



27 July 2021

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**Surface Transport  
Investment Delivery Planning**

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Dear Andrew

## 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 Lambeth Council £1,725,609. 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	Staff costs	£403,000
	Schemes in flight	£850,609
Discretionary Funding	Borough Cycling	£127,000
	Crossrail Complementary Measures	£0
	Bus Priority	£345,000
	CFR Completion	£0
<b>Total</b>		<b>£1,725,609</b>

Schemes in flight being funded are also set out.

Scheme	Amount
Low Traffic Neighbourhoods	£113,995
Voltaire Road	£80,000
School Streets	£65,000
Cycle Parking	£90,000
Collision Reduction	£310,714
20mph Compliance	£81,000
Low Traffic Neighbourhoods development work	£109,000
<b>Total</b>	<b>£850,609</b>

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, sweeping underline.

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