



27 July 2021

Debbie Warren
Chief Executive
Royal Borough of Greenwich

By email
CC – Mario Lecordier & Ryan Bunce

**Surface Transport
Investment Delivery Planning**

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Dear Ms Warren

July 2021 Funding Allocation

Last month we contacted you about the latest funding settlement from Government, and what that means for active travel projects and programmes. The funding settlement provided £100m for this area of work, split between us and London's boroughs. This is in addition to the existing £11m for DfT Active Travel Fund (ATF) Tranche 2. ATF has already been fully allocated to boroughs and work on delivering this should continue, for completion by the end of the financial year.

You will remember there were several priorities we are focussing the £100m funding on:

- Priority 1a - Core staff costs
- Priority 1b - In-flight schemes including all temporary/experimental schemes other than those funded under ATF (Note: removal costs will not be covered from this funding)
- Priority 2 - Key projects and programmes, including bus priority and borough cycling, and some limited funding for remaining Crossrail Complementary Measures projects
- Priority 3 - Smaller projects, in line with LIP guidance and objectives

Thank you for working with us to understand how you'd like to allocate this funding.

Following consideration of your priorities, alongside other boroughs, and discussion with the Active Travel Oversight Group (ATOG), we intend to allocate Greenwich £506,000. This funding must be committed to projects and programmes by 11 December 2021. The final funding allocation will be approved by the TfL Board at the end of this month.

I'm sorry to say we have been unable to find funding beyond the top three priorities, so there is no funding for Priority 3 projects. We will continue to work with you to see if any funding is released that can be moved to additional projects.

The detail on where we have agreed to allocate funding is set out below. You will have already received information about cycle training. Information about borough cycle network development and bus priority is being sent to you separately; the figures are included below for completeness.

The funding you will receive for up to 11 December 2021 is set out below.

Priority area		Funding allocated
LIPs Corridors (£000)	Staff costs	318
	Schemes in flight	85
Discretionary Funding (£000)	Borough Cycling	0
	Crossrail Complementary Measures	0
	Bus Priority	103
	CFR Completion	0
Total		506

Schemes in flight being funded are also set out.

Scheme	Amount (000)
West Greenwich LTN – progression of implemented experimental scheme	75
School Streets – progression of implemented experimental schemes	10
Total	85

There are some key principles we'd like to flag with you on this funding.

Be open with us about funds you won't spend. The £100m set aside for active travel is well below the usual requested funding, and discussions with boroughs over the past month have proved that. If you are finding it challenging to deliver the projects and programmes you've been allocated funding for, please tell us as early as possible so the funding may be reallocated to another project or borough. This honest two-way conversation worked well during 2020/2021 and maximised delivery for London; we hope to collectively maintain this way of working.

We will apply this principle to our own projects too.

Liaise with us before beginning construction. We have allowed some over-programming in the funding allocation, and so before beginning construction you will need to confirm with us that funds are available. This may mean some schemes cannot proceed immediately. We recognise projects are in-flight and you will require decisions from us quickly.

Value for money is a key driver when making temporary schemes permanent. We will need to discuss with you the process for doing this, as well as an appropriate level of budget. For example, temporary materials do not necessarily need to be replaced immediately as this work can be considered in future years' LIP funding. The budget available will be up to the in-principle allocation if required.

Decisions on temporary schemes should be based on scheme monitoring and consultation. We are expecting further national guidance on this shortly and we have issued guidance on monitoring and engagement to complement existing DfT guidance. As above, there is no funding for removal of temporary schemes.

Camera enforcement revenue should be invested in active travel. ATOG recognises camera enforcement will be used for traffic management to deliver successful low traffic neighbourhoods, while enabling emergency services access. We are developing a proposal which would require boroughs to use initial revenue income from fines to repay the costs of installing ANPR cameras. We are also exploring the option of a camera fund, which could enable the long-term implementation of future LTNs, or other active travel measures. We will provide you with further guidance on this.

If you have any questions about your allocation, please speak directly with your Borough Sponsor.

Yours sincerely

A handwritten signature in black ink that reads "Sam Monck". The signature is written in a cursive style with a long vertical stroke extending downwards from the end of the name.

Sam Monck
Head of Network Sponsorship
Investment Delivery Planning - Surface Transport