



**Department  
for Transport**

From the Secretary of State  
**The Rt. Hon. Grant Shapps**

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Cllr Phélim MacCafferty  
Leader of Brighton and Hove Council

13 November 2020

Dear Cllr Phélim MacCafferty,

### **Active Travel Funding Tranche 2 Allocations**

Further to my letter of 16 October, I am now writing with details of your authority's final allocation for tranche two of the Active Travel Fund. I am pleased to award Brighton and Hove Council £2,376,000 for delivery of tranche 2 schemes. This will be split 80% CDEL and 20% RDEL. A formal Section 31 grant offer letter will follow shortly. I am grateful to your staff for putting together and submitting proposals over the busy summer period which I know was a testing time for all local authorities.

A list of final allocations awarded to local authorities is attached at annex A, and these will also be published on gov.uk. Authorities will receive either 125%, 100%, 95%, 75% or 60% of their indicative allocations based on the strength of their bids. Where authorities have received significantly less than their indicative allocations, this is due to their proposals being less aligned with the objectives of the fund than those of other authorities. Feedback will be provided where this is the case.

I look forward to seeing this investment in active travel delivering an attractive alternative to the travelling public for shorter journeys, and supporting the Government's drive to tackle obesity given its association with COVID-19. As in our original letter and in the guidance we issued in May, to receive any money under this tranche, you needed to show us meaningful plans to reallocate roadspace to active travel. Anything that did not meaningfully alter the status quo on the road would not be funded.

All this still applies, but experience in the five months since the funding was announced shows that some forms of roadspace reallocation have been more

effective than others. Reducing traffic around schools and giving cyclists protection with segregated lanes have made it easier and safer to choose to cycle or walk to work or school.

In contrast, as I wrote recently, the temporary pavement extensions installed by many authorities in town centres using barriers up to four feet high have often been less effective. They may prevent pedestrians from crossing the road, cause congestion for buses and motor traffic, narrow streets to the detriment of cyclists, and impede access and parking for the kerbside businesses which cluster in these areas. Yet they also appear to be relatively little used by the pedestrians for whom they were intended. I don't want this sort of scheme to undermine the fact that this Government is committed to ensuring all journeys are safe, reliable and efficient for drivers and businesses, including by investing over £27 billion over the next five years through Highways England's roads plan to ensure the road network is fit for the future.

The Department is also therefore publishing today revised statutory Network Management Duty guidance which emphasises, among other things, the importance of consultation on permanent schemes. This second tranche of funding will be much more for permanent schemes than the first, so we expect local authorities to consult more thoroughly than on the temporary schemes you did in the first wave. Councils must develop schemes that work for their communities. I have set out my requirements in full at annex B. Consultation should include objective tests of public opinion, such as scientific polling, to cut through the noise and passion schemes can generate and gather a truly representative picture of local views. It should engage stakeholders, including local MPs, but it should not be confused with listening only to the loudest voices or giving any one group a veto. Before starting work, we will ask you to confirm in writing how you have consulted. Within twelve months of completing work, we will ask you to report on the impacts that schemes have had.

Very few changes to anything will command unanimous support, and we do not ask it for these schemes. But there is clear evidence that for all the controversy they can sometimes cause, ambitious cycling and walking schemes have significant, if quieter, majority support. In recent surveys by my Department, 65 per cent of people across England supported reallocating road space to walking and cycling in their local area and nearly eight out of ten people support measures to reduce road traffic in their neighbourhood.

In individual neighbourhoods from which through traffic has been removed, surveys again find that clear majorities of residents welcome the schemes and want them to stay. Evidence also shows that these schemes are

effective. Evaluation of early School Streets projects has shown traffic outside schools has reduced on average by 68%, children cycling to school has increased by 51%, and harmful vehicle pollution outside schools is down by almost three-quarters.

Funding should, as far as possible, be committed by the end of the current financial year, and schemes delivered as soon as reasonably possible thereafter. In contrast to tranche 1 funding, it is more important that the schemes are delivered robustly and that community support for them is established than it is that they are delivered rapidly.

We also remind you that all new schemes should comply with the newly-updated Cycle Infrastructure Design Guidance, published in July, available at <https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120> . Active Travel England, once established, will review the quality of schemes delivered by local authorities with this funding, and will take this into account in its reports of local authorities' performance on active travel. The Department reserves the right to reduce future funding, for active travel or other purposes, where consultation and design quality conditions are not met.

Thank you once again for your support for active travel.

Yours ever,

A handwritten signature in black ink, appearing to read 'Grant Shapps', written in a cursive style.

**Rt Hon Grant Shapps MP**  
**SECRETARY OF STATE FOR TRANSPORT**

## Active Travel Fund: final funding allocations

### Combined authorities

Authority name	Final allocation tranche 1 (£)	Final allocation tranche 2 (£)	Total (£)
Cambridgeshire and Peterborough CA	642,429	1,724,250	2,366,679
Greater Manchester CA	3,174,000	15,871,250	19,045,250
Liverpool City Region CA	1,974,000	7,896,000	9,870,000
Transport for London	5,000,000	20,000,000	25,000,000
North East JTC	2,262,000	9,049,000	11,311,000
Sheffield City Region CA	1,437,000	5,461,550	6,898,550
Tees Valley CA	481,542	1,722,000	2,203,542
West Midlands ITA	3,850,997	13,097,650	16,948,647
West of England CA	827,895	2,964,000	3,791,895
West Yorkshire CA	2,513,000	10,053,000	12,566,000

### Local authorities

Authority name	Final allocation tranche 1 (£)	Final allocation tranche 2 (£)	Total (£)
Bedford UA	30,250	363,750	394,000
Blackburn with Darwen UA	77,000	292,600	369,600
Blackpool UA	26,000	312,000	338,000
Bournemouth, Christchurch and Poole UA	312,835	1,062,100	1,374,935
Bracknell Forest UA	57,000	181,800	238,800
Brighton and Hove UA	663,657	2,376,000	3,039,657
Buckinghamshire	513,943	1,748,000	2,261,943
Central Bedfordshire UA	223,454	600,000	823,454
Cheshire East UA	155,000	588,050	743,050
Cheshire West and Chester UA	161,000	611,800	772,800
Cornwall UA <sup>1</sup>	152,000	607,000	759,000
Cumbria	260,323	886,350	1,146,673
Derby UA	227,923	776,150	1,004,073
Derbyshire	443,000	1,684,350	2,127,350
Devon	338,000	1,283,450	1,621,450
Dorset	128,486	438,900	567,386
East Riding of Yorkshire UA	123,000	467,400	590,400
East Sussex	535,171	1,820,200	2,355,371
Essex	968,500	7,358,700	8,327,200
Gloucestershire	321,773	864,750	1,186,523
Hampshire	863,000	3,280,350	4,143,350
Herefordshire, County of UA	20,000	120,000	140,000
Hertfordshire	1,247,329	6,451,450	7,698,779
Isle of Wight UA	62,000	235,600	297,600

<b>Kent</b>	1,600,000	6,098,050	7,698,050
<b>Kingston upon Hull, City of UA</b>	272,000	1,035,500	1,307,500
<b>Lancashire</b>	782,087	2,801,000	3,583,087
<b>Leicester UA</b>	405,568	1,378,450	1,784,018
<b>Leicestershire</b>	335,180	900,000	1,235,180
<b>Lincolnshire</b>	105,500	799,900	905,400
<b>Luton UA</b>	216,000	822,700	1,038,700
<b>Medway UA</b>	242,500	927,000	1,169,500
<b>Milton Keynes UA</b>	228,000	684,750	912,750
<b>Norfolk</b>	295,500	1,498,150	1,793,650
<b>North East Lincolnshire UA</b>	42,000	319,200	361,200
<b>North Lincolnshire UA</b>	41,000	154,850	195,850
<b>North Somerset UA</b>	106,140	473,750	579,890
<b>North Yorkshire</b>	133,000	1,011,750	1,144,750
<b>Northamptonshire</b>	351,000	1,332,850	1,683,850
<b>Nottingham UA</b>	569,806	2,039,000	2,608,806
<b>Nottinghamshire</b>	263,250	2,178,350	2,441,600
<b>Oxfordshire</b>	298,500	2,985,000	3,283,500
<b>Plymouth UA</b>	249,000	945,250	1,194,250
<b>Portsmouth UA</b>	214,515	461,400	675,915
<b>Reading UA</b>	221,250	1,179,000	1,400,250
<b>Rutland UA</b>	2,500	36,100	38,600
<b>Shropshire UA</b>	86,000	259,500	345,500
<b>Slough UA</b>	205,577	552,000	757,577
<b>Somerset</b>	120,000	457,900	577,900
<b>Southampton UA</b>	245,000	1,225,000	1,470,000
<b>Southend-on-Sea UA</b>	309,000	927,000	1,236,000
<b>Staffordshire</b>	183,000	1,832,500	2,015,500
<b>Stoke-on-Trent UA</b>	126,000	504,750	630,750
<b>Suffolk</b>	376,519	1,685,000	2,061,519
<b>Surrey</b>	848,000	6,445,750	7,293,750
<b>Swindon UA</b>	214,515	731,500	946,015
<b>Telford and Wrekin UA</b>	76,000	229,500	305,500
<b>Thurrock UA</b>	288,000	690,000	978,000
<b>Torbay UA</b>	41,250	132,600	173,850
<b>Warrington UA</b>	130,000	650,000	780,000
<b>Warwickshire</b>	129,000	979,450	1,108,450
<b>West Berkshire UA</b>	124,000	495,000	619,000
<b>West Sussex</b>	781,000	2,351,250	3,132,250
<b>Wiltshire UA</b>	227,000	681,000	908,000
<b>Windsor and Maidenhead UA</b>	140,000	335,400	475,400
<b>Wokingham UA</b>	76,000	576,650	652,650
<b>Worcestershire</b>	135,500	649,200	784,700
<b>York UA</b>	193,287	658,350	851,637

**Active Travel Fund: Strengthening consultation on tranche 2 schemes**

Local authorities are required to:

1. Publish detailed consultation plans to show how they will consult their communities before funding is released;
2. Show 'reasonable evidence' of consultation before schemes can be introduced;
3. Undertake appropriate public opinion surveys before and after implementation;
4. Submit monitoring reports on the implementation of schemes 6-12 months after their opening;
5. Liaise closely with the Department on these requirements and attend briefing sessions where the Department will communicate the strengthened requirements in more detail;

If these conditions are not met, the Department will reduce future funding allocations for local transport measures.

As part of the new body's quality assurance remit, Active Travel England will both support and review local authority plans for stakeholder consultation on future schemes and investment plans.