| Thurrock | | 3 | One-off bids/grants | Not stated | Not stated | Not stated | 797,000 | 20/21 is from the Emergency Active Travel Fund, Tranches 1 + 2. Also says: 'Cycle Infrastructure Delivery programme funding was managed by Major Projects - no information has been provided from finance team'. |
| Trafford | Y | 1 | Core funding | Not stated | 395,000 | 503,000 | 227,000 | |
| Trafford | | 2 | Core funding on active travel | Not stated | 98,000 | 24,000 | 62,000 | |
| Trafford | | 3 | One-off bids/grants | Not stated | 1,264,000 | 341,000 | 1,294,000 | |
| Wakefield | Y | 1 | Core funding | 12,220,723 | 10,516,961 | 17,235,282 | 13,691,500 | |
| Wakefield | | 2 | Core funding on active travel | 204,401 | 148,952 | 331,331 | 304,381 | |
| Wakefield | | 3 | One-off bids/grants | 734,731 | 295,973 | 760,103 | 574,582 | |
| Waltham Forest | N (LB) | 1 | Core funding | 5,022,000 | 4,326,000 | 3,230,000 | 2,703,000 | |
| Waltham Forest | | 2 | Core funding on active travel | 3,374,000 | 2,999,000 | 2,443,000 | 2,061,000 | |
| Waltham Forest | | 3 | One-off bids/grants | 5,921,000 | 6,711,500 | 6,304,000 | 4,190,500 | |
| Warrington | Y | 1 | Core funding | 1,494,000 | 1,494,000 | 1,494,000 | 1,494,000 | 2020/21 is estimated. DfT LTP Integrated Transport Block (Annual Grant) |
| Warrington | | 2 | Core funding on active travel | 420,826 | 384,489 | 480,157 | 445,942 | 2020/21 is estimated. DfT LTP Integrated Transport Block (Annual Grant) |
| Warrington | | 3 | One-off bids/grants | Not stated | Not stated | Not stated | 181,000 | EATF Tranches 1 + 2. Tranche 2 bulk in 21/22. 20/21 is estimated. |
| Warrington | | 3 | One-off bids/grants | See notes | See notes | See notes | See notes | Also quotes 'Competive grant funding - major schemes' TOTAL= 8,133,946. From DfT National Productivity Investment Funding, LEP Local Growth Funding, Highways England Growth and Housing Fund, Homes England Housing Infrastructure Fund) Not reported annually as major schemes can span several years; some will run into 2021/22. |
| Wirral | Y | 1 | Core funding | 1,809,300 | 1,809,300 | 1,809,300 | 1,809,300 | We have queried these figures with the authority. |
| Wirral | | 2 | Core funding on active travel | 1,115,000 | 1,115,000 | 1,115,000 | 1,115,000 | We have queried these figures with the authority. |
| Wirral | | 3 | One-off bids/grants | 1,540,000 | - | 440,000 | 1,780,294 | |