



Department
for Transport

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Our Ref:
Your Ref:

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To Local Transport Authority Officers

Emergency Active Travel Funding Indicative Allocations

On behalf of the Department of Transport, I am pleased to give details of the indicative allocations for the first stage of the emergency active-travel fund [announced on 9 May](#). This new funding is designed to help you use pop-up and temporary interventions to create an environment that is safe for both walking and cycling in your area. Active travel allows people to get around whilst maintaining social distance and will have an essential role to play in helping us avoid overcrowding on public transport systems as the as we begin to open up parts of our economy. We have a window of opportunity to act now to embed walking and cycling as part of new long-term commuting habits and reap the associated health, air quality and congestion benefits.

Of the total £250 million fund, £225 million will be provided directly to local transport authorities and London boroughs, while £25 million will help support cycle repair schemes.

The £225 million allocated to local authorities will be released in two phases. The first tranche of £45 million will be released as soon as possible so that work can begin at pace on closing roads to through traffic, installing segregated cycle lanes and widening pavements.

Indicative amounts by authority for the first tranche are shown in Appendix A. The main purpose of the initial funding is to promote cycling as a replacement for journeys previously made by public transport. Funding is therefore weighted towards areas which until the crisis had high levels of public transport use, especially for short and local journeys which can now be cycled.

The amounts are only indicative. To receive any money under this or future tranches, you will need to show us that you have swift and meaningful plans to reallocate road space to cyclists and pedestrians, including on strategic corridors.

The quickest and cheapest way of achieving this will normally be point closures. These can be of certain main roads (with exceptions for buses, access and disabled people, and with other main roads kept free for through motor traffic); or of parallel side streets, if sufficiently direct to provide alternatives to the main road. Point closures can also be used to create low-traffic filtered neighbourhoods.

Pop-up segregated cycle lanes will also be funded, but are likely to be more difficult to implement quickly. As [the guidance](#) states, they must use full or light segregation. We will also fund the swift implementation, using temporary materials, of existing cycle plans that involve the meaningful reallocation of road space.

We expect all these measures to be delivered quickly using temporary materials, such as barriers and planters. Elaborate, costly materials will not be funded at this stage. Anything that does not meaningfully alter the status quo on the road will not be funded. As [the guidance](#) makes clear, 20mph zones can form part of a package of measures, but will not be sufficient on their own.

If work has not started within four weeks of receiving your allocation under this tranche of funding, or has not been completed within eight weeks of starting, the Department will reserve the right to claw the funding back by adjusting downwards a future grant payment to your authority. This will have a material impact on your ability to secure any funding in tranche 2.

To allow changes to be put in place more quickly, [a temporary process](#) for new emergency traffic orders was announced on 23 May halving the time needed for approval. The second tranche of £180m will be released later in the summer to enable authorities to install further, more permanent measures to cement cycling and walking habits. Where applicable, this will enable local authorities to implement schemes already planned in Local Cycling and Walking Infrastructure Plans (LCWIPs).

In order to access your authority's share for both phases, we will require the completion of an online proforma to allow us to assess your plans on how the money will be spent. The proforma is intended to be as simple and light-touch as possible and should not be onerous for you to complete. The proforma for tranche one should be completed as soon as possible and no later than Friday 5 June. It can be found online here: <https://www.smartsurvey.co.uk/s/ActiveTravelFund/>. We will write to you again shortly with instructions on how to access the second tranche of funding, together with a new proforma.

The indicative funding allocations can be found at Annex A. We will make the payments via a grant under section 31 of the Local Government Act 2003 together with a formal grant determination letter as soon as possible after you have submitted the proforma. In the event that any authority does not wish to receive a share of the funding, or does not submit proposals which meet the Department's expectations, we will reserve the right to increase or decrease indicative allocations. If you have any questions on any aspect of this funding, please email: activetravel.pmo@dft.gov.uk

Yours faithfully,



Rupert Furness
Deputy Director, Active and Accessible Travel

Annex A – Indicative allocations of funds for phase 1 to combined and local authorities
Annex B – Terms and conditions

Annex A: Indicative allocations – phase 1

Formula is based on census data: all residents aged 16 and over in employment who use public transport¹ as their usual method of travel to work

| | Phase 1 |
|--|-------------------|
| Name | |
| England outside of London | 40,000,000 |
| London | 5,000,000 |
| | |
| Regions | |
| East Midlands | 2,964,000 |
| East of England | 6,075,000 |
| North East | 2,693,000 |
| North West | 6,709,000 |
| South East | 9,085,000 |
| South West | 2,853,000 |
| West Midlands | 4,713,000 |
| Yorkshire and The Humber | 4,910,000 |
| | |
| Combined Authorities | |
| Cambridgeshire and Peterborough CA | 575,000 |
| Greater Manchester CA | 3,174,000 |
| Liverpool City Region CA | 1,974,000 |
| North East CA | 2,262,000 |
| Sheffield City Region CA | 1,437,000 |
| Tees Valley CA | 431,000 |
| West Midlands ITA | 3,447,000 |
| West of England CA | 741,000 |
| West Yorkshire CA | 2,513,000 |
| | |
| Local Authorities | |
| Barnsley | .. |
| Bath and North East Somerset UA | .. |
| Bedford UA | 121,000 |
| Birmingham | .. |
| Blackburn with Darwen UA | 77,000 |
| Blackpool UA | 104,000 |
| Bolton | .. |
| Bournemouth, Christchurch and Poole UA | 280,000 |
| Bracknell Forest UA | 76,000 |
| Bradford | .. |
| Brighton and Hove UA | 594,000 |
| Bristol, City of UA | .. |
| Buckinghamshire | 460,000 |
| Bury | .. |
| Calderdale | .. |

| | |
|--------------------------------|-----------|
| Cambridgeshire | .. |
| Central Bedfordshire UA | 200,000 |
| Cheshire East UA | 155,000 |
| Cheshire West and Chester UA | 161,000 |
| Cornwall UA ² | 152,000 |
| County Durham UA | .. |
| Coventry | .. |
| Cumbria | 233,000 |
| Darlington UA | .. |
| Derby UA | 204,000 |
| Derbyshire | 443,000 |
| Devon | 338,000 |
| Doncaster | .. |
| Dorset | 115,000 |
| Dudley | .. |
| East Riding of Yorkshire UA | 123,000 |
| East Sussex | 479,000 |
| Essex | 1,937,000 |
| Gateshead | .. |
| Gloucestershire | 288,000 |
| Halton UA | .. |
| Hampshire | 863,000 |
| Hartlepool UA | .. |
| Herefordshire, County of UA | 40,000 |
| Hertfordshire | 1,698,000 |
| Isle of Wight UA | 62,000 |
| Kent | 1,605,000 |
| Kingston upon Hull, City of UA | 272,000 |
| Kirklees | .. |
| Knowsley | .. |
| Lancashire | 700,000 |
| Leeds | .. |
| Leicester UA | 363,000 |
| Leicestershire | 300,000 |
| Lincolnshire | 211,000 |
| Liverpool | .. |
| Luton UA | 216,000 |
| Manchester | .. |
| Medway UA | 309,000 |
| Middlesbrough UA | .. |
| Milton Keynes UA | 228,000 |
| Newcastle upon Tyne | .. |
| Norfolk | 394,000 |
| North East Lincolnshire UA | 84,000 |
| North Lincolnshire UA | 41,000 |

| | |
|--------------------------|-----------|
| North Somerset UA | 95,000 |
| North Tyneside | .. |
| North Yorkshire | 266,000 |
| Northamptonshire | 351,000 |
| Northumberland UA | .. |
| Nottingham UA | 510,000 |
| Nottinghamshire | 573,000 |
| Oldham | .. |
| Oxfordshire | 597,000 |
| Peterborough UA | .. |
| Plymouth UA | 249,000 |
| Portsmouth UA | 192,000 |
| Reading UA | 295,000 |
| Redcar and Cleveland UA | .. |
| Rochdale | .. |
| Rotherham | .. |
| Rutland UA | 10,000 |
| Salford | .. |
| Sandwell | .. |
| Sefton | .. |
| Sheffield | .. |
| Shropshire UA | 86,000 |
| Slough UA | 184,000 |
| Solihull | .. |
| Somerset | 120,000 |
| South Gloucestershire UA | .. |
| South Tyneside | .. |
| Southampton UA | 245,000 |
| Southend-on-Sea UA | 309,000 |
| St. Helens | .. |
| Staffordshire | 366,000 |
| Stockport | .. |
| Stockton-on-Tees UA | .. |
| Stoke-on-Trent UA | 168,000 |
| Suffolk | 337,000 |
| Sunderland | .. |
| Surrey | 1,696,000 |
| Swindon UA | 192,000 |
| Tameside | .. |
| Telford and Wrekin UA | 76,000 |
| Thurrock UA | 288,000 |
| Torbay UA | 55,000 |
| Trafford | .. |
| Wakefield | .. |
| Walsall | .. |

| | |
|---------------------------|---------|
| Warrington UA | 130,000 |
| Warwickshire | 258,000 |
| West Berkshire UA | 124,000 |
| West Sussex | 784,000 |
| Wigan | .. |
| Wiltshire UA | 227,000 |
| Windsor and Maidenhead UA | 140,000 |
| Wirral | .. |
| Wokingham UA | 152,000 |
| Wolverhampton | .. |
| Worcestershire | 271,000 |
| York UA | 173,000 |

1 Public transport train, underground, metro, light rail, tram, bus, minibus or coach

2 Includes Isle of Scilly

Annex B: Terms and conditions

We expect each local authority to use this funding as proposed in their completed pro forma.

This funding will be paid via a grant under Section 31 of the Local Government Act 2003. Available online here: <http://www.legislation.gov.uk/ukpga/2003/26/section/31>

For any grant, Government is required to monitor the effectiveness of any public investment. We therefore expect you to have robust monitoring and evaluation plans in place. Funding for the second tranche of money will be conditional on demonstrating that bids represent value for money and evidence of suitable evaluation plans.

This grant may be subject to State Aid regulations. It is the responsibility of local authorities to satisfy themselves that they are State Aid compliant when using the Emergency Active-Travel Fund. Local authorities should ensure that their project teams are versed on State Aid law, as they are better placed to provide support on the operational matters within the authority. Guidance on State Aid is available from: <https://www.gov.uk/state-aid>.