



Active
Travel
England

Active Travel England: annual report and accounts 2025/26

For the period 1 April 2025 to 31 March 2026



Presented to the House of Commons pursuant
to Section 7 of the Government Resources and
Accounts Act 2000

Ordered by the House of Commons to be
printed on 06 July 2026

HC 292





Active
Travel
England

Active Travel England **Annual Report and Accounts** 2025-26

For the period 1 April 2025 to 31 March 2026

Presented to the House of Commons pursuant to Section 7
of the Government Resources and Accounts Act 2000

Ordered by the House of Commons to be printed on
06 July 2026

Active Travel England
West Offices
Station Rise
York YO1 6GA



© Crown copyright 2026

This publication is licensed under the terms of the Open Government Licence v3.0 except where otherwise stated. To view this licence, visit <https://www.nationalarchives.gov.uk/doc/open-government-licence/version/3/>

Where we have identified any third-party copyright information you will need to obtain permission from the copyright holders concerned.

This publication is also available on our website at <https://www.activetravelengland.gov.uk/>

Any enquiries regarding this publication should be sent to us at <https://www.activetravelengland.gov.uk/>

ISBN 978-1-5286-6555-1

E03617915 07/26

Printed on paper containing 40% recycled fibre content minimum.

Printed in the UK by HH Associates Ltd. on behalf of the Controller of His Majesty's Stationery Office.

Table of Contents

Introduction from National Active Travel Commissioner and Chair	5
Acting Chief Executive's Foreword	6
Performance Report	8
Performance Overview	8
Who we are and what we do	8
How Active Travel England is structured	9
Sponsorship.....	10
Looking forward, our risks and status as a 'going concern'	10
Financial Review	11
Our key risks	13
Performance Analysis 2025-26.....	15
Support our partners to perform	19
Build capability	22
Enhance safety and accessibility.....	23
Invest in impactful programmes and share what works	26
Be an excellent agency.....	28
Our 25-26 Key Performance Indicators	31
Our people.....	32
Civil Service People Survey.....	33
Diversity and Inclusion	33
Sustainability Report.....	36
Accountability Report.....	41
Corporate Governance Report	41
Statement of Accounting Officer's Responsibilities	42
Governance Statement	43
Remuneration and Staff Report.....	55
Remuneration policy	55
Service contracts	55
Remuneration (including salary) and pension entitlements (audited)	56
Fair pay disclosures (audited)	57
Pension entitlements (audited).....	59
Staff numbers and related costs report	62
Parliamentary Accountability and Audit Report (audited).....	66
The Certificate and Report of the Comptroller and Auditor General to the House of Commons	70
Financial Statements	78
Statement of Comprehensive Net Expenditure for the year ending 31 March 2026	78
Statement of Financial Position	79
Statement of Cash Flows	80
Statement of Changes in Taxpayers' Equity	81
Notes to the Accounts	82

Introduction from National Active Travel Commissioner and Chair

// When safe, accessible options are in place, people don't just travel differently, they live differently."



Active Travel England's vision is a simple one: to give people across the country a genuine choice to walk, wheel or cycle for everyday journeys.

On its own, each journey might seem small; a short trip to school, to the shops, to the bus stop or station. Repeated millions of times, every day, those choices reshape how a country moves and how it feels to live in. They mean quieter streets, less congestion, and more people out in the places where life happens.

The benefits are immediate and tangible. Moving under your own steam improves physical and mental health, reduces costs for families, and supports local businesses. But more than that, it changes what people feel they can do. Children able to travel independently. Parents not reliant on a car for every trip. Older people confident to get out and about and stay connected.

In less than four years, Active Travel England has helped shift what is being delivered across transport, public health and safer streets. Working with partners at every level, we are turning small, everyday improvements into something much larger: streets that feel safe, welcoming and usable for everyone.

Because when safe, accessible options are in place, people don't just travel differently, they live differently.

Chris Boardman
National Active Travel Commissioner

Acting Chief Executive's Foreword



In my role as Acting Chief Executive, I would like to thank Danny Williams for his leadership of Active Travel England up to 31 May 2026. Over four years, Danny played a central role in shaping the organisation and laying the strong foundations on which it stands today.

Active Travel England has made significant progress since it was established in 2022. In a short space of time, we have strengthened transport options for communities across the country.

That progress is a direct result of the commitment and expertise of our people, and I am proud of what the organisation has achieved.

Over the last year, we have continued to deliver on our objectives, putting in place the building blocks that will support walking, wheeling and cycling for years to come. Along the way, we have continued to test, learn and improve how we work, ensuring that our approach delivers lasting benefits for communities nationwide.

In July 2025 we worked to convene 13 mayors, the Secretary of State for Transport and the Chief Medical Officer to come together to make joint commitments on a more active school run, a national network for active travel and better integration of active travel with public transport hubs. The summit was a milestone for ATE and will shape and direct our priorities for the next three years.

We continue to support local authorities to develop, maintain and construct high-quality routes.

This year, we announced £626 million in multi-year funding to help councils deliver new walking, wheeling and cycling schemes – enough to support an additional 170,000 active trips per day.

Alongside this, we announced more than £100 million to fund training, community programmes and school initiatives, including the Bikeability programme, which has provided cycle training to more than 6 million children since 2007. These essential schemes give more people the confidence and skills to make active travel choices – enabling them to develop active habits that will benefit them for years to come.

Ensuring active travel is accessible to people from every background remains a core priority. In the last year, more than 2 million people engaged with our activation programmes, and our social prescribing pilot – where health workers are supported to prescribe walking, wheeling and cycling for health and wellbeing – reached more than 39,000 participants.

New planning regulations have marked a significant expansion of our role as a statutory consultation body for local developments. We'll now be involved earlier in the planning process, which means we can ensure that walking, wheeling and cycling are genuinely considered and built in from the outset.

Our teams have been working across a range of research projects and guidance to support the development and delivery of active travel schemes that are accessible, inclusive, and high quality. Key projects include guidance on safety issues, joint guidance with the Department for Transport on provision and design of floating bus stops, and a new tool to support the planning of active travel infrastructure around schools, colleges and universities.

We have also progressed several evaluation programmes to understand the impact and value for money of active travel investment, including publishing a suite of evidence assessments. This work ensures that future investment is informed by robust evidence and delivers the greatest possible benefit to people's lives.

Our series of webinars and engagement sessions continues to provide council officials with training and guidance, with an average satisfaction rate of 92% in the last year.

We have also established a Training and Education team, dedicated to building local capability and confidence within local authorities and raising the standards of schemes that are planned and delivered.

We are looking forward to hosting our first major planning and place-making conference this year in Manchester, welcoming around 1,000 delegates, to build on last year's event in York that hosted around 500.

In March 2026, we commenced a major project to help councils redesign streets to make them safer for women and girls. This critical work supports the government's safer streets mission and was released alongside new polling that showed that 9 in 10 women have felt unsafe walking after dark. The practical guidance that we are now working to produce will be applied by authorities up and down the country.

Our people are the backbone of the organisation, and none of this work would be possible without them. I'm grateful for the enthusiasm, professionalism and dedication of everyone across Active Travel England.

I look forward to seeing our continued contribution to improving the nation's transport system, and to supporting healthier, more connected communities across the country.

Graham Grant
Acting Chief Executive Officer

Performance Report

Performance Overview

Who we are and what we do

Active Travel England is enabling people nationwide to be more active by making streets safe and accessible for walking, wheeling and cycling. We do this by building capability across the country to deliver high-quality networks, routes and places. We engage, we enable, we assure and we advocate to make active travel a core part of transport planning.

At the heart of everything we do is raising standards in street design, to ensure our country's streets become safer and more accessible.

To support delivery, we set out five strategic priorities for 2025-26. These are to:

1. support our partners to perform
2. build capability
3. enhance safety and accessibility
4. invest in impactful programmes and share what works
5. be an excellent agency

Detail on how ATE has delivered against these priorities is set out in our Performance Analysis on pages 15–40.



How Active Travel England is structured

ATE is headed up by the National Active Travel Commissioner, Chris Boardman, who is also the appointed Chair of the Board. Our Chief Executive Officer provides the operational leadership for the organisation, supported by our core directorates.

Inspections

Our inspectorate is focused on increasing capability of local authorities through the provision of support, training and technical expertise. ATE inspects final schemes, but our focus is on early intervention to ensure quality and safety is designed into projects, and that these meet the needs of all.

Planning, Development and Strategy

Our statutory roles in spatial planning sit within the Planning, Development and Strategy Directorate. The Spatial Planning team comments on the active travel merits of major developments that meet at least one of three consultation criteria. The team has also introduced a limited pre-application service, which will be expanded as resources allow. From 2026-27, the team will begin assessing new-style Local Plans and Spatial Development Strategies – produced by local and combined authorities – to ensure growth plans properly consider the infrastructure required to support development and that sites are sustainably located.

This work is complemented by the Planning and Placemaking Strategy team, which works with local authorities, developers, the Ministry of Housing, Communities and Local Government (MHCLG), and other key stakeholders to develop planning policy and guidance. Their aim is to embed active travel in new developments at the earliest possible stage.

The Strategy team sets ATE's strategic direction by leading the development of corporate and business plans and ensuring the organisation's vision and priorities are understood and embedded. It draws on insight from the active travel sector, including customer feedback and expert advice, and works closely with government policy teams to provide robust evidence that supports wider government priorities for walking, wheeling and cycling.

Data and Analysis

The data, digital and analysis team provides data analysis, modelling and tools to support ATE's strategic priorities. The analysis team focuses on modelling, data science, appraisal and evaluation to provide insight into national strategies and policies required to meet government objectives for active travel, and supporting transport authorities to improve appraisal, monitoring and evaluation.

The data and digital team uses data engineering and software development to deliver the tools, data visualisations and software that ATE and transport authorities need to ensure cost-effective investment.

Operations

The operations directorate is led by the Chief Operating Officer and provides the support that enables the organisation to be a success. Providing all corporate support, operations ensures that the organisation can run effectively and efficiently, including monitoring our performance and delivery through the Portfolio Management Office.

The investment team forms part of the operations directorate, designing and managing dedicated funding support to build active travel schemes and activate their use, and supporting wider investment in active travel across government (such as through the Integrated Settlements).

The Regional Management team is part of operations and comprises experts located across the eight English regions. The team works closely with mayoral combined authorities and local authorities to identify challenges, promote best practice and activate appropriate support.

Communications and external affairs forms part of the Operations directorate and this year, a new training and education team was established to deliver training and upskilling nationwide.

Sponsorship

As an executive agency of the Department for Transport (DfT), we report to the Secretary of State for Transport as responsible Minister. This relationship is managed through our sponsor team at the Department, with whom we regularly engage to report progress made on our priorities.

Looking forward, our risks and status as a 'going concern'

Our 2025-26 business plan, which covers our strategic priorities and details of our performance against them, is contained in our Performance Analysis. Our Board's role is to confirm strategy and performance monitoring of ATE and focus on where the most benefit can be delivered.

To support this work, ATE has continued to develop its risk management framework. Details of the principal risks faced during the year can be found in the Governance Statement.

The Board has also assessed our going concern, details of the assessment can be found in Note 1.4 of the Notes to the Accounts.

Financial Review

ATE is funded through Parliamentary Supply voted to the DfT. The agency has remained within the budgets allocated.

Our operating expenditure increased from £137 million in 2024-25 to £178 million in 2025-26. This reflects higher allocations for capital grants allocated to local authorities and delivery partners.

At the end of 2025-26, the agency had net assets of £1 million, comprising total assets of £8.9 million and total liabilities of £7.9 million. Our key assets remain cash held by The Bikeability Trust to settle claims for future grant payments, and our key liabilities are trade payables and accruals relating to grants. This is consistent with our position in 2024-25.

ATE's primary financial activity remains the provision of grants to local authorities and delivery partners. In 2025-26 ATE awarded £167 million in grants, equating to 94% of our total expenditure. Our core functions continue to grow, as we recruited more staff to deliver our corporate plan, and engaged third parties to support delivery of our digital pipeline and technical guidance products.





Our key risks

ATE's risk management process can be found in the accountability report on pages 41-54.

Key risks are reviewed on a quarterly basis by the executive committee and reported to our Board.

Key risks in 2025-26

Strategic priority	Risk summary	Risk assessment and trend	Summary of mitigations
Be an excellent agency	We will not have the capacity or capability to deliver our priorities – ensuring we have the ability to attract and retain the best talent.	Medium →	Over the year, we strengthened our people-focused approach by launching a comprehensive people strategy and promoting our employee offer to support wellbeing and retention. We invested in talent pipelines through our summer internship programme, introduced succession planning for key roles, and approved recruitment to build organisational resilience.
Enhance safety and accessibility Build capability	We will not be able to build the required level of capability and capacity within local authorities and other stakeholders – ensuring we have the right guidance, tools and processes.	Medium →	Our work this year has focused on embedding our role within devolved funding arrangements, alongside running the 2025 capability rating process.
All strategic priorities	We will not have the remit and framework to deliver effectively against our objectives and KPIs – ensuring we have the right process and plans in place to monitor and track our performance and impact.	Medium →	In year we have transformed our approach to portfolio and project monitoring to improve our understanding of delivery, alongside embedding the recommendations of the GIAA-led governance review. We have engaged actively in the review of our agency status with DfT and worked to agree a three-year corporate plan starting in 2026-27.
Invest in impactful programmes and share what works	We will not collect, process and analyse the right data – ensuring we have sufficient processes and technology to collect the right data to meet our KPIs and objectives.	Medium →	We have built on the launch of our Update Your Capital Schemes service to track data on over 3,000 schemes by standardising how our data is collected and used in the agency. We have also undertaken a comprehensive review of our monitoring and evaluation approach to support local authorities in collecting scheme data.

Strategic priority	Risk summary	Risk assessment and trend	Summary of mitigations
Support our partners to perform	We will not have sufficient influence over stakeholders and wider policy – ensuring we have a shared understanding of our purpose and impact and can influence decisions to meet our targets.	Medium ↓	We have had a successful year led by the mayoral announcement in July 2025, with a coalition of 12 of England's combined authority mayors signing an ambitious joint statement pledging to create a national active travel network. We have worked with the DfT on the development of the third Cycling and Walking Investment Strategy along with our role to support its delivery.



Performance Analysis 2025-26

This section sets out the progress we are making in delivering our strategy and provides an overview of key highlights and challenges in the year. It is structured against the five strategic priorities published in our 2025-26 Business Plan.

ATE continues to provide direct funding for local authorities for active travel in line with the capability of authorities to deliver high-quality schemes and initiatives.

Based on our annual capability ratings, £128 million of capital and £40.2 million of revenue funding was announced in March 2025 for local authorities to deliver high-quality walking, wheeling and cycling infrastructure, build technical skills, develop effective scheme pipelines, and deliver behaviour change programmes, under the Consolidated Active Travel Fund (CATF). Of this funding, £24.5 million capital and £7.2 million revenue formed part of the Integrated Settlements for Greater Manchester and the West Midlands combined authorities.

Our investment is not only aimed at local authorities. We continue to support wider delivery partners to deliver high-quality infrastructure. The National Cycle Network (NCN) is made up of over 12,000 miles of signed routes across the UK. It is a network that allows people to connect to the places around them – facilitating 463 million trips a year.

ATE works with our delivery partner, Walk Wheel Cycle Trust (WWCT – formerly Sustrans), to maintain and improve the network, making it accessible and safe for everyone. In 2025-26, we provided a further £28.1 million to fund 20 miles of improvements and the removal of 157 barriers. Access control barriers prevent legitimate users, such as wheelchair users or users of a non-standard cycle, from accessing an active travel route. Since 2018-19, government funding on the NCN is projected to deliver a total of 191 miles of improved routes and the removal of 518 barriers.

In 2025-26, ATE undertook a contract competition for the administrative management of the Government's Bikeability programme. This was an opportunity to ensure that the management of the Bikeability programme will continue to be delivered efficiently and effectively, offering good value for public money and supporting long-term growth in cycle training for children. The £4.5 million contract was awarded to the Bikeability Trust, who will be working with ATE, local authorities and training providers over the next three years (2026-27 to 2028-29) to deliver the programme.

Our inspectorate works to ensure that active travel infrastructure meets quality and safety standards in a way that delivers a net benefit to all road users. The team supports our investment approach by reviewing schemes at bid stage, providing essential assurances over scheme designs and network integration, at key stages throughout the scheme lifecycle, and on completion.

Recognising the importance of the wider active travel funding landscape, we have collaborated with partners on other key funding streams such as the Levelling Up Fund (LUF) and City Regional Sustainable Transport Settlements (CRSTS) to apply our expertise to wider government investment in active travel.

The Inspectorate's goal is to drive the delivery of safe, accessible, and effective schemes that are fully compliant with relevant guidance. We do this by working closely and collaboratively with authorities during the design of their active travel and multi-modal schemes. The most effective mechanism for this support is through Design Review Panels: in the reporting year we have attended a total of 141 panel meetings with a throughput of 289 schemes.

In total, we assessed £687 million of investment across more than 500 schemes in 2025-26, serving 82 authorities across England.

This has led to a 21.5% average uplift in scheme quality. We assess scheme quality based on its safety, compliance, accessibility and the likelihood it will improve active travel. The % change in scheme quality is a measure of how the support from ATE has improved the scheme quality from its initial design to its final design.

We also review schemes post-completion, undertaking 77 final inspections across 46 authorities in 2025-26. This provides an excellent opportunity to review best practice across the country and helps to inform authority capability ratings.

77 on-site
inspections across
46 local authority areas

Over 500 design reviews
took place during 2025-26



Average percentage
increase in scheme
quality

21.5%
based on the over 500
schemes that have been
quality assured using one
of the inspectorate's tools



Identifying and addressing the causes of ineffective, low-quality or significantly delayed schemes is key to helping local authorities deliver their active travel commitments. Our regional management team are experts located across the eight English regions to work closely with mayoral combined authorities, local authorities and other key stakeholders to identify challenges, promote best practice and activate appropriate support. Regional managers recorded more than 1,200 individual engagements during 2025-26.

More than
1,200

individual engagements with
local authorities and other
local stakeholders



Research and guidance to support planning and delivering of active travel schemes

We have also continued to work with partners on a range of research projects and guidance to support the planning and delivery of active travel schemes that are accessible, inclusive, high quality and provide maximum benefits for people walking, wheeling and cycling.

These key projects include:

Walking Pilot Network – Working in partnership with Living Streets and Footways, we have conducted a pilot study to develop and test a methodology for identifying inclusive, attractive, and functional walking networks in urban areas, and to map these networks. These plans have the potential to help local authorities improve conditions and plan investment. The pilot study took place in five locations – Sunderland, Liverpool, Bristol, Sheffield, and Maidstone – and the results provided a better understanding of different approaches in different contexts. We expect some of the learnings from the project to influence further guidance.

Critical safety issues – We have also published illustrated guidance on the 16 critical safety issues¹ for walking, wheeling and cycling identified in ATE's route check tool. A critical safety issue is defined as a street layout or condition that is associated with an increased risk of collisions for people walking, wheeling or cycling. This guidance explains each of the issues with illustrations and provides links to relevant guidance and key evidence. At the same time, we are conducting a comprehensive review and gap analysis to strengthen the evidence base behind ATE's design assessment framework, including its key metrics.

1. <https://www.gov.uk/government/publications/critical-safety-issues-for-walking-wheeling-and-cycling>

Streets for Schools Tool –

We have also developed a tool to support planning and infrastructure development on streets around schools and other educational facilities. We have engaged with key partners including the Department for Education and 20 local authorities during development phase and have completed initial testing. The tool will be published later in 2026 alongside case studies.

Rural Design Guide – Working with a range of partners and stakeholders, we have drafted and consulted on guidance to support local authorities plan and design active travel infrastructure in a rural context. Drafting the guidance involved extensive consultation with over 70 organisations providing feedback, including the National Trust, the Canal & River Trust, the British Horse Society and WWCT. Once published, the guidance will include technical information on a range of themes such as the development of traffic-free greenway routes and the integration of walking, wheeling and cycling in market towns alongside case studies.



We have commissioned a study to inform and comparably measure how streets deliver for different transport modes – walking, wheeling, cycling, buses, and motor traffic. This helps local authorities and designers make evidence-based decisions when considering road space allocation and provision for different modes of transport. This project has been commissioned to the University of Westminster and University of Leeds through a grant competition process. Outputs of the project are expected in 2027 and will inform further development of ATE design tools.

ATE has also developed a programme of essential learning to make information and best practice easily accessible. This included the delivery of two webinars on how to highlight critical issues in active travel schemes, which reached 1,255 attendees from approximately 300 organisations. Two webinars introducing the statutory guidance on floating bus stops provision and design reached 804 attendees from over 200 organisations. Further information around floating bus stops can be found on page 24. Through virtual webinars and engagement sessions covering a variety of themes, such as placemaking, city centre regeneration, pedestrianisation and partnership working, we reached 5,397 participants in 2025-26 with an average satisfaction score of 92%.



Support our partners to perform

We have successfully discharged ATE's statutory duty to respond to planning application consultations that meet at least one of three prescribed criteria, namely any developments that meet or exceed any of the following thresholds: 150 residential units, 7,500m² or more of floorspace or sites of five hectares or more.

This has ensured that developments with significant potential to influence active travel outcomes are subject to ATE's assessment, and we have advocated for high-quality walking, wheeling and cycling infrastructure in line with national policy and guidance.

We responded to 2,045 planning application and pre-application consultations in 2025-26, covering development proposals for more than 521,000 homes. We recommended enhancements or conditions to secure improvements on planning applications comprising 191,000 homes. If our detailed recommendations are taken forward, around 450,000 people would benefit from improved transport choice.

Pre-application service

In March 2025, we initiated a soft launch of ATE's pre-application service with a focus on 1,000+ homes and/or developments that include a new school and others by exception. The Secretary of State's August 2025 letter to ATE's Chair highlighted that a key priority for the agency is to continue to ensure that active travel is embedded in new developments, with a strong emphasis on early-stage involvement. To secure better outcomes earlier in the process – when design changes are easier and more cost-effective – we are working towards broadening our pre-application service to include more developments for which ATE will be a statutory consultee at application stage, subject to capacity and resource.

New spatial plan service

In 2025, MHCLG consulted on reducing the statutory scope of several national planning consultees, including ATE. We submitted proposals to MHCLG to streamline our responsibilities to comment on planning applications to enable expansion of our pre-application service and commence a new role in assessing spatial plans, as recommended by the independent 1-year review of ATE's statutory role in planning during 2024.

Following on from these discussions with MHCLG, we launched a project in autumn 2025 to stand up ATE's new spatial plan service, establishing a Working Group and Steering Group in advance of an external commission to support the project. New regulations for local plan-making were laid and implemented in March 2026. This means that:

- ATE is now a 'specific consultation body' for new-style local plans and supplementary plans
- a local planning authority is required to consider whether ATE may have an interest in the preparation of the plan and invite ATE to make representations as part of their consultation on the plan
- ATE is also listed as a new prescribed public body with a requirement to assist with plan-making. What these requirements are will be set out in guidance

This represents a significant expansion of ATE's responsibilities. The new role, with updated regulations, is a real vote of confidence in ATE for the work we have done in the past 3 years as a trusted and supportive body in the planning system.

ATE commissioned support for the development of our service offer and pilot responses to two emerging local plans in spring 2026.

Temporary measures will support statutory engagement from March 2026, and ATE will be able to provide a comprehensive offer when the project to stand up the service has completed and additional staff are onboarded during 2026-27.

New towns programme

ATE's Spatial Planning team now has a dedicated lead to support the Government's New Towns programme. New Towns are settlements formally designated for planned, large-scale development. We have fed into workshops to identify vision-led transport solutions for the proposed New Towns sites, working across government with the DfT, Homes England, Network Rail and National Highways to input further into consideration of the 12 shortlisted New Towns locations from an active travel and vision-led perspective, with the Government announcing seven areas proposed as locations for New Towns in March 2026.

New guidance

We are continuing work to publish our new Supplementary Planning Advice Notes on Designing for Active School Journeys, Cycle Parking and Framework for Street Adoptions. These documents respond to feedback from the public and private sector, which identified a need for further advice on these three topics. The advice notes have been developed through extensive stakeholder engagement.

The guidance will support our stakeholders involved in the planning and design process, and will help to improve the quality of active travel infrastructure and facilities.

We are also supporting the DfT on updating Manual for Streets, a key piece of street design guidance relevant to all those involved in designing and constructing new streets and upgrading existing streets.

Influencing and engagement

As the technical expert in government on active travel in the planning system, we have continued to input in workstreams led by the DfT, MHCLG, and other government departments and agencies through legislation, policy and guidance development. This has included work feeding into updates to national planning policy and guidance, including design and placemaking guidance, published by MHCLG and Homes England; and Better Connected, the new integrated national transport strategy published by the DfT.

We are also exploring how we can further innovate our planning service offer. This includes through the development of new guidance on embedding active travel in local and strategic plan-making to help support local authorities, developers and others engaged in the planning and development sector to bring forward development with safe and inclusive active travel provision embedded from the outset.

Over **2,000**

planning consultations responded to during 2025-26 covering over 521,300 homes



97.8% of

planning applications responded to on time (within 21 days or other period as specified by the consultee)



Build capability

In December 2025, we completed our third local authority capability ratings exercise, assessing their capability to plan, design and deliver active travel schemes and networks.

The refreshed ratings have been used to calculate multi-year funding allocations for local authorities within integrated and consolidated settlements, setting local transport budgets up to 2029-30. We have increased funding per head for more capable authorities who will not receive Transport for City Regions (TCR) funding to help accelerate their ability to deliver high-quality schemes, ensuring a more equitable distribution of funds.

This year, nine authorities have increased their rating, with four authorities increasing from Level 1 to 2 and five authorities from Level 2 to 3. For the first time, this includes rural authorities joining the large city regions at the higher levels of capability. All authorities, and particularly those with lower capability ratings, have been encouraged to continue to invest in capability-building activities, including the development of Local Cycling and Walking Infrastructure Plans (LCWIPs), network, design, scheme planning and design, public consultation, data and evidence collection and training for authority officers and members.

ATE provided £103 million of capital funding under Consolidated Active Travel Fund (CATF) to authorities in 2025-26 for local authorities to deliver high-quality walking, wheeling and cycling infrastructure. This includes upgrading existing schemes, carrying out essential maintenance and developing a pipeline of capital schemes for future investment. In response, a total of 198 capital schemes have been proposed by authorities and assured by ATE for development and construction.

National Cycle Network (NCN) funding for 2025-26 was £28.1 million, including £25 million capital and £3.1 million revenue funding. The funding is provided to maintain, upgrade and extend the existing network, as well as ensuring a pipeline of future schemes and measures to increase walking, wheeling and cycling on the network. A total of 20 capital schemes are proposed as part of this package.

In summer 2025, the 10 English National Park Authorities (NPAs) delivered park-wide walking and cycling network plans, the primary output of ATE's National Parks Capability Fund. For the project ATE provided an initial £1 million revenue funding (£100,000 per park) to build their active travel capability, with a further £2 million revenue funding (£200,000 per park) provided in the reporting year. This included identifying local priorities, engaging with stakeholders, developing network plans and delivering supporting capability-building activities.

The funding additionally provided the opportunity for NPAs to address the statutory duties and strategic aims identified in their respective management plans, which include conserving and enhancing the beauty, wildlife and heritage of the area, promoting opportunities (accessibility) for the enjoyment of the park, and addressing climate change – all of which are facilitated by increased levels of active travel.

Adopting the lessons and model from the ATE National Parks Capability Fund, we are providing funding to build active travel capability around selected ports and airports, as an enabler for employment accessibility, health and environment outcomes in those vicinities. This funding will support similar activities to the National Parks Capability Fund, linking in with local authorities to create a bank of schemes ready for future funding by developing integrated network plans and capability building support.

Enhance safety and accessibility

Aligned with the Government's wider Safer Streets mission, in March, ATE launched a women and girls' walking and wheeling safety project, the outputs of which have included (to date):

- updating ATE's best practice guide to community consultation and engagement to place greater emphasis on effectively engaging women and girls in the consultation process for new active travel schemes as part of all engagement projects
- delivering gender mainstreaming training for internal ATE staff
- delivering roundtable sessions at Living Streets' National Walking Summit in March 2026

In addition, work is ongoing to deliver:

- external training webinars for local authorities and the private sector on considerations for women and girls in active travel design and guidance, ensuring the needs and experiences of women and girls are reflected across planning and delivery
- guidance on designing better active travel solutions for women and girls and how looking at active travel through the lens of gender can help create safer and more inclusive spaces, routes and facilities

- a review of existing guidance products nationally, with the aim of identifying gaps and creating clear recommendations on how to build capability around the design of safer streets for women and girls to ultimately benefit everyone
- showcasing best practice from across the country, highlighting practical design interventions authorities up and down the country can implement to make streets and places feel safer for everyone

During the year we have also developed new research and guidance to improve safety and accessibility of active travel infrastructure.

Statutory guidance on floating bus stops provision and design

Floating bus stops are bus stops where a cycle track and bus stop intersect and where bus passengers, pedestrians and cyclists may interact. While these layouts encourage and promote cycling by minimising interactions between buses and cyclists, there has been feedback from some user groups, particularly visually impaired users, that they pose safety and accessibility concerns. This statutory guidance, developed in partnership with DfT and published in January 2026, provides designers with clear information on the design process and the core considerations when developing floating bus stop layouts.



Credit: Wheels for Wellbeing

The guidance ensures that designs are safe and accessible for pedestrians, disabled people, cyclists, and bus passengers, and that decisions are evidence based and lead to appropriate layouts for different contexts. Engagement with a wide range of partners and organisations (over 21 as named in the guidance itself) contributed to the development of this work.

Floating bus stop research

Alongside the publication of the statutory guidance, we have commissioned further research to better understand existing floating bus stop practice, with a focus on safety, accessibility, and the suitability of different layouts across varied contexts, as well as potential improvements. This research will be phased, beginning with a review of existing infrastructure, safety data, and available evidence. This will be followed by engagement with user groups and technical stakeholders, and finishing with the identification and testing of potential design enhancements. Findings from this research will inform future updates to national guidance.

Pedestrian crossings research

Working with Transport for London, we are providing funding and support to a research project assessing different types of pedestrian crossings and their safety, inclusivity, and service levels, including how well they meet the needs of protected user groups.

ATE tools development

We continue to refine and update our suite of design assistance and assurance tools to ensure that our partners across the sector have access to the latest knowledge and understanding regarding the quality of existing and proposed infrastructure. As more evidence becomes available, the selection of tools will be further updated, as well as wider planned upgrades with a focus on usability and clarity of message.

Pedestrian crossings research project

We have undertaken a programme of research into pedestrian crossings, which included studies on side road zebra crossings and on technology-assisted crossings at bus stop bypasses. The work examined how design features, street layouts and emerging detection technology affect safety, accessibility and user experience, particularly for blind and partially sighted people. The findings from both studies are now being finalised, and publication of the reports is expected later in 2026-27.

We have established a Technical Oversight and Advisory Group to support the development of new and improved technical products and an associated programme of research. The group provides independent oversight and assurance of ATE's technical work, seeking opportunities for efficiencies and collaborative working.

Invest in impactful programmes and share what works

In 2025-26, our programmes actively engaged more than 2 million people. Our revenue investment includes behaviour change, training and engagement programmes which enable more people to choose active travel for their everyday journeys.

By overcoming barriers, building confidence and sharing the joy of active travel, these programmes are helping to make walking, wheeling and cycling a safe and accessible option for everyone.

In 2025-26, over 460,000 children took part in Bikeability cycle training, including more than 300,000 children participating in level 2 on-road training.² A total of £78 million has been allocated to Bikeability programme delivery over the next three years, from 2026-27 to 2028-29. The Bikeability Trust has continued to run projects to increase the reach of the Bikeability programme and overcome barriers to participation. This has included further investment into instructor training, alongside flexible funding and support for local authorities to scale up their Bikeability delivery.

Maintaining our strong focus on schools, we continued to fund the Living Streets Walk to School Outreach programme (£5 million) and the Modeshift STARS and Active Travel Ambassadors programmes (£1 million). These programmes have engaged over 440,000 children, across primary and secondary school ages, alongside parents and school communities. Funding was also provided to Cycling UK for their Big Bike Revival programme, which supported over 96,000 people to start or return to cycling through a programme of fix, learn and ride sessions.

Delivery of local authority active travel social prescribing (ATSP) and e-cycle pilots has continued during 2025-26. A national evaluation of the ATSP pilots, due to report in 2026-27, will inform future approaches to engaging disabled people and those with health conditions, and the e-cycle pilots are trialling ways to address barriers such as cost.

In July 2025 we launched the CATF, totalling £168 million (including Integrated Settlements to Greater Manchester and West Midlands combined authorities) as a preliminary step towards full transport funding consolidation. ATE provided £128 million capital and £40.5 million revenue funding to authorities.

2. Bikeability figures are provisional and subject to change.

The CATF combines activities previously funded by the Active Travel Fund (ATF) and Capability Fund and focuses on delivering active travel programmes, including the delivery of high-quality walking, wheeling and cycling infrastructure, capability-building measures and behaviour change activities.

Most recently, in October 2025, we launched the Active Travel Innovation Fund, a £1 million revenue fund offering individual grants of up to £100,000 as part of a competitive bid process. The fund is designed to enable successful applicants to develop and deliver bold and innovative active travel interventions, aimed at increasing current levels of walking, wheeling, and cycling in England. We are delivering the fund alongside the Government Grants Managed Service (GGMS), and received nearly 500 applications from small- to medium-sized organisations, including businesses and charities. Following an extremely competitive review and interview process, we awarded funding to organisations who represent a diverse range of innovative ideas from across the country. We are supporting recipients as they develop and deliver their innovations.

We have progressed a number of evaluation programmes to understand the impact and value for money of investment in active travel.

In January 2026, we published evidence assessments of seven themes to share the best evidence on the impact of investment within the sector. In 2026-27 we intend to publish two process, impact and value for money evaluations of the ATF2 funding, focusing on low-traffic neighbourhoods and school streets, and cycle paths. We will also publish an evaluation of the active travel social prescribing evaluation in 2026-27.

We continue to work on the Active Travel Portfolio Evaluation, a process, impact and value for money evaluation of active travel investment, from ATF3 to ATF5e. The evaluation is split into four themes – active school travel, enabling adult cycling, walking and wheeling and capability in planning and design. Results will be published starting in 2028. We will publish and share all commissioned research with the sector in an easily accessible and interpretable form.



We also plan to publish an evaluation strategy in 2026-27 covering approaches to national evaluation and support to authorities to conduct their monitoring and evaluation. In addition, we continue to conduct work to understand the capability of transport authorities to conduct monitoring and evaluation, and will step up efforts to help authorities to improve that capability in 2026-27.

ATE also continues to support the sector to conduct effective appraisal of the impact of active travel intervention, including review of value for money cases for schemes of significant value funded through ATE funding rounds. ATE also continues to work collaboratively with DfT to understand how the active travel appraisal toolkit could be updated and extended – for example, to include morbidity benefits.

ATE has conducted an exploratory internal work programme to understand the size of impact of ATE-funded schemes in generating uplift in active travel, through analysis of counter information close to ATE-funded schemes. We intend to extend this approach in 2026-27 through the addition of a significant number of counters to generate a more robust measurement of uplift related to different types of investment over the coming years. ATE aims to make the results of this work available to authorities as soon as robust results are published.

Be an excellent agency

Our corporate enablers make our overall strategy possible. They provide the support framework for the organisation to ensure the appropriate and effective running of the agency. They also manage our shared services arrangement with DfT. Enablers include: HR, Secretariat, Finance, Risk and Assurance, Communications, External Affairs and Training and Education, and Programme Management.

Our corporate services are based on an integrated business partnering approach across the whole organisation supported by key operational and enabling functions in the core department. We have continued to run challenge sessions with each directorate to address key risks, oversee delivery of programme plans and drive better forecasting of finances and resources. This is now an embedded practice that supports the delegation framework and accountability for resource planning, alongside monitoring overall delivery of plans.

To support the delivery of our 2025-26 business plan, we introduced and rolled out a new key governance forum and monitoring dashboard for programme delivery, to provide the necessary assurance that we as an agency are applying the correct levels of oversight and scrutiny to ensure we meet our strategic objectives. The governance forum relies on new formal project delivery documentation and acts as the project initiation gateway to hold critical discussions and decisions on changes to the programme plan.

ATE continues to deliver effective communications across the mix of publications, digital and media relations. During 2025-26 we made six national media announcements and co-ordinated three ministerial visits. Our posts across our social channels received nearly 1 million views.

In July 2025, we convened 13 mayors, the Secretary of State for Transport and the Chief Medical Officer in York to make joint commitments on a more active school run, a national network for active travel and better integration of active travel with public transport hubs. The joint statement pledged to provide 3,500 miles of safer routes to schools, shops and high streets, workplaces and transport hubs.

Our external affairs function supports the National Commissioner and all senior staff as well as co-ordinating webinars, in-person events and conferences.

Joint statement on walking, wheeling and cycling

2 July 2025

We, the Mayors of England's Combined Authorities, will work together to improve our streets for everyone, for the benefit of the health, wellbeing and connectedness of our communities.

This commitment to walking, wheeling and cycling, with a first focus on the school run, will help get **20 million people more active daily** and create more than **3,500 miles of safer routes** connecting schools with local neighbourhoods, high streets and transport hubs.

We are doing this as part of wider plans to fully integrate our transport networks, to deliver new housing and to further cement local economic growth.

We commit to:

- Work with the Department for Transport, Active Travel England and our local authorities to create a **country-wide national walking, wheeling and cycling network**, comprising of local networks that are **safe and easy to use**. This will give millions of people across England the choice to use **high quality, safe routes** in their communities.
- **Transform the school run** by delivering high-quality, safer routes in neighbourhoods nationwide.
- **Deliver region-wide integrated transport networks** by giving people **easy walking, wheeling and cycling access to buses, trams and trains** which will in turn help deliver new housing and support local economic growth.

Together, we can transform our regions and deliver increased transport choice, sustainable public transport, boost local economies and give our younger generation access to opportunity.

Signed,

 Tracy Brabin, Mayor of West Yorkshire	 Paul Brabin, Mayor of Cambridgeshire and Peterborough	 Andy Burnham, Mayor of Greater Manchester	 Luke Campbell, Mayor of Hull and East Yorkshire	 Oliver Coppard, Mayor of South Yorkshire
 Helen Godwin, Mayor of the West of England	 Ben Houchen, Mayor of Tees Valley	 Kim McGuinness, Mayor of the North East	 Richard Parker, Mayor of the West Midlands	 Steve Rotherham, Mayor of the Liverpool City Region
 David Skelth, Mayor of York and North Yorkshire	 Claire Ward, Mayor of the East Midlands	 Heidi Alexander, Secretary of State for Transport	 Chris Boardman CBE, National Active Travel Commissioner	 Sir Sadiq Khan, Mayor of London



In July 2025, the external affairs team supported the delivery of the Active City conference in York, with around 500 delegates in attendance. ATE representatives spoke at 76 conferences and events during 2025-26.

The external affairs team also leads on stakeholder relations and produces a monthly e-newsletter, which now has almost 3,200 recipients signed up.

In March 2026, a Training and Education team was established within the Communications team. This was to enable more focused support of ATE's strategic commitment to build local capability and confidence to plan and deliver high-quality transport systems. The team will be responsible for overseeing the creation and delivery of training for ATE's target audience. This will include developing a new training and education strategy and delivering Making Active Places, a 1,000-delegate conference due to be held in September 2026 at Aviva Studios, Manchester.

Ensuring our workforce has access to essential information, so that they can understand how their work contributes to our overall objectives and celebrate shared goals, has been an important workstream this year. We have strengthened our internal communications capability, with a coordinated schedule and dissemination of information, and we have continued to embed our values across ATE.

Nearly

5,400

attendees to our webinars



Almost

3,200

recipients signed up for our e-newsletter



Employee
Engagement Index
score of

75%



Our 25-26 Key Performance Indicators

To understand the extent to which we are delivering against our strategy, we have developed a performance management framework including KPIs. Percentage figures are rounded to whole figures.

Strategic priority	KPI	2025-26 target	2025-26 performance	Commentary
Build capability	Improve local authority capability ratings by 5% over the 2025-26 period.	5%	11%	9 authorities (out of 80) increased their rating this year.
Enhance safety and accessibility	Improving the percentage of total funding in the Cycling and Walking Investment Strategy that is assured for level of service from 19.1% to 20%.	20%	19.3%	Includes an estimate of the active travel value of multi-modal schemes, for which design assurance was provided.
Enhance safety and accessibility	Improving the average increase in scheme quality from 21.5% to 24.0%.	24%	21.5%	This represents design assurance on a total of 252km of network. The average baseline design score is 27.6%, with a score following design assurance at 49.1%.
Enhance safety and accessibility	Respond to 100% of planning applications within the statutory timescale (2024-25 98.5%).	100%	97.8%	New consultations increased by 28% compared to 2024-25, while a significant share of work focused on re-consultations following initial deferrals.
Support our partners to perform	Develop a customer satisfaction/stakeholder engagement survey.	Achieve	Not achieved	Survey going live in April with results in May 2026.
Invest in impactful programmes and share what works	Increase the number of ATE-funded capital projects completed on schedule from the current 58%.	Increase on 58%	61%	This is based on delivery of 42 of 69 ATF4 Extension construction schemes. This is slightly lower than ATF4 delivery as extension projects were generally more complex and needed more development.
Invest in impactful programmes and share what works	Increase the number of people engaged via activation programmes from 1.6 million to 1.7 million people.	1.7 million ³	2.053 million	We have seen an increase on 2024-25, which is due to increases in investment in some programmes, in particular Walk to School Outreach. This figure is provisional.
Be an excellent agency	Increase our employee engagement score from 73% to 75%.	75%	75%	Detail is included on page 33.
Be an excellent agency	Respond to 95% of our official correspondence on time.	95%	93%	Performance is below target due to volume received in the first two quarters of the year.

3. To note, the baseline figure for this KPI, as reported in the 2024-25 annual report, was 1.863 million.



Our people

Our people are our greatest asset. We have built on our foundations of employee engagement, embracing opportunities for colleagues to work together to deliver on things that matter to them. This is evident through the delivery of our 2025-26 People Plan. Aligned to our strategic priority 'Being an excellent agency', our People Plan focused on key areas aligned to our values: evolving, purposeful, inclusive and collaborative (EPIC).

Our priorities through our 2025 strategy were to:

- build professional capability
- ensure our leaders are equipped with the skills to drive organisational delivery
- invest in outreach activities and grassroots entry to our core professions
- break down silos and provide our staff with opportunities to collaborate on things that matter to them

Through People Project teams established to support our delivery, we have made great progress. We have:

- created opportunities for collaborative and shared learning activities
- implemented a job shadowing framework to create opportunities for cross-agency learning

- run a series of leadership talks from diverse speakers across the transport sector
- implemented an outreach programme in our local community
- increased awareness and opportunity for volunteering activities
- created a forum for consistent messaging from our senior leaders
- run a 'hackthon' to resolve or design a solution to one of several proposed problems facing the agency
- established agency-wide collaboration champions
- embedded our EPIC values in business plan priorities and programme management office processes

Civil Service People Survey

We are committed to ensuring we have a diverse and inclusive workforce at ATE that reflects the communities we serve. We want to support ATE staff to improve and sustain their overall health and wellbeing in the workplace.

The ATE participation rate in the Civil Service People Survey 2025 was 100%, significantly higher than the Civil Service overall response rate of 59%. There are nine core theme scores within the People Survey, each measuring a different element of employee experience at work. Four of the nine core themes, My Work, Organisational Objectives and Purpose, My Team and Inclusion and Fair Treatment, scored 80% or more.

The primary measure in the People Survey is the Employee Engagement Index (EEI). This is a measure of how proud staff feel in working for their organisation, whether they would recommend their organisation as a great place to work, whether they feel a strong personal attachment to it and whether they feel their organisation inspires and motivates them to do their best in their job and achieve their organisation's objectives. ATE had an EEI of 75% – an increase of two percentage points on the previous year. While this is encouraging and ATE had the highest EEI across the DfT family, we are committed to taking actions and responding where scores have reduced.

Diversity and Inclusion

ATE is an organisation that is passionate and committed to EDI. Over the last 12 months, our dedicated EDI Plan has forged a clear pathway to us becoming an organisation where everyone feels included and can make a difference. Our plan is intrinsically connected to our values, to ensure equity, diversity and inclusion is the 'golden thread' that holds our people strategies and plans together. We have four objectives through which we targeted local activities relevant to ATE. These are:

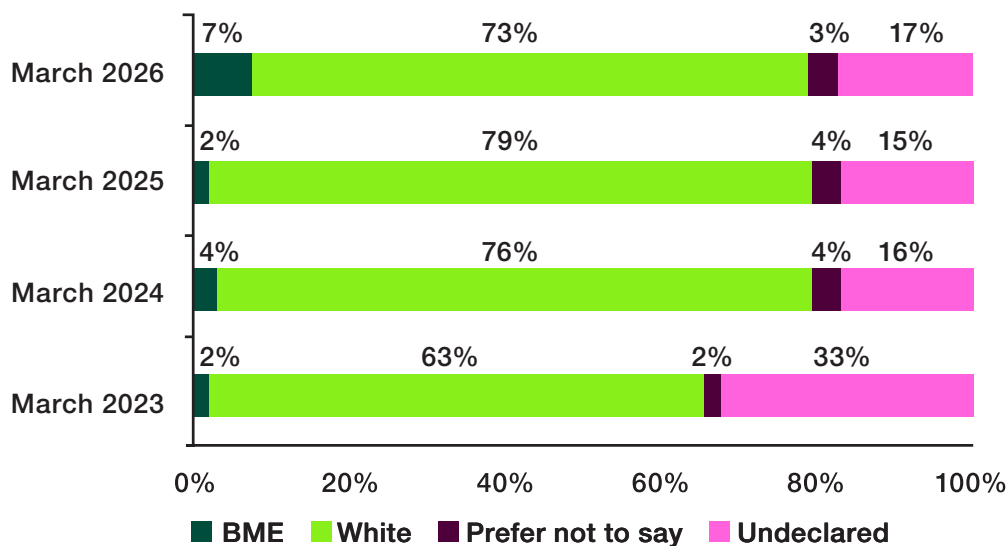
- evolving: increase success rate of candidates from under represented groups at each stage of the recruitment process
- purposeful: increase promotion prospects of colleagues from under-represented groups
- inclusive: reduce bullying, harassment and discrimination by creating environments that foster psychological safety and increasing understanding of the Civil Service Code
- collaborative: increase opportunity for colleagues to work together, ensuring consideration of the needs of others are accounted for in plans and initiatives

We have made great progress on our EDI work. We have formalised our internship strategy and created a diversity recruiting strategy to maintain momentum on supporting under-represented groups at each stage of the recruitment process. We have created internal opportunities to ensure colleagues can develop and acquire the skills and experience they need to meet personal career aspirations.

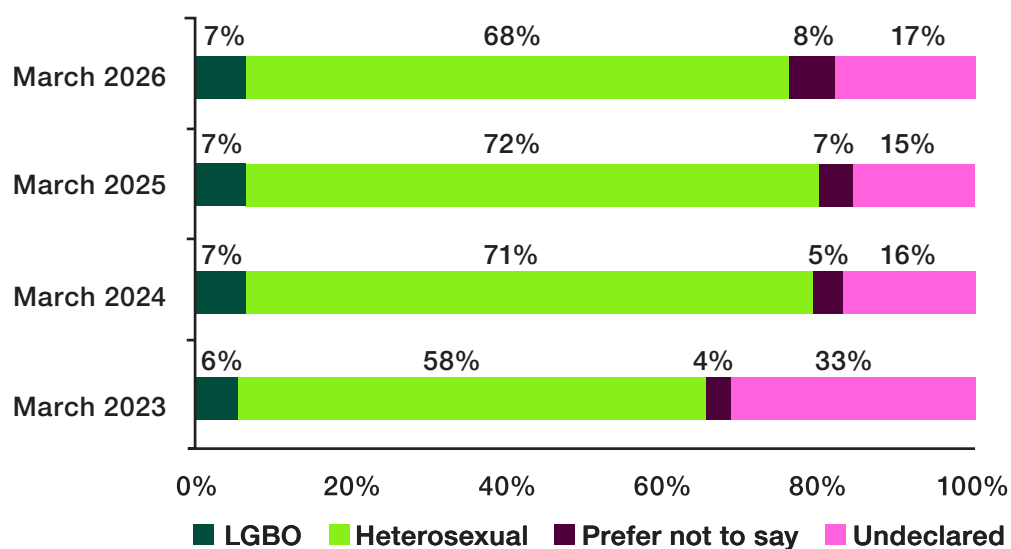
We have rolled out our psychological safety toolkit to support everyone in understanding how best to create safe spaces where colleagues can engage with others without fear of being humiliated or punished for speaking up with ideas, questions, concerns or mistakes. We also brought colleagues together to foster a culture of collaboration.

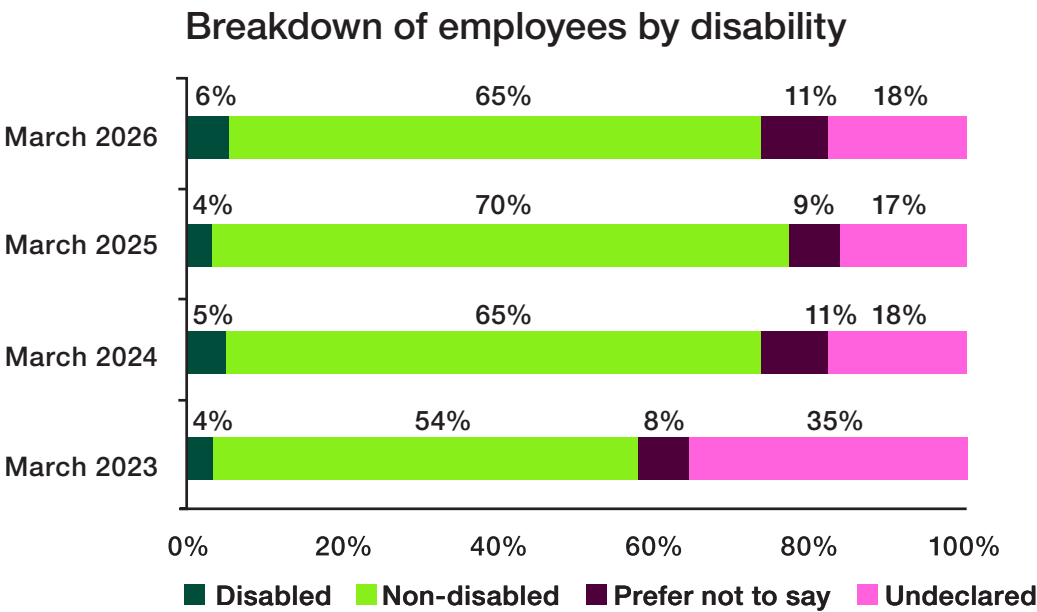
We continue to encourage colleagues to declare their diversity data and reassure them of the benefits of doing so.

Breakdown of employees by ethnicity



Breakdown of employees by sexual orientation





Once again, we saw great success in attracting new talent through our summer and full-year internships, many of whom have gone on to secure permanent roles in ATE or elsewhere in the Civil Service. We continue to refine our programme to help us achieve better diversity outcomes.



Sustainability Report

UN sustainable development goals (SDGs)

ATE is an executive agency delivering on the policy remit of the DfT. We are dedicated to helping the Department work towards achieving its UN SDGs through our work to reduce physical inactivity.

To achieve this, we:

- invest in active travel infrastructure
- train, upskill, and enhance the delivery of active travel infrastructure through our local authority delivery partners
- invest and support behaviour change programmes
- enable growth, knowledge sharing and innovation within the active travel ecosystem

All of which make it easier for people to incorporate walking, wheeling and cycling into their everyday journeys. Further details on the alignment of DfT's policies can be found in the DfT's annual report and accounts.

Sustainability performance

ATE is dedicated to helping the government achieve its net zero ambition, by ensuring our sustainability impact is understood and is considered in our delivery. This is ATE's third year of reporting our performance and we will continue to use this as benchmarks for future periods.

This will be achieved through our travel policies, which encourage low-carbon options. ATE does not have a vehicle fleet and has minimal travel via air.

Task Force on Climate-related Financial Disclosures (TCFD) exemption statement

HM Treasury has set phased requirements for TCFD-aligned disclosures in central government annual reports. These requirements apply primarily to larger entities and those explicitly mandated to TCFD Application guidance. ATE does not fall within the scope of these requirements for several reasons.

These are:

- **agency size.** ATE employs fewer than 500 employees, so falls below the threshold for mandatory reporting
- **sponsoring department policy.** The DfT, which sponsors ATE, does not instruct its executive agencies to make TCFD disclosures. As a result, ATE is not obligated to include climate-related financial disclosures in its reporting
- **total operating income/funding received.** ATE's total operating income and funding including grant in aid is below the £500 million threshold for mandatory reporting

Sustainability performance

ATE head offices are in York city centre within York City Council offices. The office space has solar panel-generated electricity that equates to 0.18% of the electric usage, with the remainder purchased from 100% renewable energy. ATE is a minor occupier in this building, occupying approximately 2% of the total floor space.

ATE does not have its own energy or water meters to enable it to accurately collect usage data. The energy performance figures, and greenhouse gas emissions shown here have been apportioned to ATE on a per square foot occupied by ATE basis (except official business travel).

The impact of apportionment may mean that changes in energy usage as a result of changes in occupancy may disproportionately impact the sustainability performance of ATE.

During the year 2024-25 York City Council upgraded the lighting in the York office to LED lighting, decreasing energy consumption and increasing sustainability performance, there were additional LED lighting installations during 2025-26.

Greenhouse gas emissions

	2025-26 (tonnes CO ₂)	2024-25 (tonnes CO ₂)	2023-24 (tonnes CO ₂)
Scope 1: Direct emissions	2	2	3
Scope 2: Indirect emissions	6	6	7
Scope 3: Total gross emissions (including official business travel)	15	47	45

*Definitions for Scope 1–3 emissions can be found at <https://assets.publishing.service.gov.uk/media/647f50dd103ca60013039a8a/2023-ghg-cf-methodology-paper.pdf>.



Energy consumption and financial costs

	2025-26	2024-25	2023-24
Electricity non-renewable (kWh)	-	-	-
Electricity renewable (kWh)	26,412	31,067	32,598
Solar photovoltaics (kWh)	315	371	389
Gas (kWh)	12,681	11,360	12,469
Biomass (kWh)	2,433	2,180	2,393
Total energy consumption (kWh)	41,841	42,798	47,849
Total energy cost (£'000)*	16.9	16.9	16.9

*ATE pays a fixed rate contribution towards its energy costs, included in its lease agreement with York City Council.

Water usage

ATE does not receive separate bills for its utilities and is therefore unable to directly attribute the cost for usage of water from its fixed rate contribution above.

	2025-26	2024-25	2023-24
Water usage (m ³)	75	75	79

*ATE is a minor occupier of its only office building, West Offices in York. ATE pays a contribution towards total energy costs and does not receive separate billing for its water usage.

Official business travel

Official business travel is defined as travel undertaken by ATE employees to carry out official business duties.

ATE travel policies encourage all staff to utilise public transport and low-carbon transport options as much as possible. Due to the work carried out by ATE, travel is inevitable but ATE is committed to using active travel as well as public transport for these journeys where possible, including the use of hire cycles.

Flights are disaggregated into the following DEFRA categories in line with the sustainability reporting guidance (SRG).

Category	Definition
Domestic	Flights originate and have a destination within the UK
International	Flights do not originate or have a destination within the UK
Short haul	Flights originate or have a destination within the UK and do not exceed 3,700km
Long haul	Flights originate or have a destination within the UK and exceed 3,700km



Costs and emissions relating to official business travel

	Cost (£'000)			CO ₂ emissions (tonnes)			Distance (km)		
	2025-26	2024-25	2023-24	2025-26	2024-25	2023-24	2025-26	2024-25	2023-24
Rail, underground, tram	82.0	90.0	63.0	12.3	13.0	5.5	341,582	362,473	155,730
Long haul flights	-	3.0	1.8	-	3.2	6.5	-	16,132	32,558
Short haul flights	1.0	0.4	0.5	0.5	0.7	0.4	2,723	4,071	2,410
Hotel stays	23.0	46.0	25.0	1.9	4.7	2.2	N/A	N/A	N/A

*During the year there were no costs in relation to domestic air travel or international air travel. Costs and CO₂ emissions in relation to buses, hire car, taxi and vehicles of staff were immaterial and therefore have not been disclosed. All journeys travelled using air and rail travel were economy class only.

Waste minimisation

Waste management is carried out by York City Council's offices, with several recycling schemes in place across the building. ATE paid a service charge in the year of £108,000, which covers waste collection and water usage, among other services. Due to ATE working practices there is very minimal paper usage and wastage by the agency.

Waste collection figures for 2024-25 and 2023-24 were estimated based upon the number of collections per week and the volume of the containers.

Prior year figures have been left in for transparency due to comparable figures not having been made available from our landlord. The figures for 2025-26 are calculated based on actual weights provided by our landlord from the waste management contractor. ATE produces an immaterial amount of waste when compared with the total waste for York City Council's offices, therefore the waste figures below represent the total waste for those offices.

Waste minimisation	2025-26 (tonnes)	2024-25 (tonnes)	2023-24 (tonnes)
Hazardous waste	-	-	-
Waste sent to landfill	-	60	60
Waste recycled	3.2	56	56
Waste composted/anaerobic digested	3.3	-	-
Waste incinerated	6.9	-	-
ICT waste	-	-	-
Total waste	13.4	116	116
% of waste recycled	24%	48%	48%
% of waste incinerated with energy recovery	51%	N/A	N/A
% of waste composted/anaerobic digested	25%	N/A	N/A

*Volumes based on square footage allocation, however, ATE actuals are expected to be significantly less due to overall tonnages including waste from the café and goods which will contribute a significant proportion.

Sustainable procurement

Procurement is provided by DfT as a group and we actively consider the environmental impact at all levels of procurement. We have committed to embedding sustainability into our procurement guidance, and training is available to all staff involved in the procurement lifecycle to ensure sustainability is considered in procurement decisions. This includes the consideration of environmental impacts of ICT and Digital.



Graham Grant,
Acting Chief Executive and Accounting Officer
 02 July 2026

Rural proofing

ATE's policies and grant funding include specific grants for rural routes, which supports the Government's rural proofing aims to ensure fair and equitable policy outcomes for rural areas.

Accountability Report

Corporate Governance Report

Directors' Report

This accountability report is produced to comply with the requirements of the Companies Act 2006, adjusted for the public sector context as required by the HM Treasury Financial Reporting Manual 2025-26. It should be read in conjunction with the Governance Statement, the Remuneration Report and the Performance Report.

Members of the Board

Full disclosure of the serving directors is available in the Governance Statement on page 47.

Directorships

To ensure compliance with the latest Cabinet Office guidance, we follow the policy and process set by DfT. All employees are asked to declare any interests on joining or moving roles, and all Senior Civil Servants are asked annually to confirm their declaration of interests are up to date. Any declared interests will be signed off at appropriate levels. We also ask all our Non-Executive Directors to declare all interests.

In addition, the first agenda item at every Board meeting is for the Chair to ask all members if there are any conflicts of interest arising either from that new interest or from any interest they have declared in the past with items for discussion on the agenda.

As of 31 March 2026, no current serving directors have declared interests held which may conflict with their management responsibilities.



Statement of Accounting Officer's Responsibilities

Under the Government Resources and Accounts Act 2000, HM Treasury has directed ATE to prepare for each financial year a statement of accounts in the form and on the basis set out in the Accounts Direction. The accounts are prepared on an accruals basis and must give a true and fair view of our comprehensive net expenditure, statement of financial position and cash flows for the financial year.

In preparing the accounts, the Accounting Officer is required to comply with the requirements of the Government Financial Reporting Manual and to:

- observe the Accounts Direction issued by HM Treasury, including the relevant accounting and disclosure requirements, and apply suitable accounting policies, on a consistent basis
- make judgments and estimates on a reasonable basis
- state whether applicable accounting standards as set out in the Government Financial Reporting Manual have been followed and disclose and explain any material departures in the Financial Statements
- prepare the Financial Statements on a going concern basis
- confirm that the annual report and accounts are fair, balanced and understandable and take personal responsibility for the annual report and accounts and the judgments required for determining that it is fair, balanced and understandable

The Accounting Officer confirms as required that, as far as they are aware, there is no relevant audit information of which the entity's auditors are unaware. The Accounting Officer has taken all the steps that he ought to have taken to make himself aware of any relevant audit information and to establish that the entity's auditors are aware of that information.

The responsibilities of an Accounting Officer, including responsibility for the propriety and regularity of the public finances for which the Accounting Officer is answerable, for keeping proper records and for safeguarding the agency's assets, are set out in Managing Public Money published by HM Treasury.



Governance Statement

Introduction

Our Governance Statement describes how our Board and its supporting structures work. It provides an overview and assessment of how the agency has been established and managed. This includes key internal controls, risk management and accountabilities.

ATE's governance framework is designed to comply with the guidance laid down in HM Treasury Corporate Governance in Central Government Departments: Code of Good Practice 2017.

The Chief Executive Officer, as the Accounting Officer of the agency, is personally responsible and accountable to Parliament for the organisation and quality of management within the agency, including its use of public money and the stewardship of its assets. They are accountable to the Secretary of State for Transport for ATE's performance in accordance with the Framework Document, which sets out the accountability and key relationships between us and the Department.

Danny Williams was leading the development of Better Connected for the Department for Transport, but still remained the Accounting Officer for ATE during the reporting period. Day-to-day management of the organisation including chairing ExCo was delegated to the Acting CEO, Graham Grant. Danny Williams resigned from ATE on 31 May 2026 and the Acting CEO was appointed as our Accounting Officer.

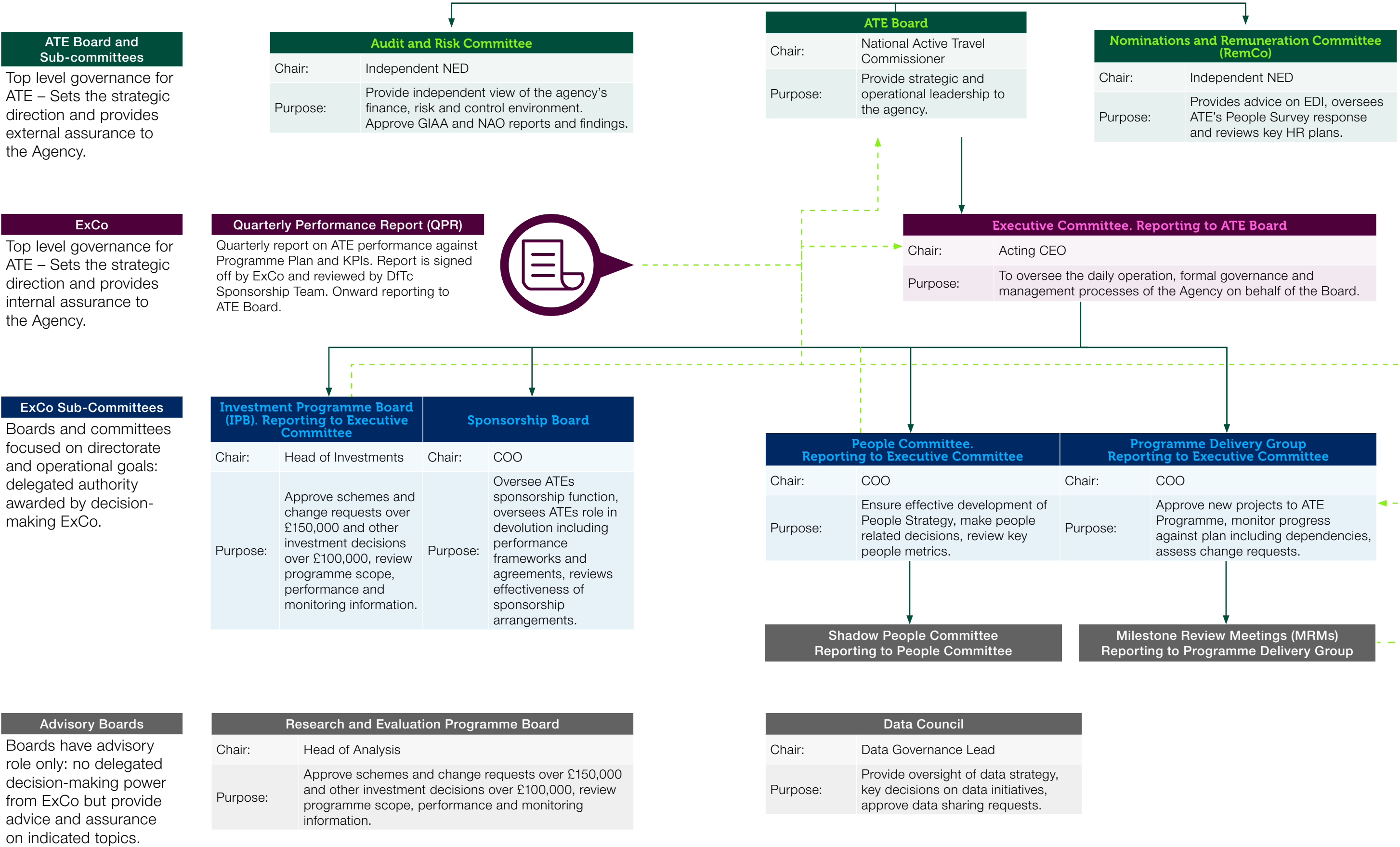
During 2025-26, ATE was sponsored by the DfT Road Transport Group (RTG). This is managed through formal quarterly performance reviews, which review ATE's performance regarding its objectives and KPIs, consider any key risks, review financial performance and discuss any major live or emerging issues.





Governance framework

The agency’s high-level governance structure is set out below:



The Board

Our Board provides the collective strategic and operational leadership of the agency, bringing together the Commissioner, CEO and senior members of the executive leadership team with non-executives from outside government. Its purpose is to provide advice on ATE's strategy, monitor performance and advise on significant risks. The Board is provided with relevant, high-quality information prior to each meeting to enable it to fulfil its role effectively.

The Board does not decide policy or exercise the powers of ministers. Policy matters are decided by ministers on advice from officials, with most of the overarching policy developed by DfT. The Board gives strategic focus by advising on the operational implications and effectiveness of policy proposals. It operates by delegating several of its responsibilities to sub-committees.

All members of the Board and its sub-committees are subject to the Code of Conduct for Board Members of Public Bodies.



ATE's Board

Name	Title	Start Date/ Finish Date	Additional information
Chris Boardman	National Active Travel Commissioner and Chair of the Board	1 August 2022 to 15 June 2030	Appointed on 1 August 2022 for a four-year term and subsequently re-appointed for a further four-year term in June 2026
David Bunch	Non-Executive Director	1 March 2023 to 30 September 2025	Reappointed on 1 March 2025 for a further three-year term. Left the board on 30 September 2025
Karen Agbabiaka	Non-Executive Director and Chair of the Remuneration Committee	1 March 2023 to 1 March 2026	Appointed on 1 March 2023 for a three-year term
Ilona Blue	Non-Executive Director and Chair of the Audit and Risk Committee (ARC)	31 August 2023 to 30 August 2027	Appointed on 31 August 2023 for a four-year term
Isabelle Clement	Non-Executive Director	1 March 2023 to 1 March 2026	Appointed on 1 March 2023 for a three-year term
Danny Williams	Chief Executive Officer	1 August to 31 May 2026	N/A
Graham Grant	Acting CEO	1 January 2025 to N/A	Appointed Acting CEO on 1 January 2025
David Brown	Interim Chief Operating Officer	1 January 2025 to 30 May 2025	Appointed interim Chief Operating Officer on 1 January 2025 until 30 May 2025
Vijay Sharma	Chief Operating Officer	5 May 2025 to N/A	Appointed Chief Operating Officer on 5 May 2025
Nathan Phillips	DfT Strategy Director – Department of Business and Trade Independent Sponsor Director	9 October 2025 to 8 October 2029	Reappointed on 9 October 2025 as an independent sponsor Director for a four-year term
Rajinder Cubra	Independent ARC member	1 May 2024 to 31 January 2026	Appointed on 1 May 2024 for a one-year term, and subsequently re-appointed for an additional year
Robert Hart	Interim independent ARC member	12 March 2026 to 11 September 2026	Appointed on 12 March 2026 until 11 September 2026
Members of the DfT Sponsorship Team		1 August 2022 to N/A	Our sponsor team have a permanent invite to attend the Board, but are not a formal appointment.

Audit and Risk Committee

The role of the ARC is to support the Board and Accounting Officer by providing an independent view of the agency's financial, risk and control arrangements and to review and make recommendations on the approval of the accounts. The Committee follows a cyclical pattern and in year we introduced a series of deep dives on our strategic risks. Alongside overseeing the internal and external audit programmes, the Committee considers our internal control regime, our new counter-fraud strategy and our compliance with functional standards. The Committee met five times in the 2025-26 financial year.

Nominations and Remuneration Committee

The Committee meets at least annually and is responsible for providing advice and assurance on equity, diversity and inclusion, ATE's response to the annual People Survey, as part of the annual People Strategy and reviewing other HR plans as necessary (for example the Strategic Workforce Plan).

It advises the Board of its findings, for formal consideration of its recommendations. The Committee met once in the 2025-26 financial year.

Executive Committee

ExCo is the senior leadership of the agency and steers ATE's vision and objectives within the overall context set by ministers, considering steers from the Board. It maintains strategic oversight, and manages risks, plans, policies, delivery commitments and performance.

The Committee sets the leadership expectations, culture and tone for ATE, and makes collective decisions on corporate issues to facilitate the smooth running of the organisation. Productivity and efficiency are at the heart of delivery decisions. The Committee scrutinises decisions through a productivity and efficiency lens to ensure its asks are contributing to ATE's business plan and offer value for money. This includes challenging the status quo on delivery to ensure continuous improvement.

During the 2025-26 financial year, regular attendees included the Acting CEO, Chief Operating Officer, Directors and heads of teams. ExCo meet monthly and met 12 times during 2025-26. This Committee undertook a review of effectiveness in April 2025.

Investment Programme Board (IPB)

The IPB is a sub-committee of ExCo and reports to it on a regular basis. A major proportion of ATE's operational delivery is undertaken by third parties. IPB is responsible for the management of this programme of investments. In addition, the IPB scrutinises and make recommendations to ExCo on investment decisions for new schemes and change control for existing schemes within ATE's delegation, and as set out in the terms of reference.

People Committee

The People Committee is a sub-committee of ExCo. It acts with delegated authority on behalf of ExCo for people-related issues focusing on delegated grades below SCS.

The Committee aims to channel all the key people issues that affect the whole organisation into one forum, escalating to ExCo as appropriate. It provides leadership on diversity and inclusion, recruitment and retention, the health and wellbeing of staff and the effective implementation of ATE's people strategy, ensuring a consistent approach across the organisation.

Sponsorship Board

The purpose of the Sponsorship Board is to oversee the agency's sponsorship programme.

The sponsorship programme aims to ensure design quality, improve delivery outcomes and safeguard value for money for the Government's investment in active travel schemes funded through a wide range of DfT and OGD programmes.

In overseeing sponsorship activities, the Sponsorship Board will principally be concerned with ensuring that ATE resources are focused on the wider funding streams and constituent schemes that have the biggest impact on the Government's targets for walking, wheeling and cycling. The Sponsorship Board will ensure that ATE's sponsorship activities effectively leverage the knowledge and skills available within the agency and influence local authorities so that they draw on best practice in relevant fields.



Programme Delivery Group (PDG)

In July 2025 the Programme Delivery Group (PDG) was set up with the purpose of acting as a key governance forum for programme delivery, and to provide the necessary assurance that ATE is applying the correct levels of oversight and scrutiny to ensure we meet our strategic objectives through our projects and business as usual work.

The PDG reviews new Project documents via a Project Initiation Gateway review, accepting or rejecting significant changes to the programme plan and acting as both a frequent touchpoint for communicating delivery progress and addressing blockers to delivery.

Board and Committee attendance

The attendance at Board meetings in the reporting period was as follows:

Board member	ATE Board	Audit & Risk Committee (ARC)	Remuneration Committee	ExCo	Additional information
Chris Boardman	4/4	N/A	N/A	N/A	N/A
David Bunch	2/2	N/A	N/A	N/A	Left the Board on 30 September 2025
Karen Agbabiaka	4/4	N/A	1/1	N/A	Term ended on 1 March 2026
Isabelle Clement	3/4	4/4	N/A	N/A	Term ended on 1 March 2026
Danny Williams ¹	1/4	1/5	0/1	3/12	N/A
Graham Grant	4/4	4/5	0/1	11/12	Graham Grant was appointed as Acting CEO on 1 January 2025
Vijay Sharma	3/3	5/5	1/1	11/11	Vijay Sharma was appointed Chief Operating Officer from 5 May 2025
David Brown	1/1	N/A	N/A	2/2	David Brown was appointed as interim Chief Operating Officer on 1 January 2025 until 30 May 2025
Ilona Blue	4/4	5/5	N/A	N/A	N/A
Nathan Philips	4/4	N/A	N/A	N/A	N/A
Rajinder Cubra	N/A	4/4	N/A	N/A	Rajinder Cubra served until 31 January 2026
Robert Hart	N/A	1/1	N/A	N/A	Robert Hart was appointed an independent ARC member on 12 March 2026
DfT Sponsorship Team	4/4	N/A	N/A	N/A	N/A

1. Danny Williams was leading the development of Better Connected for the Department for Transport, but still remained the Accounting Officer for ATE during the reporting period. Day-to-day management of the organisation including chairing ExCo was delegated to the Acting CEO, Graham Grant. Danny Williams resigned from ATE on 31 May 2026 and the Acting CEO was appointed as our Accounting Officer.

Board effectiveness

Alongside other Board members, the Commissioner regularly assesses its performance to ensure we gain greatest value from members' external perspectives and experience. The Chief Executive agrees specific targets and success criteria with each Executive Team member at the start of each year and reviews progress against these with them regularly.

The Board undertook an annual self-assessment of its performance and capability in November 2024 and agreed an annual action plan to respond to the conclusions. The Board will periodically seek assurance from an independent external assessor to ensure the results of its annual self-assessment present a fair and accurate reflection of its performance and capability. The first review is planned in 2026.

Managing our risks

ATE recognises that risk is an inherent part of delivery, and that considered and well-managed risk taking is necessary to deliver the change that allows the organisation and the government to meet its objectives. ATE has updated our risk policy which defines our approach to risk identification, management and escalation. It also outlines the tools we will use to effectively manage our risks.

The risk policy aligns with the direction set out in DfT policy and the HM Treasury Orange Book.

It is also compliant with the Financial Reporting Council's Corporate Governance Code.

ATE is committed to making sure we have appropriate risk management frameworks to assess and manage uncertainties, threats and opportunities. We employ the three lines of defence model and key risks are reported to ExCo on a regular basis. All risks are reviewed on a quarterly basis, as a minimum, to ensure they are appropriately addressed, and the overall effectiveness of our risk management framework is overseen by the ARC. Where appropriate we refer our key risks to DfT. The Executive Committee, Board, and ARC receive regular updates of our risks and mitigation strategies.

During the year we have reviewed ourselves against the five requirements of the Orange Book, and have assessed ourselves as complying with these expectations but with some areas for improvement. To support this, we undertook a risk maturity assessment and have agreed a defined action plan to deliver improvements and embed risk management reporting through our project governance. Progress against this is tracked by ExCo and the ARC.

Key risks faced in 2025-26 and the impact on our strategic priorities are summarised in the performance report on page 14.

Shared services

On 1 June 2024 Unity Business Services (UBS), which is part of HMRC, took over the provision of shared services for DfT and various arm's-length bodies, including ATE. Contract management and service performance are managed by a DfT programme team that also provides a level of assurance that UBS are meeting their contractual obligations. UBS commissioned an independent ISAE 3402 controls review in the reporting year and provided that controls report to the client entities it serves.

Business rules

ATE has continued to implement a set of business rules for budget holders. These set out all the key controls they are expected to understand and apply. This document is based on our framework agreement and was developed to increase understanding and monitor compliance with key controls. We have undertaken monitoring against each area and have found no areas of non-compliance.

Financial and commercial control

ATE received a delegated budget and set a plan to deliver against this at the start of its reporting year. Performance is monitored against this plan monthly by the finance team and is reported to ExCo. During the year financial performance, including risks and opportunities, were considered and reviewed. Our finance team undertakes a series of regular monthly checks to ensure the accuracy of the financial records.

Our procurement activity is undertaken by DfT commercial staff on our behalf. We have adopted their policies and delegated approvals ensuring our procurement is compliant with legislation and Cabinet Office controls.

Management assurance

The Chief Operating Officer completes the DfT-led Management Assurance report on the full range of delegations, policies and procedures laid down by the agency and the Department, and the adequacy of the arrangements within the agency. This is approved by the Accounting Officer and the ARC before submission to DfT. In 2025-26 we saw an improvement in our ratings across four areas, with none rated as limited. We have agreed a set of remedial actions to focus on further improvements in 2026-27.

Functional standards

Functional standards exist to create a coherent, effective and mutually understood way of doing business within government organisations and across organisational boundaries. They provide a stable basis for assurance, risk management and capability improvement.

ATE's framework document sets out that ATE should adopt the Civil Service Functional Standards where it has its own standalone functions, or will receive group wider services from the Department for these functions which will adopt the standards.

ATE has undertaken an assessment against compliance with the standards and agreed with DfT regarding ownership and controls where we seek reliance for group wider services.

Fraud, bribery and whistleblowing

ATE has developed its own policy and approach to managing fraud with the support of an advisory review from the Government Internal Audit Agency (GIAA). We have partially met the functional standards outlined by the Public Sector Fraud Authority with planned activity to address remaining areas in 2026-27. In 2025-26 we had no reported cases of fraud or error. Key fraud risks we have identified include grant claims, staff time and expenses.

We have implemented procedures supporting anti-corruption, bribery and fraud and whistleblowing that work for us as an agency and meet the standards expected, and actively raised awareness amongst our staff. We are committed to managing this risk and require all staff to act honestly and with integrity. In 2025-26 reported one closed case of whistleblowing.

External review

The Comptroller and Auditor General (C&AG) is appointed in legislation as the statutory auditor of ATE's financial accounts. The NAO's financial audit work and its conclusions are described in the Certificate and Report of the Comptroller and Auditor General.

The C&AG also has statutory audit access rights to report to Parliament at his own discretion on how the agency has used its resources to discharge its functions. The Public Accounts Committee frequently draws on these reports to hold inquiries. The agency had no reports in the reporting period but continues to implement recommendations from *'Active Travel in England, June 2023 – a review of whether ATE and DfT are set up to achieve their ambitions for increased walking, wheeling and cycling in England by 2025.'*

The C&AG did not provide any non-audit services in the reporting year.

Internal audit

Our internal audit services are provided by the GIAA, an executive agency of HM Treasury. The team follow agreed Public Sector Internal Audit Standards and follow with procedures and standards set by the GIAA.

Internal audits provide independent and objective judgments and impartial, unbiased advice and opinions on the adequacy and effectiveness of our framework of governance, risk management and control. Recommendations are made and actions agreed by management to make improvements, address identified areas of risk or to enhance controls. GIAA uses a standardised classification system for reviews, and to give an overall assurance rating at the end of a year. These classifications are Unsatisfactory, Limited, Moderate and Substantial.

GIAA undertook five reviews in 2025-26 – 'Boards and governance', 'Strategic Workforce Planning', 'Case Management System', 'Capability Ratings' and 'Core financial controls – Budget setting & monitoring'. All five of these provide a Moderate level of assurance. We have made good progress in delivering against recommendations against our reviews, with 23 cleared in year, and none overdue at the reporting date.

The GIAA Head of Internal Audit's annual opinion provides Moderate assurance regarding the overall adequacy and effectiveness of corporate governance, risk management and internal control arrangements at ATE in 2025-26. This is the same rating as received in the previous year, but recognises an upward trend in the agency's performance.

Oversight of the overall work plan of internal audit, the recommendations of the reports and our progress in delivering against these recommendations, is overseen by the ARC.

Accounting Officer conclusion

As Accounting Officer, I have responsibility for reviewing the effectiveness of the system of internal control. ATE implements a system to support the delivery of our aims and objectives while safeguarding public funds in accordance with HM Treasury's Managing Public Money.

I am content that the mechanisms in place to manage risks are sufficient and that the corporate controls are well understood, performance is monitored and all have matured as the organisation has grown. I take assurances from the oversight at our ARC, the management assurance reporting and our executive managers that make up our internal control framework. I took over as Acting CEO on 1 January 2025, and since then have managed the day to day operations of the Agency. I take assurance from my role as Acting CEO in reaching my conclusion as well as handover from my predecessor Danny Williams who was the agency's Account Officer until 31 May 2026.

I am also pleased to have received the GIAA's annual opinion of 'Moderate' and I am in agreement with it, and the Executive Director's management assurance returns as outlined in this Governance Statement, that ATE operated within an effective internal control environment during the reporting period and there have been no accountability breaches or issues in the reporting period.



Graham Grant,
Acting Chief Executive and
Accounting Officer
02 July 2026

Remuneration and Staff Report

This section provides details on our remuneration policy, benefits and staff numbers that Parliament considers key to accountability.



Remuneration policy

The remuneration of Senior Civil Servants is set by the Prime Minister following independent advice from the Senior Salaries Review Body. The Review Body takes account of the evidence it receives about wider economic considerations and the affordability of its recommendations. Further information about the work of the review body can be found at the Office of Manpower Economics.

We have our own remuneration committee in line with board best practice, chaired by a non-Executive Director. Further details can be found within the Governance Statement.

Service contracts

Civil Service appointments are made in accordance with the Civil Service Commissioners' Recruitment Code. It requires appointments to be based on fair and open competition but also includes the circumstances when appointments may otherwise be made. Unless otherwise stated below, the officials covered by this report hold appointments that are open ended.

Early termination, other than for misconduct, would result in the individual receiving compensation as set out in the Civil Service Compensation Scheme. The standard period of notice to be given by directors is three months.

Remuneration (including salary) and pension entitlements (audited)

The following sections provide details of the remuneration and pension interests of the most senior officials, including Board members and directors of the agency.

Below are single total figures of remuneration (audited).

	Salary/ fees £'000	Bonus payment £'000	Pension benefits £'000	Total remuneration £'000	Total remuneration £'000
Name	2025-26	2025-26	2025-26	2025-26	2024-25
Executive Directors of the ATE Board					
Danny Williams CEO ⁸	145-150	0-5	55-60	205-210	205-210
Louise Wilkinson COO / Interim Deputy CEO ¹	-	-	-	-	110-115
Graham Grant Acting CEO ²	120-125	0-5	45-50	175-180	40-45
David Brown Interim COO ³	10-15 (FYE 85-90)	-	0-5	15-20	50-55 ³
Vijay Sharma COO ⁶	80-85 (FYE 90-95)	-	5-10	90-95	-
Non-Executive Directors of the ATE Board					
David Bunch ⁷	0-5 (FYE 5-10)	-	-	0-5	5-10
Karen Agbabiaka	5-10	-	-	5-10	5-10
Isabelle Clement	5-10	-	-	5-10	5-10
Phil Jones ⁴	-	-	-	-	0-5
Ilona Blue	5-10	-	-	5-10	5-10
Nathan Philips ⁵	-	-	-	-	-
Robert Hart ⁵	-	-	-	-	-
Rajinder Cubra ⁵	-	-	-	-	-
Chair of the ATE Board					
Chris Boardman	80-85	-	-	80-85	80-85

1. Appointed interim deputy CEO 1 September 2024 alongside her role as COO. Resigned 10 January 2025.

2. Appointed interim acting CEO 1 January 2025.

3. Appointed interim COO 1 January 2025 until 30 May 2025. 2024/25 total remuneration restated due to overstated pension figures provided in the prior year by the pension provider.

4. Resigned 8 November 2024.

5. These roles are not remunerated by ATE as they are permanent civil servants employed by other organisations.

6. Appointed COO on 5 May 2025.

7. Resigned from the Board 30 September 2025.

8. Resigned from the Board 31 May 2026.

Salary

'Salary' includes gross salary, overtime, reserved rights to London weighting or London allowances, recruitment and retention allowances, and any other allowance to the extent that it is subject to UK taxation. This report is based on accrued payments made by the agency and thus recorded in these accounts.

Benefits in kind

The monetary value of benefits in kind covers any benefits provided by the agency and treated by HM Revenue and Customs as a taxable emolument.

During the year to 31 March 2026, no benefits in kind were paid to staff and no benefits in kind were paid to non-Executive Directors.

Bonuses

For Senior Civil Servants, bonuses are based on performance levels attained and are made as part of the appraisal process. Bonuses are paid in arrears and relate to the performance in the previous year, in which it is payable to the individual. Senior Civil Servants are also eligible to be nominated for 'In-year' awards, which are awarded quarterly to the maximum value of £2,000.

Fair pay disclosures (audited)

Reporting bodies are required to disclose the relationship between the remuneration of the highest-paid director in their organisation and the median, 25th percentile and 75th percentile remuneration of the organisation's workforce.

Percentage change from prior year	Salary and allowances	Performance pay and bonuses payable
Highest paid director	3%	0%
Employees	-5%	-36%

- Salary and allowances for the highest paid director increased by 3% in 2025-26 when compared to 2024-25, and the average salary paid to ATE employees decreased by 5%. The decrease in ATE employee salary is due to a lower number of specialist contractors in 2025-26 when compared to 2024-25, in addition to a higher proportion of staff employed in lower grades during the year.
- Performance bonus for the highest paid director remained the same in 2025-26 when compared to 2024-25, whilst for the average performance bonus paid to ATE employees decreased by 36% on an annualised basis. As ATE staffing levels have grown in 2025-26 and the organisation has matured the lower levels of average bonuses reflects our increased headcount, and the transition to business as usual in a number of work areas.

Following a review of the FReM guidance on fair pay, to enhance comparability and transparency ATE has included deputising allowances excluded in the prior year.

		Total remuneration*		Salary component only	
Year		2025-2026	2024-2025	2025-2026	2024-2025
Remuneration banding for the highest paid Board member (salary and allowances) (£000)		150-155	145-150	145-150	140-145
25 th percentile	Total pay and benefits (£)	41,256	44,689	35,889	43,689
	Pay ratio	3.70	3.30	4.11	3.26
Median	Total pay and benefits (£)	53,693	55,857	46,631	54,857
	Pay ratio	2.84	2.64	3.16	2.60
75 th percentile	Total pay and benefits (£)	62,402	59,560	58,760	58,760
	Pay ratio	2.44	2.48	2.51	2.43

*In 2025-26 ATE changed its methodology when calculating total remuneration. These disclosures now include allowances paid to staff who are temporarily working in a higher grade, these were previously excluded in 2024-25.

The banded remuneration of the highest paid executive board member in ATE, in the financial year 2025-26, was £150,000 to £155,000 (2024-25 £145,000 to £150,000 FYE). This was 2.84 times the median full-time equivalent remuneration of the workforce, which was £53,693. In 2024-25 the pay ratio between the highest paid director and the median employee was slightly lower at 2.64. This increase in ratio is due to an increase in staff employed at lower grades within the organisation reducing our median pay.

The ratios are calculated by taking the midpoint of the banded remuneration of the highest paid director and calculating the ratio between this and the lower quartile, median and upper quartile remuneration of ATE's staff. This ratio is based on the full-time equivalent staff of ATE at the end of March on an annualised basis.

In 2025-26 full-time equivalent remuneration ranged from £22,000 to £127,300 (2024-25 – £23,000 to £158,000). Total pay and benefits includes salary, allowances, performance pay or bonuses payable and benefits in kind. It does not include severance payments, employer pension contributions and the cash equivalent transfer value of pensions.

In 2025-26, no employee's received remuneration in excess of the highest paid director on an annualised basis. In 2024-25 ATE had one employee who received remuneration in excess of the highest paid director on an annualised basis. This role was a specialist contractor employed on a short-term contract.

Pension entitlements (audited)

The figures given below have been supplied by Civil Service Pensions, the pension administrator for agency staff.

Name	Accrued pension at 31 March 2026 and related lump sum £'000	Real increase in pension and related lump sum at pension age £'000	CETV ¹ at 31 March 2026 £'000	CETV ¹ at 31 March 2025 £'000	Real increase in CETV ¹ £'000
Danny Williams	10-15	2.5-5	184	132	37
Louise Wilkinson	-	-	-	292	-
Graham Grant	5-10	2.5-5	110	73	26
David Brown	20-25	0-2.5	312	304 ²	3
Vijay Sharma	35-40	0-2.5	706	668 ³	-

1. CETV = Cash Equivalent Transfer Value.

2. David Brown CETV for March 2025 restated due to overstated pension benefits provided in prior year by the pension provider.

3. Vijay Sharma's CETV at 31 March 2025 relates to his prior employment at DWP.

Civil Service pensions

Pension benefits are provided through the Civil Service pension arrangements. Before 1 April 2015, the only scheme was the Principal Civil Service Pension Scheme (PCSPS), which is divided into a few different sections – classic, premium, and classic plus provide benefits on a final salary basis, whilst nuvos provides benefits on a career average basis. From 1 April 2015 a new pension scheme for civil servants was introduced – the Civil Servants and Others Pension Scheme (CSOPS) or alpha, which provides benefits on a career average basis.

All newly appointed civil servants, and the majority of those already in service, joined the new scheme.

The PCSPS and alpha are unfunded statutory schemes. Employees and employers make contributions (employee contributions range between 4.6% and 8.05%, depending on salary). The balance of the cost of benefits in payment is met by monies voted by Parliament each year. Pensions in payment are increased annually in line with the Pensions Increase legislation. Instead of the defined benefit arrangements, employees may opt for a defined contribution pension with an employer contribution, the partnership pension account.

In alpha, pension builds up at a rate of 2.32% of pensionable earnings each year, and the total amount accrued is adjusted annually in line with a rate set by HM Treasury. Members may opt to give up (commute) pension for a lump sum up to the limits set by the Finance Act 2004. All members who switched to alpha from the PCSPS had their PCSPS benefits 'banked', with those with earlier benefits in one of the final salary sections of the PCSPS having those benefits based on their final salary when they leave alpha.

The accrued pensions shown in this report are the pension the member is entitled to receive when they reach normal pension age, or immediately on ceasing to be an active member of the scheme if they are already at or over normal pension age. Normal pension age is 60 for members of classic, premium, and classic plus, 65 for members of nuvos, and the higher of 65 or State Pension Age for members of alpha. The pension figures in this report show pension earned in PCSPS or alpha – as appropriate. Where a member has benefits in both the PCSPS and alpha, the figures show the combined value of their benefits in the two schemes but note that the constituent parts of that pension may be payable from different ages.

When the government introduced new public service pension schemes in 2015, there were transitional arrangements which treated existing scheme members differently based on their age.

Older members of the PCSPS remained in that scheme, rather than moving to alpha. In 2018, the Court of Appeal found that the transitional arrangements in the public service pension schemes unlawfully discriminated against younger members.

As a result, steps are being taken to remedy those 2015 reforms, making the pension scheme provisions fair to all members. The public service pensions remedy is made up of 2 parts. The first part closed the PCSPS on 31 March 2022, with all active members becoming members of alpha from 1 April 2022. The second part removes the age discrimination for the remedy period, between 1 April 2015 and 31 March 2022, by moving the membership of eligible members during this period back into the PCSPS on 1 October 2023. This is known as 'rollback'.

For members who are in scope of the public service pension remedy, the calculation of their benefits for the purpose of calculating their CETV and their single total figure of remuneration, as of 31 March 2025 and 31 March 2026, reflects the fact that membership between 1 April 2015 and 31 March 2022 has been rolled back into the PCSPS.

Although members will in due course get an option to decide whether that period should count towards PCSPS or alpha benefits, the figures show the rolled back position, i.e., PCSPS benefits for that period.

The partnership pension account is an occupational defined contribution pension arrangement which is part of the Legal and General Mastertrust. The employer makes a basic contribution of between 8% and 14.75% (depending on the age of the member). The employee does not have to contribute but, where they do make contributions, the employer will match these up to a limit of 3% of pensionable salary (in addition to the employer's basic contribution). Employers also contribute a further 0.5% of pensionable salary to cover the cost of centrally provided risk benefit cover (death in service and ill health retirement).

Further details about the Civil Service pension arrangements can be found at the Civil Service Pension Scheme website www.civilservicepensionscheme.org.uk.

Cash Equivalent Transfer Values

A CETV is the actuarially assessed capitalised value of the pension scheme benefits accrued by a member at a particular point in time. The benefits valued are the member's accrued benefits and any contingent spouse's pension payable from the scheme. A CETV is a payment made by a pension scheme or an arrangement to secure pension benefits in another pension scheme or an arrangement when the member leaves a scheme and chooses to transfer the pension benefits they have accrued in their former scheme.

The pension figures shown relate to the benefits that the individual has accrued as a consequence of their total membership of the pension scheme, not just their service in a senior capacity to which disclosure applies.

The figures include the value of any pension benefit in another scheme or arrangement, which the member has transferred to the Civil Service pension arrangements. They also include any additional pension benefit accrued to the member as a result of their buying additional pension benefits at their own cost.

CETVs are calculated in accordance with the Occupational Pension Schemes (Transfer Values) (Amendment) Regulations 2008 and do not take account of any actual or potential reduction to benefits resulting from Lifetime Allowance Tax, which may be due when pension benefits are taken.

The real increase in CETV

The real increase in CETV reflects the increase in CETV that is funded by the employer. It does not include the increase in accrued pension due to inflation or contributions paid by the employee (including the value of any benefits transferred from another pension scheme or arrangement) and uses common market valuation factors for the start and end of the period.

Staff numbers and related costs report

The PCSPS and the CSOPS, known as ‘alpha’, are unfunded multi-employer defined benefit schemes, but we are unable to identify ATE’s share of the underlying assets and liabilities. The scheme actuary valued the PCSPS as it was at 31 March 2012. Details can be found in the Accounts of the Cabinet Office: Civil Superannuation. (See <https://www.civilservicepensionscheme.org.uk/pcspss-2012-valuation-report>)

For 2025-26, employer’s contributions of £1.442 million were payable to the PCSPS, the employer’s pension contribution rates were changed effective from 1 April 2024, from one of four rates in the range 26.6% to 30.3% of pensionable pay, based on salary bands to a flat rate of 28.97% for all salary bands.

The scheme’s actuary reviews employer contributions every four years following a full scheme valuation. The contribution rates are set to meet the cost of the benefits accruing during 2025-26 to be paid when the member retires and not the benefits paid during this period to existing pensioners.

Employees can opt to open a partnership pension account, a stakeholder pension with an employer contribution. There are currently no employees with partnership pension schemes.

Further details and breakdown of staff costs can be found in the notes to the accounts in note 2.1.

Average staff numbers (audited)

The average number of full-time equivalent staff employed during the year ending 31 March 2026 is as follows:

	Permanent staff	Temporary staff	Total 2025-26	Total 2024-25
Directly employed	88.6		88.6	82.4
Others		3.1	3.1	6.8
Total	88.6	3.1	91.7	89.2

Staff composition

The breakdown of staff composition, by gender, of the average staff employed in the year ending 31 March 2026 is as follows:

	Male	Female	Total 2025-26	Total 2024-25
Directors SCS2	1	-	1	1
Deputy Directors SCS1	4	-	4	4
Total Senior Civil Servants	5	-	5	5
All other staff	44.4	42.3	86.7	85.2
Total staff	49.4	42.3	91.7	89.2



Staff turnover

The overall staff turnover rate for the year ending 31 March 2026 was 17%.

Sickness absence

Over the 2025-26 financial year, the sickness absence rates were on average 0.39%.

Business Appointment Rules

Approval is required if any employee wishes to leave the Department to accept a job offer made by a person, company or firm with whom the employee formed a relationship during the course of their official duties. This applies for up to two years after an employee has left our employment.

ATE follow the DfT policy, with approval given by the Permanent Secretary for Senior Civil Servant grades, and group HR Director for delegated grades.

Staff policies

- we value equality and diversity in employment. We are committed to developing an organisation in which fairness and equality of opportunity are central to our business and working relationships
- all our staff and job applicants have the right to be treated equally and fairly in all aspects of employment including recruitment, promotion and training, regardless of their sex, gender identity, disability, marital status, race, colour, ethnic or national origin, sexual orientation, age, religion or belief, employment status, working patterns, caring responsibility and trade union membership, union office or trade union activities
- we provide support and access to workplace adjustments for all applicants, incoming staff and existing staff who need them. We regularly communicate the process for accessing workplace adjustment and all our line managers are expected to complete mandatory learning on understanding and making provision for staff who need adjustments
- we want all staff to be treated with dignity and respect and it is as important that our staff believe they are being treated equally and fairly. Our work continues through our People Plan actions and staff engagement activities towards creating and maintaining a workplace environment which is free from abuse, offensive behaviour, harassment, bullying, prejudice, discrimination and victimisation
- we value having a diverse workforce and we are committed to recruiting, retaining and promoting the best available people. The agency's business success is dependent upon harnessing all the talents that its staff bring and recognises that the organisation needs to be flexible to allow everyone to make the best contribution they can, by training, development and advancement



Consultancy expenditure

In 2025-26, we spent £98,512 on consultancy and advice services. This was made up of a number of small contracts to provide external support on planning, inspectorate and corporate functions.

Agency and off-payroll engagements

We provide information about appointments of consultants or staff that last longer than six months and where the individuals earn more than £245 per day, where we pay by invoice rather than through the payroll.

Between 1 April 2025 and 31 March 2026, ATE engaged three staff on an interim basis via an agency. All existing off-payroll engagements, as reported below, have been subject to a risk-based assessment as to whether assurance is required that the individual pays the right amount of tax and, where necessary, that assurance has been sought.

Highly paid off-payroll worker engagements for the year ending 31 March, earning £245 per day or greater	31 March 2026	31 March 2025
Number of existing engagements as of 31 March	1	3
Of which:		
Number that have existed for less than one year	1	2
Number that have existed for between one and two years	-	1
Number that have existed for between two and three years	-	-
Number that have existed for between three and four years	-	-
Number that have existed for four or more years	-	-

All highly paid off-payroll workers engaged at any point during the year, earning £245 per day or greater	31 March 2026	31 March 2025
Number of temporary off-payroll workers engaged during the year	4	7
Of which:		
Not subject to off-payroll legislation	4	5
Subject to off-payroll legislation and determined as in-scope of IR35	-	-
Subject to off-payroll legislation and determined as out-of-scope of IR35	-	2
Number of engagements reassessed for compliance or assurance purposes during the year of which:	-	-
Number of engagements that saw a change to IR35 status following review	-	-

During 2025-26, there were no off-payroll engagements of Board members and/or senior officials with significant financial responsibility and there were no engagements of off-payroll workers where the status was disputed under provisions in the off-payroll legislation.

Exit packages (audited)

During 2025-26, there were no exit packages paid out.

Trade union facility time

We had no employees who were trade union officials in the reporting year.

Parliamentary Accountability and Audit Report (audited)

Regularity of expenditure

We have complied with the regularity of expenditure requirements as set out in HM Treasury guidance.

Losses and special payments

There were no losses, special payments or exit packages that are required to be disclosed per HM Treasury Guidance.

Fees and charges

We do not set any fees or charges.

Remote contingent liabilities

There are no remote contingent liabilities.



Graham Grant,
Acting Chief Executive and Accounting Officer
02 July 2026









The Certificate and Report of the Comptroller and Auditor General to the House of Commons

Opinion on financial statements

I certify that I have audited the financial statements of Active Travel England for the year ended 31 March 2026 under the Government Resources and Accounts Act 2000.

The financial statements comprise Active Travel England's:

- Statement of Financial Position as at 31 March 2026;
- Statement of Comprehensive Net Expenditure, Statement of Cash Flows and Statement of Changes in Taxpayers' Equity for the year then ended; and
- The related notes including the significant accounting policies.

The financial reporting framework that has been applied in the preparation of the financial statements is applicable law and UK adopted international accounting standards.

In my opinion, the financial statements:

- give a true and fair view of the state of Active Travel England's affairs as at 31 March 2026 and its net expenditure for the year then ended; and

- have been properly prepared in accordance with the Government Resources and Accounts Act 2000 and HM Treasury directions issued thereunder.

Opinion on regularity

In my opinion, in all material respects, the income and expenditure recorded in the financial statements have been applied to the purposes intended by Parliament and the financial transactions recorded in the financial statements conform to the authorities which govern them.

Basis for opinions

I conducted my audit in accordance with International Standards on Auditing (UK) (ISAs UK), applicable law and Practice Note 10 Audit of Financial Statements and Regularity of Public Sector Bodies in the United Kingdom (2022). My responsibilities under those standards are further described in the Auditor's responsibilities for the audit of the financial statements section of my certificate.

Those standards require me and my staff to comply with the Financial Reporting Council's Revised Ethical Standard 2024.

I am independent of Active Travel England in accordance with the ethical requirements that are relevant to my audit of the financial statements in the UK. My staff and I have fulfilled our other ethical responsibilities in accordance with these requirements.

I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my opinion.

Conclusions relating to going concern

In auditing the financial statements, I have concluded that Active Travel England's use of the going concern basis of accounting in the preparation of the financial statements is appropriate.

Based on the work I have performed, I have not identified any material uncertainties relating to events or conditions that, individually or collectively, may cast significant doubt on Active Travel England's ability to continue as a going concern for a period of at least twelve months from when the financial statements are authorised for issue.

My responsibilities and the responsibilities of the Accounting Officer with respect to going concern are described in the relevant sections of this certificate.

The going concern basis of accounting for Active Travel England is adopted in consideration of the requirements set out in HM Treasury's Government Financial Reporting Manual, which requires entities to adopt the going concern basis of accounting in the preparation of the financial statements where it is anticipated that the services which they provide will continue into the future.

Other information

The other information comprises information included in the Annual Report, but does not include the financial statements and my auditor's certificate and report thereon. The Accounting Officer is responsible for the other information.

My opinion on the financial statements does not cover the other information and, except to the extent otherwise explicitly stated in my certificate, I do not express any form of assurance conclusion thereon.

My responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the financial statements or my knowledge obtained in the audit, or otherwise appears to be materially misstated.

If I identify such material inconsistencies or apparent material misstatements, I am required to determine whether this gives rise to a material misstatement in the financial statements themselves.

If, based on the work I have performed, I conclude that there is a material misstatement of this other information, I am required to report that fact.

I have nothing to report in this regard.

Opinion on other matters

In my opinion the part of the Remuneration and Staff Report to be audited has been properly prepared in accordance with HM Treasury directions issued under the Government Resources and Accounts Act 2000.

In my opinion, based on the work undertaken in the course of the audit:

- the parts of the Accountability Report subject to audit have been properly prepared in accordance with HM Treasury directions issued under the Government Resources and Accounts Act 2000;
- the information given in the Performance and Accountability Reports for the financial year for which the financial statements are prepared is consistent with the financial statements and is in accordance with the applicable legal requirements.

Matters on which I report by exception

In the light of the knowledge and understanding of Active Travel England and its environment obtained in the course of the audit, I have not identified material misstatements in the Performance and Accountability Report.

I have nothing to report in respect of the following matters which I report to you if, in my opinion:

- adequate accounting records have not been kept by Active Travel England or returns adequate for my audit have not been received from branches not visited by my staff; or
- I have not received all of the information and explanations I require for my audit; or
- the financial statements and the parts of the Accountability Report subject to audit are not in agreement with the accounting records and returns; or
- certain disclosures of remuneration specified by HM Treasury's Government Financial Reporting Manual have not been made or parts of the Remuneration and Staff Report to be audited is not in agreement with the accounting records and returns; or
- the Governance Statement does not reflect compliance with HM Treasury's guidance.

Responsibilities of the Accounting Officer for the financial statements

As explained more fully in the Statement of Accounting Officer's Responsibilities, the Chief Executive as Accounting Officer is responsible for:

- maintaining proper accounting records;
- providing the C&AG with access to all information of which management is aware that is relevant to the preparation of the financial statements such as records, documentation and other matters;
- providing the C&AG with additional information and explanations needed for his audit;
- providing the C&AG with unrestricted access to persons within Active Travel England from whom the auditor determines it necessary to obtain audit evidence;
- ensuring such internal controls are in place as deemed necessary to enable the preparation of financial statements to be free from material misstatement, whether due to fraud or error;
- preparing financial statements which give a true and fair view and are in accordance with HM Treasury directions issued under the Government Resources and Accounts Act 2000;

- preparing the annual report, which includes the Remuneration and Staff Report, in accordance with HM Treasury directions issued under the Government Resources and Accounts Act 2000; and
- assessing Active Travel England's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless the Accounting Officer anticipates that the services provided by Active Travel England will not continue to be provided in the future.

Auditor's responsibilities for the audit of the financial statements

My responsibility is to audit, certify and report on the financial statements in accordance with the Government Resources and Accounts Act 2000.

My objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue a certificate that includes my opinion. Reasonable assurance is a high level of assurance but is not a guarantee that an audit conducted in accordance with ISAs (UK) will always detect a material misstatement when it exists.

Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

Extent to which the audit was considered capable of detecting non-compliance with laws and regulations, including fraud

I design procedures in line with my responsibilities, outlined above, to detect material misstatements in respect of non-compliance with laws and regulations, including fraud. The extent to which my procedures are capable of detecting non-compliance with laws and regulations, including fraud, is detailed below.

Identifying and assessing potential risks related to non-compliance with laws and regulations, including fraud

In identifying and assessing risks of material misstatement in respect of non-compliance with laws and regulations, including fraud, I:

- considered the nature of the sector, control environment and operational performance including the design of Active Travel England's accounting policies;
- inquired of management, the internal audit function, and those charged with governance, including obtaining and reviewing supporting documentation relating to Active Travel England's policies and procedures on:

- identifying, evaluating and complying with laws and regulations;
 - detecting and responding to the risks of fraud; and
 - the internal controls established to mitigate risks related to fraud or non-compliance with laws and regulations, including Active Travel England's controls relating to Active Travel England's compliance with the Government Resources and Accounts Act 2000, Managing Public Money, employment law, and tax legislation.
- inquired of management, the internal audit function, and those charged with governance whether:
 - they were aware of any instances of non-compliance with laws and regulations;
 - they had knowledge of any actual, suspected, or alleged fraud.
 - discussed with the engagement team regarding how and where fraud might occur in the financial statements and any potential indicators of fraud.

As a result of these procedures, I considered the opportunities and incentives that may exist within Active Travel England for fraud and identified the greatest potential for fraud in the following areas: posting of unusual journals, complex transactions, and bias in management estimates.

In common with all audits under ISAs (UK), I am required to perform specific procedures to respond to the risk of management override.

I obtained an understanding of Active Travel England's framework of authority and other legal and regulatory frameworks in which Active Travel England operates. I focused on those laws and regulations that had a direct effect on material amounts and disclosures in the financial statements or that had a fundamental effect on the operations of Active Travel England. The key laws and regulations I considered in this context included Government Resources and Accounts Act 2000, Managing Public Money, employment law, and tax legislation.

Audit response to identified risk

To respond to the identified risks resulting from the above procedures:

- I reviewed the financial statement disclosures and testing to supporting documentation to assess compliance with provisions of relevant laws and regulations described above as having direct effect on the financial statements;
- I enquired of management and the Audit and Risk Committee concerning actual and potential litigation and claims;
- I reviewed minutes of meetings of those charged with governance and the Board, and internal audit reports;

- I addressed the risk of fraud through management override of controls by testing the appropriateness of journal entries and other adjustments; assessing whether the judgments on estimates are indicative of a potential bias; and evaluating the business rationale of any significant transactions that are unusual or outside the normal course of business; and

I communicated relevant identified laws and regulations and potential risks of fraud to all engagement team members and remained alert to any indications of fraud or non-compliance with laws and regulations throughout the audit.

A further description of my responsibilities for the audit of the financial statements is located on the Financial Reporting Council's website at: www.frc.org.uk/auditorsresponsibilities.

This description forms part of my certificate.

Other auditor's responsibilities

I am required to obtain sufficient appropriate audit evidence to give reasonable assurance that the expenditure and income recorded in the financial statements have been applied to the purposes intended by Parliament and the financial transactions recorded in the financial statements conform to the authorities which govern them.

I communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control I identify during my audit.

Report

I have no observations to make on these financial statements.

Gareth Davies
Comptroller and Auditor General
02 July 2026

National Audit Office
157-197 Buckingham Palace Road
Victoria
London
SW1W 9SP





Financial Statements

Statement of Comprehensive Net Expenditure

For the year ending 31 March 2026

	Note	2025-26 £'000	2024-25 £'000
Secondment income		(64)	(43)
Total operating income		(64)	(43)
Staff costs	2.1	7,845	7,659
Purchase of goods and services	2.2	3,023	3,534
Grants	2.3	167,152	125,370
Depreciation charges		97	88
Total operating expenditure		178,117	136,651
Net operating expenditure		178,053	136,608
Finance expense		5	8
Net expenditure for the period		178,058	136,616
Comprehensive net expenditure for the year		178,058	136,616



Statement of Financial Position

As at 31 March 2026

	Note	2025-26 £'000	2024-25 £'000
Non-current assets			
Property, plant and equipment	3	34	51
Right of use assets	4	123	197
Total non-current assets		157	248
Current assets			
Trade and other receivables	5	8,773	5,599
Total current assets		8,773	5,599
Total assets		8,930	5,847
Current liabilities			
Trade and other payables	6	(7,825)	(6,805)
Lease liabilities	7	(78)	(75)
Total current liabilities		(7,903)	(6,880)
Total assets less current liabilities		1,027	(1,033)
Non-current liabilities			
Lease liabilities	7	(52)	(130)
Total non-current liabilities		(52)	(130)
Total assets less total liabilities		975	(1,163)
Taxpayer's equity and other reserves:			
General fund		975	(1,163)
Total equity		975	(1,163)



Graham Grant,
Acting Chief Executive and Accounting Officer
02 July 2026

Statement of Cash Flows

For the year ending 31 March 2026

	Note	2025-26 £'000	2024-25 £'000
Cash flows from operating activities			
Net operating expenditure	SOCNE	(178,053)	(136,608)
Adjustments for non-cash transactions ¹³		180,207	137,436
(Increase)/decrease in trade and other receivables	5	(3,174)	704
Increase/(decrease) in trade and other payables and borrowings	6	1,020	(1,532)
Net cash outflow from operating activities		-	-
Cash flows from investing activities			
Net cash outflow from investing activities		-	-
Cash flows from financing activities			
Net financing		-	-
Net increase in cash and cash equivalents in the year before adjustment for receipts and payments to the Consolidated Fund		-	-
Payments of amounts due to the Consolidated Fund		-	-
Net increase/(decrease) in cash and cash equivalents in the year after adjustment for receipts and payments to the Consolidated Fund		-	-
Cash and cash equivalents at the beginning of the year		-	-
Cash and cash equivalents at the end of the year		-	-

13. ATE does not hold any cash and is fully funded by DfT through Deemed Supply funding. DfT settle ATE's obligations on our behalf directly, but if ATE did have a bank account and received cash from DfT to settle our liabilities then this funding would be presented as a financing activity.

Statement of Changes in Taxpayers' Equity

For the year ending 31 March 2026

	Note	General Fund £'000	Total Reserves £'000
Balance at 31 March 2024		2,039	2,039
Non-cash charges – auditor's remuneration	2.2	(60)	(60)
Net operating expenditure	SOCNE	136,616	136,616
Net Parliamentary Funding – deemed		(137,432)	(137,432)
Balance at 31 March 2025		1,163	1,163
Non-cash charges – auditor's remuneration	2.2	(62)	(62)
Net operating expenditure	SOCNE	178,058	178,058
Net Parliamentary Funding – deemed		(180,134)	(180,134)
Balance at 31 March 2026		(975)	(975)

The notes on pages 82–95 form part of these accounts.



Notes to the Accounts

1. Statement of accounting policies

1.1 Basis of preparation

These financial statements have been prepared in accordance with the 2025-26 Government Financial Reporting Manual (FReM) issued by HM Treasury, to give a true and fair view on that basis. The accounting policies in the FReM apply UK adopted International Financial Reporting Standards (IFRS) as adapted or interpreted for the public sector. Where the FReM permits a choice, the accounting policy which has been judged to be the most appropriate to the particular circumstances of ATE for the purpose of giving a true and fair view has been selected. The particular policies adopted by ATE are described below. They have been applied consistently in dealing with items that are considered material to the accounts.

The statements cover the year to 31 March 2026 and have been prepared in accordance with a direction given by HM Treasury in pursuance of Section 7(2) of the Government Resources and Accounts Act 2000.

1.2 Accounting convention

These accounts have been prepared on a going concern basis under the historical cost convention, modified to account for the revaluation of non-current assets, where material, at their value to the business by reference as applicable to their current costs, replacement costs or indices. There has been no revaluation of property, plant and equipment in the period due to the short life of these assets and because the impact of revaluation would not be material.

The financial statements are presented in pounds sterling and all values are rounded to the nearest thousand pounds (£'000). The functional currency of ATE is pounds sterling.

1.3 Segmental reporting

ATE operates as a single operating segment and therefore the segmental reporting requirements as set out by the FReM are not required.

1.4 Financing and going concern

The accounts for ATE have been prepared on the basis that ATE is a going concern. In preparing the financial statements, the Board has considered the agency's overall financial position against the requirements of International Accounting Standard (IAS) 1. In the context of entities in the public sector, the anticipated continuation of a service in the future is normally sufficient evidence of going concern.

The financial statements should be prepared on a going concern basis unless there are plans for, or no realistic alternative other than, the dissolution of ATE without the transfer of its services to another entity within the public sector.

The Board has confirmed there are currently no plans for the dissolution of ATE shown by confirmed funding until the end of the current spending review period in March 2029. Whilst ATE does not generate any cash or hold any cash and only has a small net asset position, the Board is confident that DfT will continue to directly fund ATE and meet its liabilities and obligations as they fall due for at least 12 months from the date of approval of the accounts and consequently have prepared the accounts on a going concern basis.

1.5 Non-current assets – property, plant and equipment

1.5.1 Initial recognition

Property, plant and equipment that are capable of being used for a period exceeding one year and that have costs equal to or exceeding £5,000 are capitalised, including leasehold improvements.

On initial recognition, assets are measured at cost, including any costs such as installation directly attributable to bringing them into working condition.

Subsequently, assets that are held for their service value and are in use are measured at current value in existing use, which is interpreted as market value for existing use.

1.5.2 Depreciation

Assets with a determinable useful economic life are depreciated on a straight-line basis from the month that the asset is brought into use.

The asset categories and estimated useful lives are as follows:

Asset class	Asset useful life
Leasehold improvements	2 to 10 years
Plant and equipment	3 to 25 years

1.5.3 Revaluation and impairment

Property, plant and equipment is revalued at current value in existing use each year by indexation up to the year-end using Producer Price Indices, published by the Office for National Statistics. The carrying values of property, plant and equipment are reviewed for impairment if events or changes in circumstances indicate the carrying value may not be recoverable. In accordance with IAS 1 ATE will present items related to revaluation separately only where they are deemed material. These items will be disaggregated into classes according to their nature or function in the financial statements and notes to the accounts.

1.6 Leases

1.6.1 Scope and classification

In accordance with IFRS 16 Leases, contracts, or parts of a contract that convey the right to use an asset in exchange for consideration are accounted for as leases. The FReM expands the scope of IFRS 16 to include arrangements with nil consideration.

Contracts for services are evaluated to determine whether they convey the right to control the use of an identified asset, as represented by rights both to obtain substantially all the economic benefits from that asset and to direct its use. In such cases, the relevant part is treated as a lease.

ATE excludes contracts for low-value items, defined as items that cost less than £5,000 when new, provided they are not highly dependent on or integrated with other items; and contracts with a term shorter than 12 months (comprising the non-cancellable period together with any extension options that ATE is reasonably certain to exercise and any termination options that ATE is reasonably certain not to exercise).

1.6.2 Initial recognition

At the commencement of a lease ATE recognises a right-of-use asset and a lease liability.

The lease liability is measured as the payments for the remaining lease term, excluding value-added tax (VAT), discounted either by the rate implicit in the lease, or, where this cannot be determined, by ATE's incremental cost of borrowing. The payments included in the liability are those that are fixed or in-substance fixed, and excludes charges arising, for example, from future rent reviews or changes in an index. For ATE, the incremental cost of borrowing is the rate advised annually by HM Treasury applicable for the year the lease is recognised.

The right-of-use asset is measured at the value of the liability, adjusted for: any payments made or amounts accrued before the commencement date; lease incentives received; incremental costs of obtaining the lease; and any disposal costs, which will be required to be paid at the end of the lease. However, where the lease requires nominal consideration (a type of arrangement often described as a 'peppercorn' lease), the FReM requires that the asset be measured at its existing use value.

1.6.3 Subsequent measurement

The asset is subsequently measured using the fair value model. ATE considers that the cost model is a reasonable proxy for the fair value model for leases of items other than land and property, and for leases of land and property with regular rent reviews.

The liability is adjusted for the accrual of interest, repayments, reassessments and modifications. Reassessments and modifications are measured by re-discounting the revised cash flows; the impact is reflected in the liability and either in the asset valuation or expenditure.

1.6.4 Lease expenditure

Expenditure includes interest, straight-line depreciation, any asset impairments and any change in variable lease payments not included in the measurement of the liability during the period in which the triggering event occurred. Lease payments reduce the lease liability. Rental payments for leases of low-value items or for those shorter than 12 months are expensed.

1.6.5 Estimates and judgments

For embedded leases, ATE determines the amounts to be recognised as the right-of-use asset and lease liability based on the stand-alone price of the lease and non-lease component or components. This determination reflects the prices for leases of the underlying asset, where these are observable; otherwise ATE uses other observable data, including the fair values of similar assets, or prices of contracts for similar non-lease components.

The FReM requires that right-of-use assets held under 'peppercorn' leases should be measured at existing use value. These leases include historic, long-term leases as well as more recent arrangements.

To identify such leases, ATE has distinguished consideration that is nominal from consideration that is low, but proportionate to the asset's value (for example, the lease of a small area of land with few alternative uses). This distinction reflects, so far as possible, recent, observable market arrangements for comparable assets (for example, current rentals); otherwise, based on ATE's own arrangements.

Where, for peppercorn leases, existing use value is required, this is calculated using market value rentals provided by external property consultants, over the lease term. Market value rentals will be provided on a yearly basis.

1.7 Other payables

These are financial liabilities mostly comprising trade payables and accruals. They are recognised initially at fair value, typically the transaction price. Thereafter, where the time value of money is material, they are held at amortised cost, and derecognised on settlement.

1.8 Grants payable

Grants payable, including those that cover multiple years, are recognised when the event or activity that gives entitlement occurs, such as milestones within the grant agreement being reached. Unringfenced grants are recognised on the occurrence of such other event giving rise to entitlement and when ATE has judged that control of funding has been lost.

Where an intermediary acts as agent in distributing grant on behalf of the agency, grants payable are recognised when the grant recipient becomes entitled to the grant. Any cash paid over ahead of that entitlement will be recognised as a receivable.

1.9 Pensions

Our staff are covered by the provisions of the PCSPS and CSOPS as described in the Remuneration and Staff Report. Defined benefit schemes are unfunded and ATE expense the contributions payable as incurred. The PCSPS pays pension benefits and accounts for the liability.

1.10 Value added tax

ATE is not separately registered for VAT and VAT collected or paid is accounted for centrally by the DfT. These accounts include irrecoverable VAT where applicable.

1.11 Use of estimates and judgments

The preparation of the financial statements in conformity with IFRS requires management to make judgments, estimates and assumptions that affect the application of accounting policies. The recognition policy of grants is a key area of judgment for management, and in particular in what accounting period expenditure should be recognised.

1.12 Adoption of new and revised standards

IFRS 18 will replace IAS 1 Presentation of Financial Statements and is effective for annual reporting periods beginning on or after the 1 January 2027 in the private sector. IFRS 19 allows eligible subsidiaries to apply IFRS Accounting Standards with reduced disclosure requirements and is effective for annual reporting periods beginning on or after the 1 January 2027 in the private sector. The impact of IFRS 18 & 19 on the Public Sector is still being assessed, and a decision has not yet been taken on an implementation date.

ATE does not expect any other new, or revised standard, or interpretation to have a material impact.



2. Operating expenditure

2.1 Staff costs

	Permanent staff £'000	Temporary staff £'000	Total £'000 2025-26	Total £'000 2024-25
Wages and salaries	5,336	342	5,678	5,759
Social security costs	725	-	725	566
Other pension costs	1,442	-	1,442	1,334
Total	7,503	342	7,845	7,659

2.2 Purchase of goods and services

	2025-26 £'000	2024-25 £'000
Accommodation	142	216
Professional services	1,188	595
Consultancy	99	969
Information and communications technology	860	1,000
Travel and subsistence	140	184
Publicity	211	183
External auditor's remuneration and expenses	62	60
Support services	51	75
Other costs	270	252
Total	3,023	3,534



2.3 Grants

	2025-26 £'000	2024-25 £'000
Active Travel Fund	-	54,199
Bikeability Training Programme	24,309	21,526
Capability Fund	-	140
Consolidated Active Travel Fund*	103,520	33,329
Social Prescribing Pilot	-	4,454
e-Cycle Pilot	-	1,000
National Parks	2,000	-
Outreach	8,000	5,500
Ports	400	-
Innovation Fund	673	-
National Cycle Network	28,100	5,000
Other	150	222
Total	167,152	125,370
of which:		
Capital	128,520	53,020
Resource	38,632	72,350
Total	167,152	125,370

*ATE announced in February 2025 the Consolidated Active Travel Fund, which will supersede the Active Travel Fund and Capability Fund and have a combined set of capital and revenue outcomes for authorities. The revenue funding was recognised in the reporting period.



3. Property, plant and equipment

2025-26	Leasehold improvements £'000	Total £'000
---------	---------------------------------	----------------

Cost or valuation

At 1 April 2025	65	65
Additions	5	5
At 31 March 2026	70	70

Depreciation

At 1 April 2025	13	13
Charged in year	23	23
At 31 March 2026	36	36
Carrying amount at 31 March 2026	34	34

2024-25	Leasehold improvements £'000	Total £'000
---------	---------------------------------	----------------

Cost or valuation

At 1 April 2024	-	-
Additions	65	65
At 31 March 2025	65	65

Depreciation

At 1 April 2024	-	-
Charged in year	14	14
At 31 March 2025	14	14
Carrying amount at 31 March 2025	51	51

4. Right-of-use assets

2025-26	Land and buildings £'000	Plant and equipment £'000	Total £'000
----------------	-------------------------------------	--------------------------------------	------------------------

Cost or valuation

At 1 April 2025	371	-	371
Additions	-	-	-
At 31 March 2026	371	-	371

Depreciation

At 1 April 2025	174	-	174
Charged in year	74	-	74
At 31 March 2026	248	-	248
Carrying amount at 31 March 2026	123	-	123

2024-25	Land and buildings £'000	Plant and equipment £'000	Total £'000
----------------	-------------------------------------	--------------------------------------	------------------------

Cost or valuation

At 1 April 2024	371	11	382
Additions	-	-	-
At 31 March 2025	371	11	382

Depreciation

At 1 April 2024	100	11	111
Charged in year	74	-	74
At 31 March 2025	174	11	185
Carrying amount at 31 March 2025	197	-	197

5. Trade and other receivables

	2025-26 £'000	2024-25 £'000
Amounts falling due within one year:		
Other receivables ¹	8,645	5,413
Prepayments	128	186
Total	8,773	5,599

1. Includes cash held by The Bikeability Trust to settle claims for future grant payments.

6. Trade and other payables

	2025-26 £'000	2024-25 £'000
Amounts falling due within one year:		
Trade payables	21	116
Accruals	7,804	6,689
Total	7,825	6,805



7. Lease liabilities

ATE has one lease. The lease relates to its York headquarters office space, which commenced in November 2022 for a term of five years.

In accordance with IFRS 16, ATE recognises right-of-use assets and corresponding lease liabilities.

2025-26	Land and buildings £'000	Plant and equipment £'000	Total £'000
At 1 April 2025	205	-	205
Additions	-	-	-
Interest	5	-	5
Payments	(80)	-	(80)
At 31 March 2026	130	-	130
Current portion	78	-	78
Non-current portion	52	-	52
At 31 March 2026	130	-	130

2024-25	Land and buildings £'000	Plant and equipment £'000	Total £'000
At 1 April 2024	276	-	276
Additions	-	-	-
Interest	8	-	8
Payments	(79)	-	(79)
At 31 March 2025	205	-	205
Current portion	75	-	75
Non-current portion	130	-	130
At 31 March 2025	205	-	205

The leases have been discounted using the HM Treasury interest rate at the time of recognition of 3.51%.

Obligations under leases

	Land and buildings £'000	Plant and equipment £'000	Total £'000 2025-26	Total £'000 2024-25
Obligations				
Not later than one year	81	-	81	81
Later than one year and not later than five years	52	-	52	133
Later than five years	-	-	-	-
	133	-	133	214
Less interest element	(3)	-	(3)	(9)
Present value of obligations	130	-	130	205

Amounts recognised in the Statement of Comprehensive Net Expenditure

	2025-26 £'000	2024-25 £'000
Depreciation	74	74
Interest expense	5	8
Lease service charge expense	125	125
Lease VAT expense	16	16
Total	220	223



8. Financial instruments

Fair values

The carrying values of financial assets and liabilities at 31 March 2026 are considered to represent fair value. This is due to the short-term nature of the financial instruments held and carrying values of lease liabilities being based on the present value of future lease payments.

Credit risk

Credit risk is the risk of suffering financial loss, should any customers or counterparties fail to fulfil their contractual obligations. Some customers and counterparties are other public sector organisations. There is no significant credit risk from these organisations.

Our main debtor is cash held by the Bikeability Trust for settlement of claims from grant recipients. We have assessed the credit risk on this balance as immaterial and routinely assess the ongoing risk alongside minimising the value of this debtor.

Liquidity risk

Liquidity risk is the risk that an entity will encounter difficulty in meeting obligations associated with financial liabilities. As our cash requirements are met through funding from HM Treasury via DfT, exposure to liquidity risk is minimal.

Market risk

Market risk arises when changes in market price, such as foreign exchange rates, interest rates and equity prices, will affect their income of the value of its holding financial instruments. ATE has limited exposure to risks arising from such nature, and therefore the risk is minimal.



9. Related parties

ATE is an executive agency sponsored by the Road Transport Group (RTG) within DfT, and on the 8th April 2026 our sponsorship moved to the Public Transport and Local Group. The DfT is regarded as a related party. We apply the requirements of the FReM in respect of disclosure of related party transactions with Government and other related entities including our parent.

During the year, there were both material and minor transactions between ATE and DfT, including the provision of supply funding (£180.129 million, 24-25 – £137.432 million) and the supply of corporate service support (£0.588 million, 24-25 – £0.473 million).

In March 2024, Louise Wilkinson was appointed an independent member of Cumberland Council's Audit Committee. From the start of the prior year until Louise resigned on 10 January 2025, we provided grant funding to Cumberland Council of £0.806m.

Funding to Cumberland Council was provided at arm's length, with Louise Wilkinson having no role in any assessments of capability or funding of the Council and a proportion of the grants awarded before she took up her role with them.

Board member remuneration is disclosed in the Remuneration and Staff Report. There are no other material transactions between our related parties and the agency during the year.

10. Events after reporting period

There have been no events since the balance sheet date that impact on the understanding of these financial statements.

IAS 10 requires us to disclose the date on which the accounts are authorised for issue. This is the date that the C&AG signs the certificate.





ISBN 978-1-5286-6555-1
E03617915



Active
Travel
England