

02-UK 4G

11:23



Andrew >

Thu 3 Jun, 21:20

Yes it will be the same as before from our end. Am off myself the week after next, so can we do the first one at the back end of next week? Maybe Friday, then the following Monday and fort nightly thereafter? Can we speak early next week too - a few things to pick up with you

Fri 4 Jun, 09:20

Great - will call you on Monday

Thu 10 Jun, 16:57

Cant get diaries to work for a meeting on Friday. Have got one in for next week.

Text Message  
Wed 16 Jun, 19:16

You missed a call from me at



iMessage



O2-UK 4G

11:23



< 47



Andrew >

Text Message  
Wed 16 Jun, 19:16

You missed a call from me at 19:16 16 Jun. This is a free Call Alert from O2. To disable this dial [901](#), press \*, then option 5 and option 5.

iMessage

Am in the middle of a load of stuff. We won Bishopsgate appeal. Good news.

Yes I heard - hence the call

Great news but am in the thick of things now. Are you on holiday?

I am

Can you send me the judgment? When's it public?

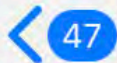


iMessage



02-UK 4G

11:22



Andrew >

iMessage  
Thu 3 Jun, 08:28

Morning Andrew. Apologies, am in Cornwall for school half term and have crap phone coverage.

Am keen to get ATOG in diaries. Will be back in office on Monday. Shall we aim for following Monday as I need to get on top of the new plan and TfL budget.

I'll talk to London Councils and see if they still want Clyde as a representative. I think he is good and would be keen to keep him. However, he is representing LCs so will have to speak to them.

Will Rupert still be on point from DfT?

Thu 3 Jun, 21:20



iMessage



02-UK 4G

11:23



< 47



Andrew >

It isn't public yet

anything to worry about? Any stings in the tail? Cabbies all gratifyingly cross...

Fri 16 Jul, 16:59

In a meeting will call you when I'm done

Thu 22 Jul, 13:15

Hi Andrew, we have an issue with some traffic orders expiring with social distancing going. The cabbies legal team are all over this with Bishopsgate. I know a new amendment Network Management Duty Guidance note that has been drafted. But this hasn't been published yet. We really need it published ASAP. I imagine you were planning to bundle it in with the



iMessage



02-UK 4G

11:23



Andrew >

In a meeting will call you when I'm done

Thu 22 Jul, 13:15

Hi Andrew, we have an issue with some traffic orders expiring with social distancing going. The cabbies legal team are all over this with Bishopsgate. I know a new amendment Network Management Duty Guidance note that has been drafted. But this hasn't been published yet. We really need it published ASAP. I imagine you were planning to bundle it in with the summer of cycling announcements but wondered if a small technical update could go up online as soon as possible. The cabbies want a legal response by 4pm! Will

Delivered



iMessage





Andrew Gilligan



Wed 4 Aug

🔒 Messages and calls are end-to-end encrypted. No one outside of this chat, not even WhatsApp, can read or listen to them. Tap to learn more.

Can we speak comrade 17:58

Fri 6 Aug

Can we speak please comrade 16:04

Today

Sorry Andrew - have been on away. Am now back 08:15 ✓✓



## Jacob Gemma

---

**From:** Norman Will (Will Norman, Walking & Cycling Commissioner)  
**Sent:** 29 July 2021 13:41  
**To:** Andrew Gilligan  
**Subject:** Ken High Street  
**Attachments:** Kensington High St Performance.pdf

Andrew

We discussed Ken High Street. I promised I'd share the latest data we have. See attached.

Will

**Will Norman**  
**Mayor's Walking & Cycling Commissioner**

City Hall | The Queen's Walk | London | SE1 2AA

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28 JULY 2021

# Kensington High Street

Bus and general traffic performance





## High Level Summary

- Kensington high Street cycle scheme was removed in early December 2020. Monitoring of this scheme was hindered by a series of borough works which masked any impact from the scheme.
- Following removal of the scheme journey times initially reduced, this is due to the Christmas period and subsequent lockdown measures.
- As flows have returned to the network, bus journey times have increased. However, journey times and flows remain below pre-pandemic levels.
- On Kensington Church Street, there are two weeks where bus journey times are above the baseline, during these weeks there were utility works on the network.



BUS PERFORMANCE

# 0700-1900 Buses

Kensington High Street  
Kensington Church Street



EVERY JOURNEY MATTERS

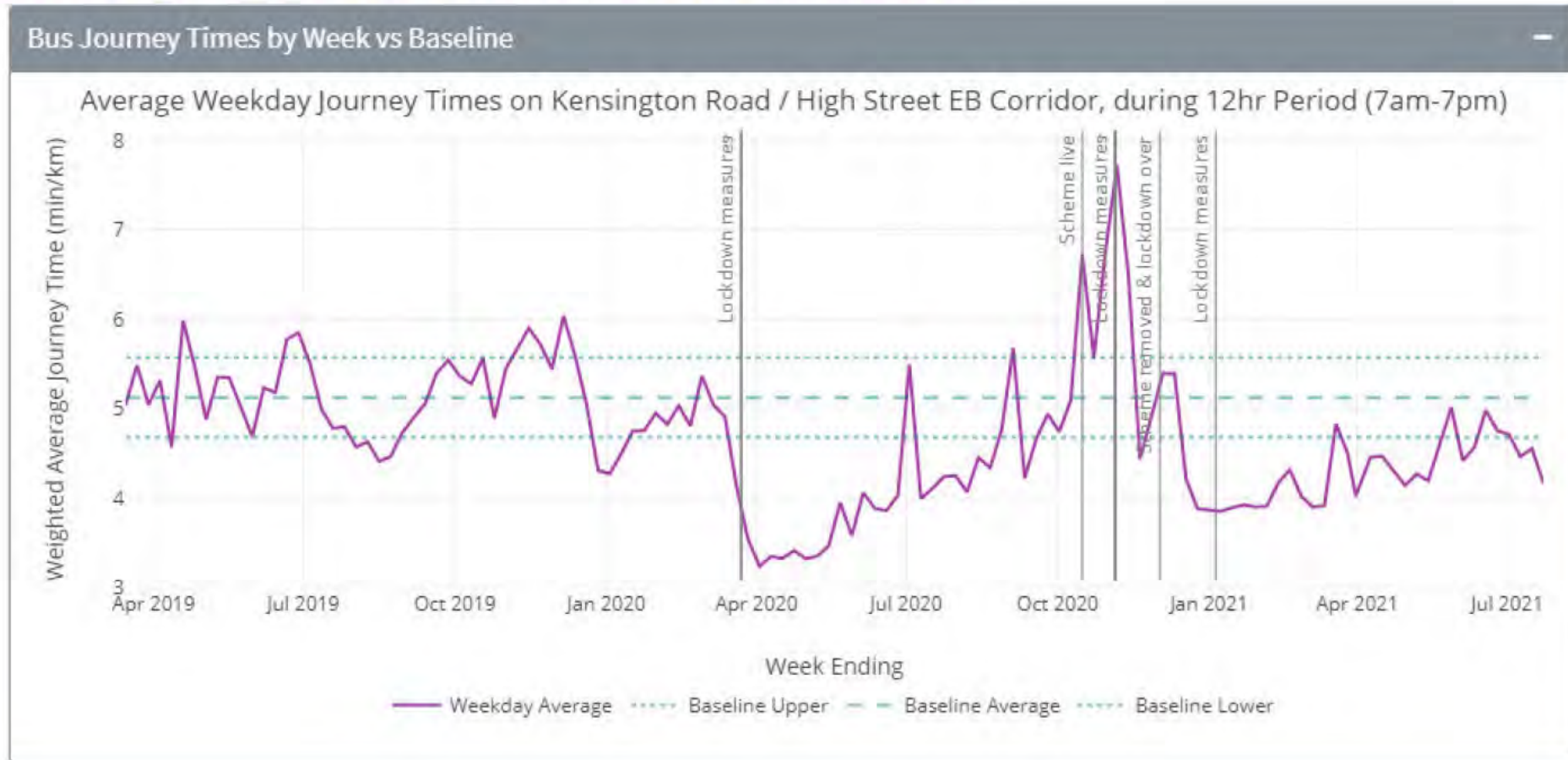
# Scope: Bus journey time segments



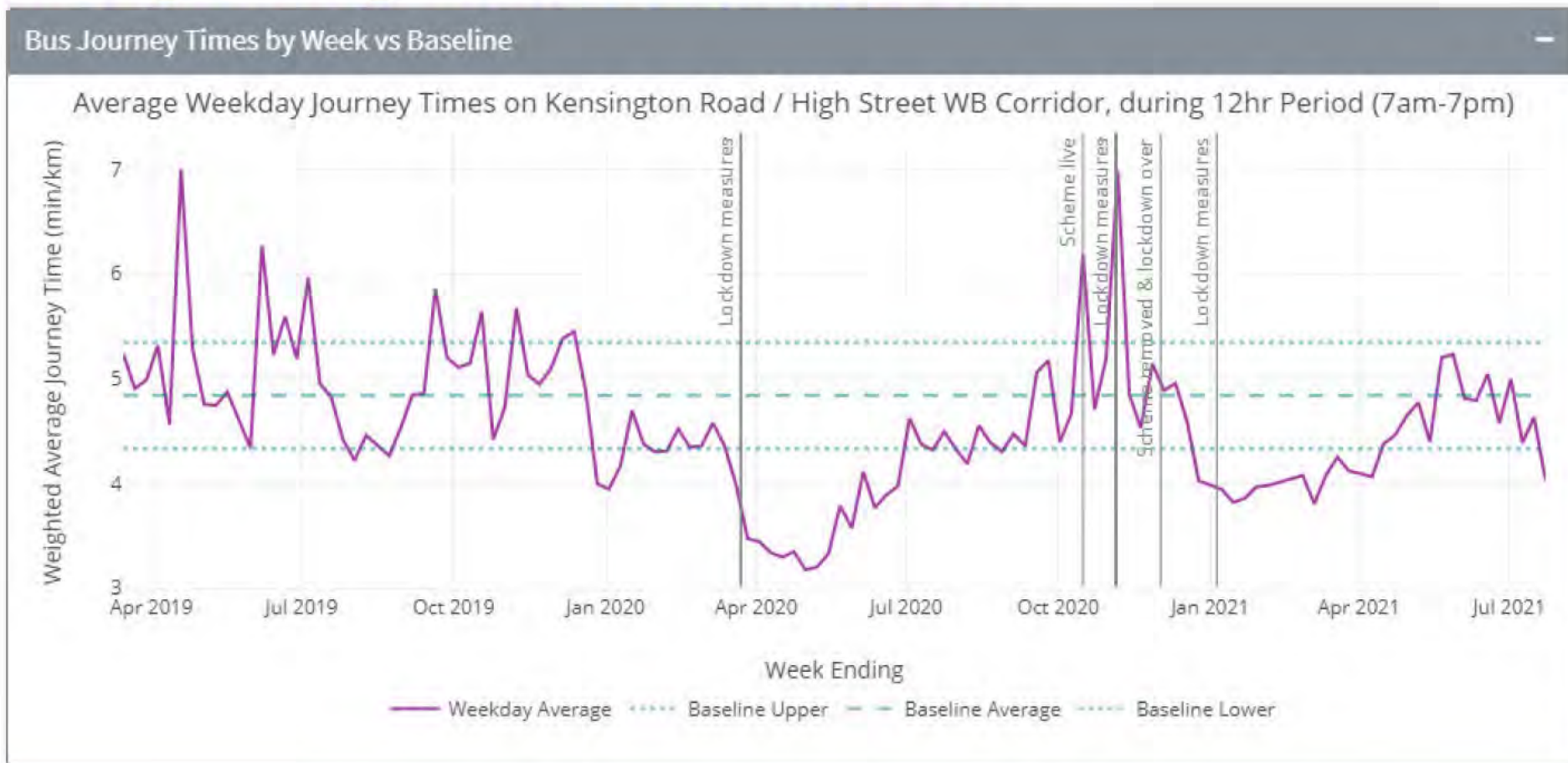
- Kensington High St EB
- Kensington High St WB
- Kensington Church St SB



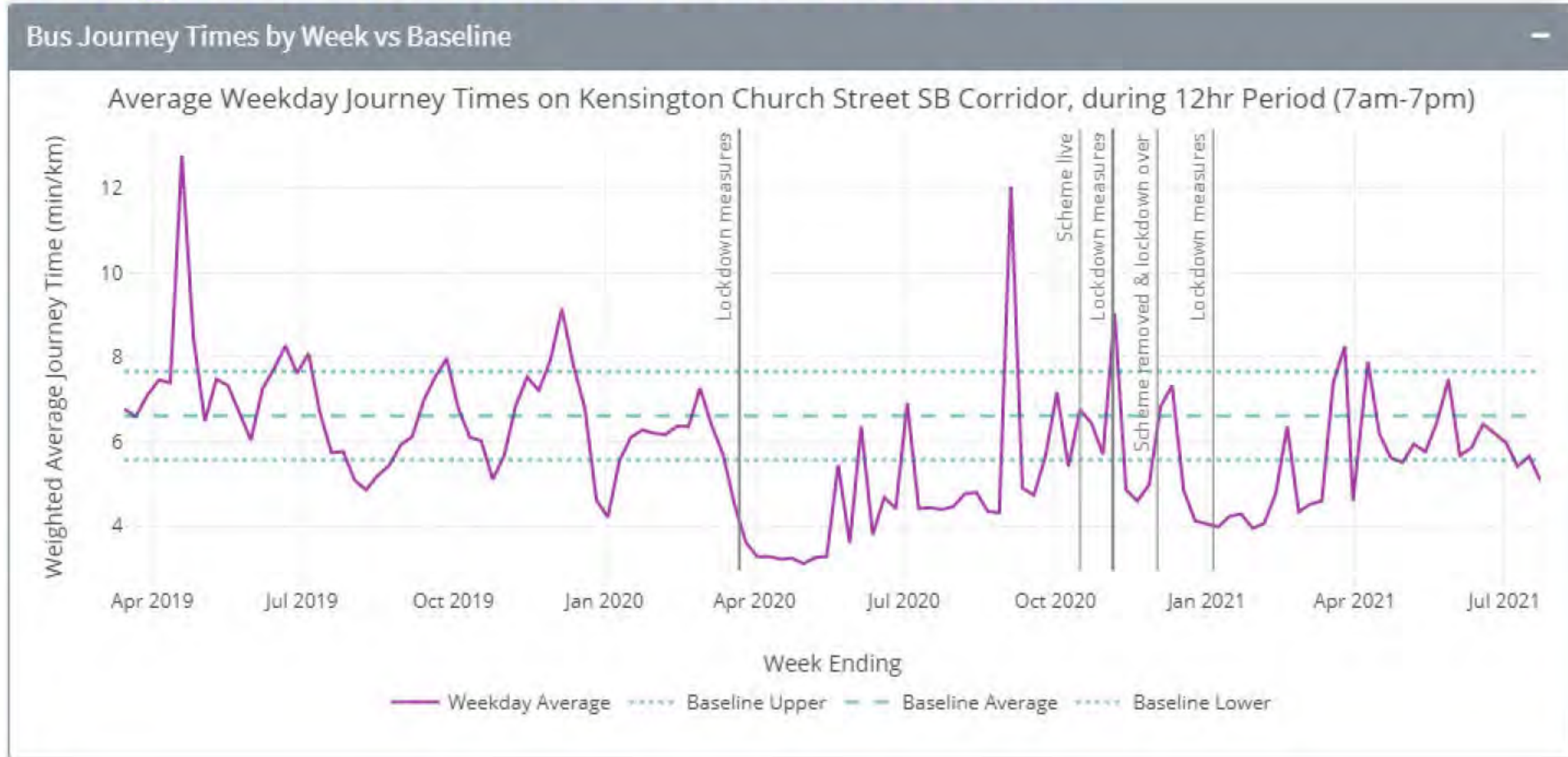
# Journey Times (per km) 0700-1900 Kensington High Street Eastbound



# Journey Times (per Kilometre) 0700-1900 Kensington High Street Westbound



# Journey Times (per Kilometre) 0700-1900 Kensington Church Street Southbound



GENERAL TRAFFIC PERFORMANCE

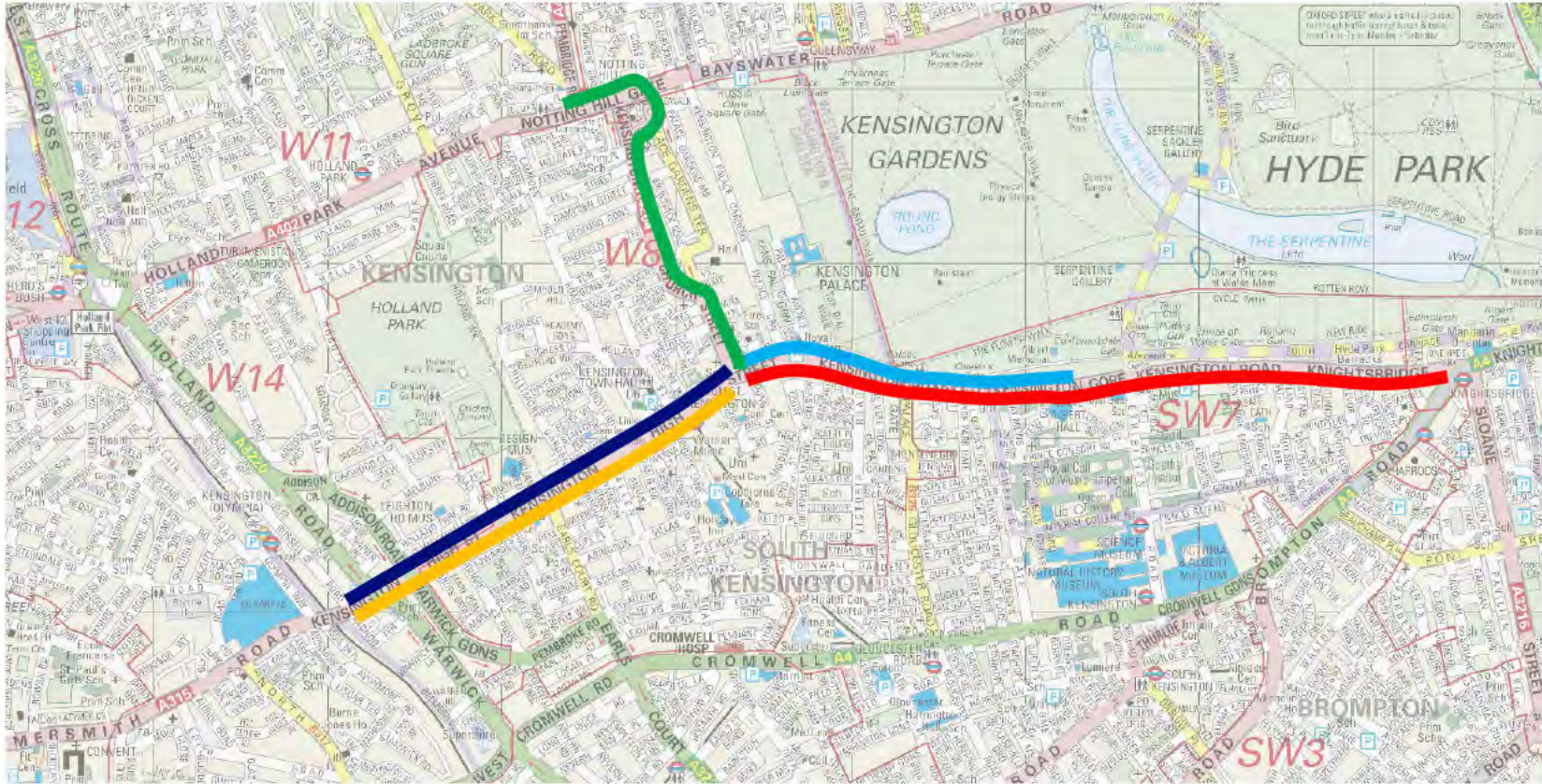
# 0700-1900 General Traffic

Kensington High Street  
Kensington Church Street



EVERY JOURNEY MATTERS

# Scope: General/Freight journey time segments



-  Kensington High St EB1
-  Kensington High St EB2
-  Kensington High St WB1
-  Kensington High St WB2
-  Kensington Church St SB

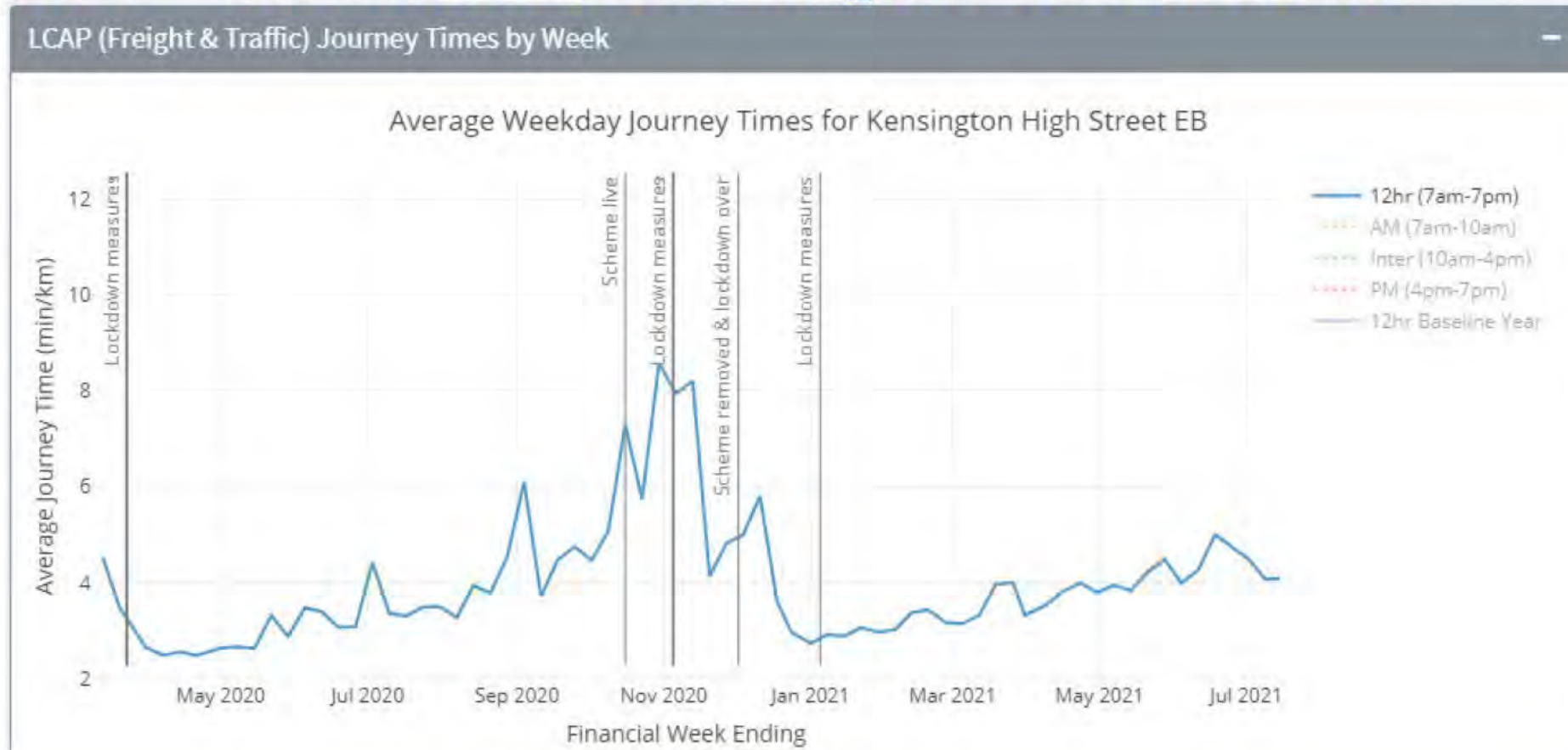


EVERY JOURNEY MATTERS

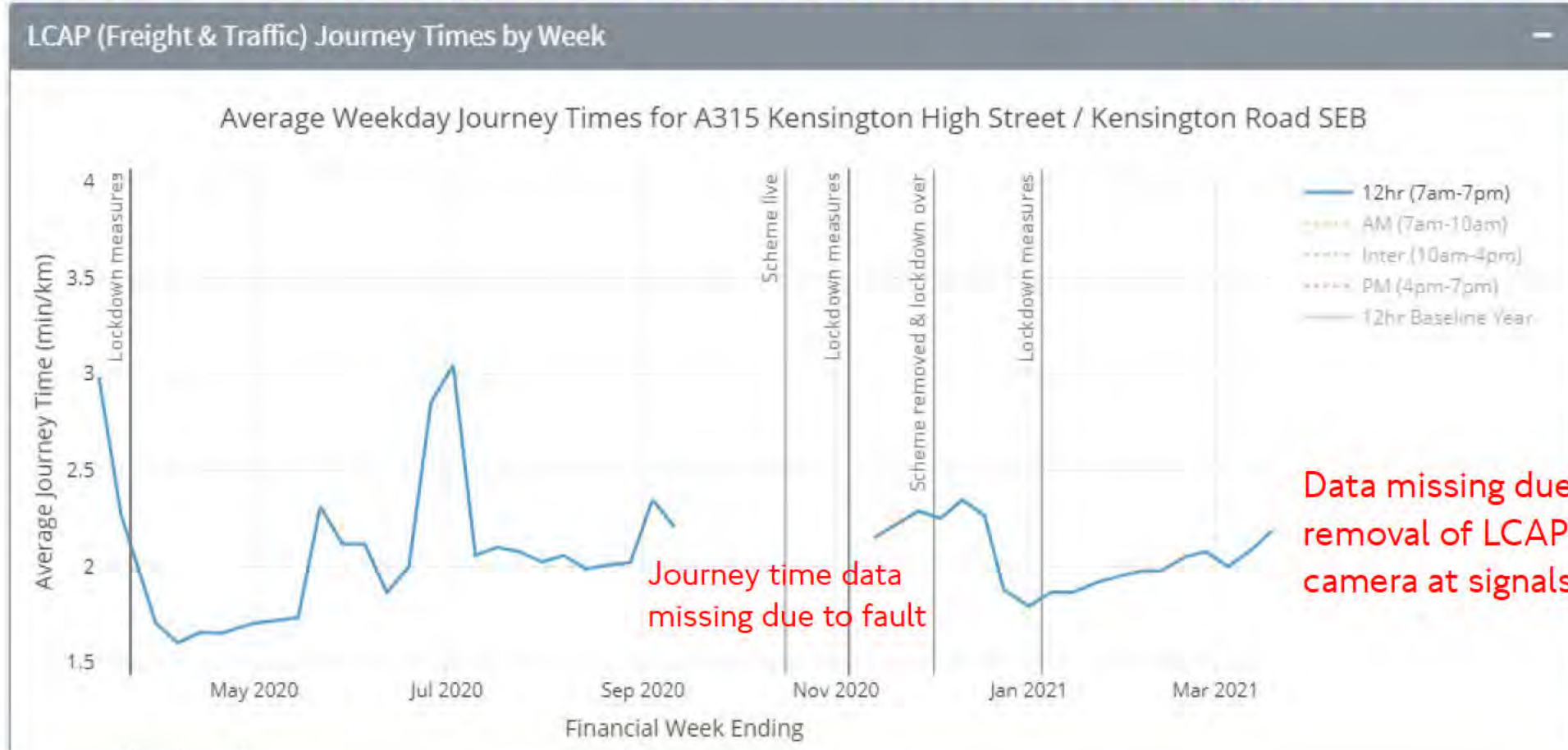
TfL RESTRICTED



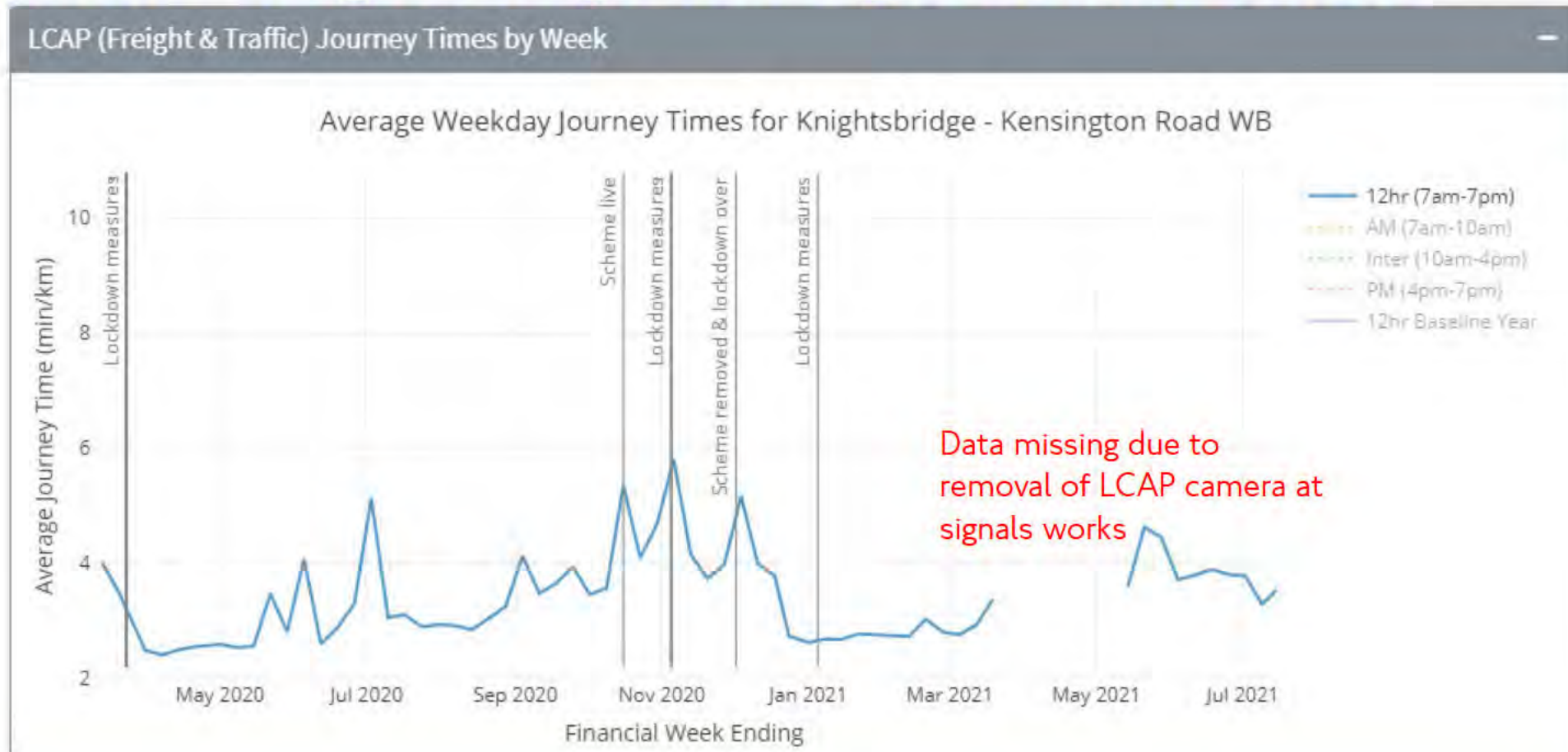
# Journey Times (per km) 0700-1900 Kensington High Street Eastbound I – Warwick Road-Kensington Church Street



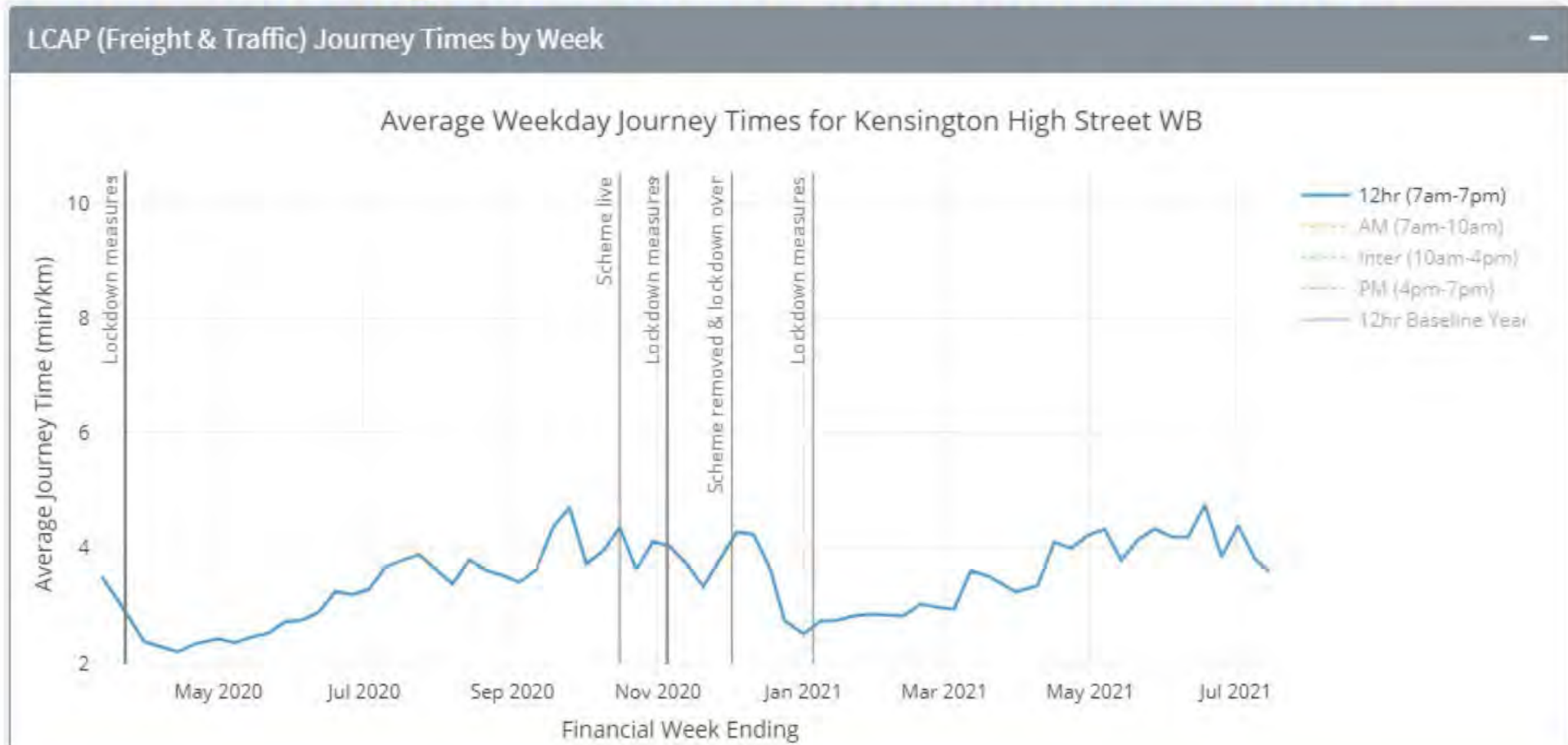
# Journey Times (per km) 0700-1900 Kensington High Street Eastbound 2 – Kensington Church Street-Kensington Gore



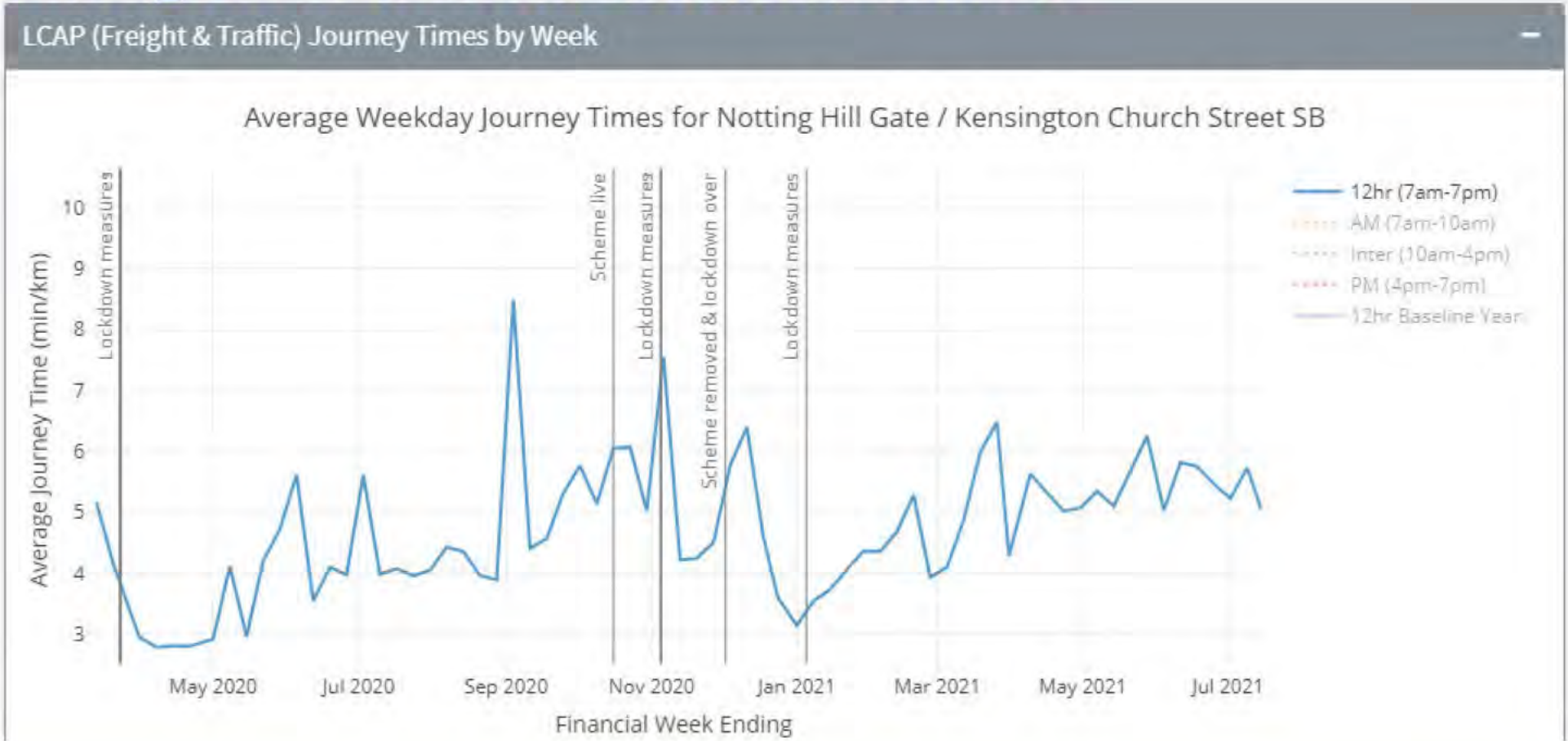
# Journey Times (per Kilometre) 0700-1900 Kensington High Street Westbound I – Knightsbridge-Kensington Church Street



# Journey Times (per Kilometre) 0700-1900 Kensington High Street Westbound 2 – Kensington Church Street-Warwick Road



# Journey Times (per Kilometre) 0700-1900 Kensington Church Street Southbound



## Buses Methodology

### Data

- Weekly iBus data has been used for this analysis. This gives weekday (Mon-Fri) average journey times by route, stop-to-stop link and peak (AM = 7am-10am, Inter = 10am-4pm, PM = 4pm-7pm & 12hr = 7am-7pm). These journey times exclude dwell times at stops.

### Corridor averages

- Data for each corridor comprised multiple routes. Journey times have been summarised by route, by taking the total journey time across stop-to-stop links along the corridor and dividing by the length of these links, to give a minutes per km figure.

### Thresholds

- The graphs show the averages plotted against thresholds ('Baseline Upper' & 'Baseline Lower').
- These thresholds have been found by taking the mean journey time +/- 1 standard deviation during the pre-Covid baseline period (11 March 2019 – 13 March 2020\*).
- This allows for a reasonable amount of week-to-week variation but gives a threshold above which minutes per km figures would be deemed above "normal".



## Freight and Traffic Methodology

### Journey Times (LCAP)

- Freight & Traffic Journey Times have been reported using London Congestion Analysis Project (LCAP) links. This data is based on automatic number plate recognition (ANPR) camera captures and comprises links between these cameras.
- Average journey times have been calculated by week, by peak.
- The baseline shown is a 12 hour (7am-7pm) average from the equivalent week one year prior.
- The locations of the LCAP links used are shown on slide 9.



# Network Management Directorate





## Jacob Gemma

---

**From:** Andrew Gilligan  
**Sent:** 07 August 2021 00:23  
**To:** Monck Sam; Batey Alexandra; Norman Will (Will Norman, Walking & Cycling Commissioner); Powell Gareth  
**Subject:** Naughty step boroughs

Hi all, could I get an update on Monday about what's happening with these boroughs? What discussions have been had; and would be keen to see anything before it's agreed with them.

Thanks.

Andrew Gilligan | Transport and Infrastructure Adviser to the Prime Minister | 10 Downing Street, London SW1A 2AA | [REDACTED]

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## Jacob Gemma

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**From:** Norman Will (Will Norman, Walking & Cycling Commissioner)  
**Sent:** 26 July 2021 18:37  
**To:** Andrew Gilligan; Farrow Mark (ST); Batey Alexandra; Cllr Clyde Loakes; Monck Sam; Rupert Furness; Hambridge Christopher; Powell Gareth; Emma Ward; Davies Emma (ST); Preen Heather; Guy Boulby; Williams Alex; Cansick Helen (ST); Leedham Miranda (Exc); Fidler-Matthew; Faith Wilkinson  
**Cc:** +Surface MD Office; Fairholme Nick; William Bradley; Barton Glynn (ST); Fenimore laura; Fitcher John; Rees Penny; Tallon Alexander; O'Keeffe James (ST DTO); Lewington Julie (ST); Goodship Alexandra; Hanes Jonathan (ST)  
**Subject:** RE: ACTION NEEDED: draft borough allocations following ATOG this week [OFFICIAL]

Dear Andrew

Thank you for your email at 04:48 this morning responding to Alex Batey's message about borough funding from Tuesday 20<sup>th</sup> and Mark Farrow's follow up email on Friday 23<sup>rd</sup>.

As I discussed with you last week, I am increasingly concerned about further delays in finalising borough funding allocations for the period up to 11 December. Boroughs need to get started on their schemes and the longer this is delayed, the less active travel infrastructure can be delivered within this short timeframe. With school holidays now upon us, this is getting critical. I know you share my desire to see the continued rapid delivery of high-quality schemes across the capital.

The principles for borough allocations were agreed in the Active Travel Oversight Group (ATOG) of 1<sup>st</sup> July 2021, which unfortunately you did not attend. The detailed allocations were developed after the boroughs had shared their priorities and were presented at the ATOG of 12<sup>th</sup> July. Following that discussion, a second iteration was developed, incorporating views expressed at that meeting. The summary of this was shared by Alex on Tuesday 20<sup>th</sup>.

Mark Farrow's email set out the approach of sending two different letters from Sam Monck to two distinct groups of boroughs. For those boroughs where no concerns have been raised, the letter will be sent detailing their allocations as agreed in the spreadsheet. Mark shared this template and you will note the principles that Sam has listed in relation to the allocations. The second letter will be sent to the boroughs where concerns have been raised, this includes the ones you have discussed previously and flagged again in this morning's email (Ealing, RB Kensington & Chelsea, Redbridge, Sutton and Wandsworth). This letter requests a meeting with each borough so that we can discuss the concerns raised by you at ATOG.

I believe this to be the best approach of raising your concerns without further delaying delivery. The ATOG Terms of Reference set out that the remit of the group is to agree the direction, content and priorities of the Healthy Streets and Active Travel Programme, but decision-making rests with TfL as part of the devolved responsibilities of transport set out in the GLA Act. I have therefore now asked for these letters to be sent out.

In this morning's email, you have also raised some additional concerns:

- Croydon: Croydon have removed one LTN under extreme pressure from stakeholders include the neighbouring borough. They have been working on a new scheme to be introduced in that area and are progressing with other LTNs in the borough. I believe we should be funding good schemes where they deliver active travel benefits and reduce road danger, even if a borough has removed a scheme elsewhere. We do not want to be 'throwing the baby out with the bathwater'.
- Barking: The Barking & Dagenham funding is for seven road safety schemes. One of these is complemented by artwork. Our funding is for the speed hump, not the artwork. Reducing road danger is an absolute priority for TfL and City Hall and I am fully committed to funding Vision Zero Projects (including lowering speed limits) as part of this programme.

- Reducing core staff costs in boroughs: Any further reduction in borough staff costs is likely to impact negatively on their ability to plan and deliver, now and into the future. We are asking boroughs to prepare their next three-year delivery plans which will require staff resource.
- New schemes as a result of re-allocations: We will review the list of priority schemes and present these to ATOG. I do not believe this should further delay announcing the current list of schemes, some of which could be jeopardized unless funding is quickly allocated.
- Bus Priority: No decisions are needed on new bus priority schemes at this point so we can discuss this at the coming ATOG meetings.

I hope this has clarified the approach we are now taking and has addressed your concerns

With best wishes

Will

**Will Norman**  
**Mayor's Walking & Cycling Commissioner**

City Hall | The Queen's Walk | London | SE1 2AA

 Please consider the environment before printing this e-mail

**TfL RESTRICTED**

**From:** Andrew Gilligan <[redacted]no10.gov.uk>  
**Sent:** 26 July 2021 04:48  
**To:** Farrow Mark (ST) <[redacted]@tfl.gov.uk>; Batey Alexandra <[redacted]@tfl.gov.uk>; Cllr Clyde Loakes <[redacted]@walthamforest.gov.uk>; Monck Sam <[redacted]@tfl.gov.uk>; [redacted] <[redacted]@dft.gov.uk>; Hambridge Christopher <[redacted]@tfl.gov.uk>; Powell Gareth <[redacted]@tfl.gov.uk>; Norman Will (Will Norman, Walking & Cycling Commissioner) <[redacted]@tfl.gov.uk>; [redacted] <[redacted]@tfl.gov.uk>; [redacted] <[redacted]@tfl.gov.uk>; Preen Heather <[redacted]@tfl.gov.uk>; [redacted] <[redacted]@dft.gov.uk>; Williams Alex <[redacted]@tfl.gov.uk>; Cansick Helen (ST) <[redacted]@tfl.gov.uk>; [redacted] <[redacted]@tfl.gov.uk>; Leedham Miranda (Exc) <[redacted]@tfl.gov.uk>; [redacted] <[redacted]@dft.gov.uk>; [redacted] <[redacted]@dft.gov.uk>  
**Cc:** +Surface MD Office <[redacted]@tfl.gov.uk>; Fairholme Nick <[redacted]@tfl.gov.uk>; William Bradley <[redacted]@london.gov.uk>; Barton Glynn (ST) <[redacted]@tfl.gov.uk>; Fenimore laura <[redacted]@tfl.gov.uk>; Futchter John <[redacted]@tfl.gov.uk>; Rees Penny <[redacted]@tfl.gov.uk>; Tallon Alexander <[redacted]@tfl.gov.uk>; O'Keeffe James (ST DTO) <[redacted]@tfl.gov.uk>; Lewington Julie (ST) <[redacted]@tfl.gov.uk>; Goodship Alexandra <[redacted]@tfl.gov.uk>; Hanes Jonathan (ST) <[redacted]@tfl.gov.uk>  
**Subject:** RE: ACTION NEEDED: draft borough allocations following ATOG this week [OFFICIAL]

Hi all,

Thanks very much for this. The comments below refer to the attachments in the email of Friday at 15:33 and to Alex Batey's email of 20 July at 19:00.

1. On point 1, you say you've updated the borough funding letters to make clear that no funding will be provided to boroughs for the purposes of removing temporary schemes - but I can't see that in either version of the letters. It just says "removal costs are not funded in this allocation" in the letter to the "good" boroughs and nothing at all in the letter to the boroughs which are removing or have

actually removed schemes! Could it be spelt out please? Along the lines of: "We will not, now or in future, fund any council to reduce facilities for active travel, or to remove or weaken schemes. In line with the new national guidance, schemes must not be removed or weakened prematurely, or without proper consultation, or without clear evidence that they are not working. Councils which do so will receive reduced funding."

2. I'd further like to make clear in the "naughty-step" version that they are not getting an immediate funding allocation because they have removed schemes prematurely.

If you can send all the letters today (individual ones for each borough) I will clear them by the end of today. (But for Croydon, please see below and for Westminster, see point 8 below.)

3. What is our timescale for deciding scheme funding for the naughty-step boroughs and what actually are our plans for these places? The amounts in the new table haven't changed since last time. We will all need to agree what actually goes to these boroughs before any letter including an amount is sent, and I would like to see and agree those letters before they go.

- The Ealing allocation still includes the same £300k for LTN removal and for "new LTNs" which they have already cancelled, to which I objected before. Can this just be reduced to zero, please? Can it be made clear that they are not getting anything except to install new schemes? What is the remaining £200k of Crossrail complementary measures? Could that go too please?

- In RBKC, can we please just give them nothing of the £205k, apart from the air quality maybe? The impact of sending them a message will be greater than the small risk of losing a couple of little al-fresco dining streets which they want to keep anyway. 20mph is also of little value - if they want it, they can pay for it.

- Do we have to pay to put a few road humps and signs on some roads in Redbridge (the "vision zero" stuff)? The school streets money could stay.

- Sutton is getting next to no scheme funding anyway and should get absolutely none.

- If Wandsworth is prepared to do school streets and a stepped track on Queenstown Road that's fine but it should get a cut in the other schemes. What does Garratt Lane consist of? It can't be much use for cycling if it's only £56k on a road like that and it seems highly unlikely to be compliant with LTN 1/20.

- We seem to have missed Croydon off the naughty-step list. It took out a large LTN in South Norwood. What is happening on this? I don't see funding for it in any of the documentation. According to local media, they decided last month to reinstate it with ANPR cameras but with residents allowed to drive through - obviously if true that defeats the object and shouldn't be funded.

4. I am worried that we appear to be proposing to fund a number of other schemes which do not meet the LTN 1/20 standards, including street art and other prettification in Barking. I won't hold this up but can we talk about this in slower time for the next round.

5. I'm a bit worried to see Ealing's supposed segregated tracks along Uxbridge Road in the list of schemes where "work will start before December." Given Ealing's inability to withstand modest political pressure over a few planters on side streets, it seems very unlikely indeed that they will be willing to start a much more difficult segregated scheme on their key arterial road a few months before an election, or indeed ever. Where is the money for this list of schemes coming from? With the possible exception of CFR3 they don't seem to be in the borough list.

6. What scope for reductions in staffing costs is there in naughty-step boroughs?

7. What new schemes in good boroughs are we proposing to fund with the money we've saved from canning funding to bad boroughs?

8. What was the scheme in Westminster that caused them to drop by £435k? You said it could be reinstated if ATOG preferred - but you didn't say what it was.

9. In slower time, we can pick up the issue of bus priority. Also in slower time, can you send me the list of what's being funded from the ATF allocations? Presumably that's not got to be sent out this week.

Thank you.

Andrew

---

**From:** Farrow Mark (ST) <[REDACTED]@tfl.gov.uk>  
**Sent:** 23 July 2021 15:33  
**To:** Andrew Gilligan <[REDACTED]no10.gov.uk>; Batey Alexandra <[REDACTED]@tfl.gov.uk>; Cllr Clyde Loakes <[REDACTED]@walthamforest.gov.uk>; Monck Sam <[REDACTED]@tfl.gov.uk>; [REDACTED] <[REDACTED]@dft.gov.uk>; Hambridge Christopher <[REDACTED]@tfl.gov.uk>; Powell Gareth <[REDACTED]@tfl.gov.uk>; Norman Will (Will Norman, Walking & Cycling Commissioner) <[REDACTED]@tfl.gov.uk>; Davies Emma (ST) <[REDACTED]@tfl.gov.uk>; Preen Heather <[REDACTED]@dft.gov.uk>; Williams Alex <[REDACTED]@tfl.gov.uk>; Cansick Helen (ST) <[REDACTED]@TfL.gov.uk>; Leedham Miranda (Exc) <[REDACTED]@tfl.gov.uk>; [REDACTED] <[REDACTED]@dft.gov.uk>; [REDACTED] <[REDACTED]@dft.gov.uk>  
**Cc:** +Surface MD Office <[REDACTED]@tfl.gov.uk>; Fairholme Nick <[REDACTED]@tfl.gov.uk>; William Bradley <[REDACTED]@london.gov.uk>; Barton Glynn (ST) <[REDACTED]@tfl.gov.uk>; Fenimore Laura <[REDACTED]@tfl.gov.uk>; Fitcher John <[REDACTED]@tfl.gov.uk>; Rees Penny <[REDACTED]@tfl.gov.uk>; Tallon Alexander <[REDACTED]@tfl.gov.uk>; O'Keeffe James (ST DTO) <[REDACTED]@tfl.gov.uk>; Lewington Julie (ST) <[REDACTED]@tfl.gov.uk>; Goodship Alexandra <[REDACTED]@tfl.gov.uk>; Hanes Jonathan (ST) <[REDACTED]@tfl.gov.uk>  
**Subject:** RE: ACTION NEEDED: draft borough allocations following ATOG this week [OFFICIAL]

Hi Andrew, all, to follow up the note from Alex earlier in the week, sharing the attached to put everything in context. As she set out, we've taken a number of steps to address the feedback we've received, which are picked up in the following:

1. **Borough allocations spreadsheet** – updated following ATOG last week and reflecting the distinction between the majority of boroughs we're able to confirm allocations to, and those with whom we need to have further conversations, hence their allocations marked TBC. These conversations will be focussed around ensuring any allocation is used productively and positively in accordance with the principles set out in the first letter (and by implication not for activity that runs counter to our overall aims and approach)
2. **Confirmed allocation letter** – we have amended this to pick up points previously discussed around e.g. camera funding, new schemes, no funding for removal of measures
3. **Further discussion letter** – to be sent to boroughs in relation to whom questions remain - Ealing, Harrow, Hillingdon, Kensington & Chelsea, Redbridge, Sutton, and Wandsworth.

Grateful for any feedback, hopefully this enables us to move to being able to nail this down,

Mark

**Mark Farrow**  
**Chief of Staff – Surface Transport**



TfL RESTRICTED

From: Andrew Gilligan <[redacted]@no10.gov.uk>
Sent: 23 July 2021 06:47
To: Batey Alexandra <A[redacted]>; Cllr Clyde Loakes
[redacted]@walthamforest.gov.uk>; Monck Sam [redacted]@tfl.gov.uk>; [redacted]
[redacted]@dft.gov.uk>; Hambridge Christopher <C[redacted]@tfl.gov.uk>; Powell Gareth
[redacted]@tfl.gov.uk>; Norman Will (Will Norman, Walking & Cycling Commissioner)
[redacted]@tfl.gov.uk>; [redacted]@dft.gov.uk>; Davies Emma (ST)
[redacted]@tfl.gov.uk>; Preen Heather [redacted]@tfl.gov.uk>; [redacted]
y@df.gov.uk>; Williams Alex [redacted]@tfl.gov.uk>; Cansick Helen (ST)
[redacted]@TfL.gov.uk>; Leedham Miranda (Exc) [redacted]@tfl.gov.uk>; [redacted]
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William Bradley <[redacted]@london.gov.uk>; Barton Glynn (ST) <[redacted]@tfl.gov.uk>; Farrow
Mark (ST) <[redacted]@tfl.gov.uk>; Fenimore laura [redacted]@tfl.gov.uk>; Fatcher John
[redacted]@tfl.gov.uk>; Rees Penny <[redacted]@tfl.gov.uk>; Tallon Alexander
[redacted]@tfl.gov.uk>; O'Keeffe James (ST DTO) <[redacted]@tfl.gov.uk>; Lewington Julie
(ST) <[redacted]@tfl.gov.uk>; Goodship Alexandra [redacted]@tfl.gov.uk>; Hanes
Jonathan (ST) <[redacted]@tfl.gov.uk>
Subject: RE: ACTION NEEDED: draft borough allocations following ATOG this week [OFFICIAL]

Hi all, sorry about the delay. Have spoken to Gareth and he'll pick up with TfL colleagues tomorrow. Hopefully we should get this done very shortly.

From: Batey Alexandra [redacted]@tfl.gov.uk>
Sent: 20 July 2021 19:00
To: Andrew Gilligan <[redacted]@no10.gov.uk>; Cllr Clyde Loakes
[redacted]@walthamforest.gov.uk>; Monck Sam <[redacted]@tfl.gov.uk>; [redacted]
[redacted]@dft.gov.uk>; Hambridge Christopher <[redacted]@tfl.gov.uk>; Powell Gareth
[redacted]@tfl.gov.uk>; Norman Will (Will Norman, Walking & Cycling Commissioner)
[redacted]@tfl.gov.uk>; [redacted]@dft.gov.uk>; Davies Emma (ST)
[redacted]@tfl.gov.uk>; Preen Heather [redacted]@tfl.gov.uk>; [redacted]
[redacted]@dft.gov.uk>; Williams Alex <[redacted]@tfl.gov.uk>; Cansick Helen (ST)
[redacted]@TfL.gov.uk>; Leedham Miranda (Exc) <[redacted]@tfl.gov.uk>; [redacted]
[redacted]@dft.gov.uk>;
Cc: +Surface MD Office <[redacted]@tfl.gov.uk>; Fairholme Nick [redacted]@tfl.gov.uk>;
William Bradley <[redacted]@london.gov.uk>; Barton Glynn (ST) <[redacted]@tfl.gov.uk>; Farrow
Mark (ST) <[redacted]@tfl.gov.uk>; Fenimore laura [redacted]@tfl.gov.uk>; Fatcher John
[redacted]@tfl.gov.uk>; Rees Penny [redacted]@tfl.gov.uk>; Tallon Alexander
[redacted]@tfl.gov.uk>; O'Keeffe James (ST DTO) [redacted]@tfl.gov.uk>; Lewington Julie
(ST) <[redacted]@tfl.gov.uk>; Goodship Alexandra <[redacted]@tfl.gov.uk>; Hanes
Jonathan (ST) [redacted]@tfl.gov.uk>
Subject: RE: ACTION NEEDED: draft borough allocations following ATOG this week [OFFICIAL]

Good evening all,

Thank you all for your comments on our proposal for Active Travel funding, and apologies for the short delay while we've worked them though.

Having given careful consideration to the feedback received from the ATOG members, we propose modifying our approach as follows:

We will ensure that no funding is provided to boroughs for the purposes of removing temporary schemes, and have updated our borough funding letters to make this clear. We will also ensure that our payment processes are robust and ensure that funding is only provided for legitimate requests e.g. consultation for temporary schemes or potential improvements. This will be in addition to our existing intention to release funding in two parts and a requirement for boroughs to re-confirm with us prior to construction, both of which will improve our ability to manage the overall budget effectively and maximise delivery.

We have adapted our position on camera funding. To address this with the boroughs we will work to find a mechanism for recouping the cost of installation to fund future cameras in support of active travel. This method of re-investing funding needs a little further exploration, but we have made clear in our borough funding letters that we want to see this income reinvested in active travel proposals through the three year borough delivery plans, which are to be agreed with TfL later this year.

On the comments relating to new schemes, we can reassure you all that there a significant number of new active travel schemes being progressed, including the list below where work will start before December. These will be in addition to C4 Evelyn Street and the construction of the permanent designs for C9 along part of Chiswick High Road.

Cycleway 9, Hammersmith section along King Street, currently due to start work in August, with a hybrid approach – permanent changes at junctions, bolt-down kerbs on the links.

Cycleway 6 extension to Hampstead Heath in Camden – work starting soon

Haverstock Hill cycle lanes in Camden – work starting soon

CFR3 – connecting the Waltham forest scheme into Hackney. Construction work by LB Hackney starting October.

Mansell St, key connection between CS2 and CS3. Segregated route in hybrid style along the TLRN.

Uxbridge Road western section – Ealing consulting on segregated tracks now (funded via Active Travel Fund)

In addition, whilst a number of cycling schemes had been slowed down due to funding constraints, following further consideration of member's comments, we are now also exploring options to accelerate design work and potentially construction, including the following:

Future Route 2 between Camden and Finsbury Park

Hammersmith Gyrotory construction

Cycleway 9 west to Brentford construction

Burdett Road section of the Mile End to Westferry route – acceleration of detailed design for the links towards Canary Wharf.

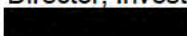
We appreciate you would all like to see full details of our plans, and the team here are collating a more detailed programme to share at the next ATOG meeting. In the meantime, I'd be grateful for members' views on approach. We will then proceed with issuing the borough funding letters containing the conditions set out.

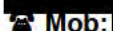
Kindest regards

Alex

**Alexandra Batey**

Director, Investment Delivery Planning

 [@tfl.gov.uk](mailto:alexandra.batey@tfl.gov.uk)

 Mob:

I work flexibly – so whilst it suits me to email outside normal working hours, I do not expect a response outside your own.

**From:** Andrew Gilligan <[REDACTED]@no10.gov.uk>  
**Sent:** 20 July 2021 11:09  
**To:** Cllr Clyde Loakes <[REDACTED]@walthamforest.gov.uk>; Monck Sam <[REDACTED]@tfl.gov.uk>;  
[REDACTED]@dfc.gov.uk>; Hambridge Christopher  
[REDACTED]@tfl.gov.uk>; Powell Gareth <[REDACTED]@tfl.gov.uk>; Norman Will (Will  
Norman, Walking & Cycling Commissioner) <[REDACTED]@tfl.gov.uk>; Batey Alexandra  
[REDACTED]@tfl.gov.uk>; [REDACTED] <[REDACTED]@dfc.gov.uk>; Davies Emma (ST)  
[REDACTED]@tfl.gov.uk>; Preen Heather <[REDACTED]@tfl.gov.uk>; [REDACTED]  
[REDACTED]@dfc.gov.uk>; Williams Alex <[REDACTED]@tfl.gov.uk>; Cansick Helen (ST)  
[REDACTED]@TfL.gov.uk>; Leedham Miranda (Exc) <[REDACTED]@tfl.gov.uk>; [REDACTED]  
[REDACTED]@dfc.gov.uk>; [REDACTED]@dfc.gov.uk>  
**Cc:** +Surface MD Office <[REDACTED]@tfl.gov.uk>; Fairholme Nick <[REDACTED]@tfl.gov.uk>;  
William Bradley <[REDACTED]@london.gov.uk>; Barton Glynn (ST) <[REDACTED]@tfl.gov.uk>; Farrow  
Mark (ST) <[REDACTED]@tfl.gov.uk>; Fenimore laura <[REDACTED]@tfl.gov.uk>; Fitcher John  
<[REDACTED]@tfl.gov.uk>; Rees Penny <[REDACTED]@tfl.gov.uk>; Tallon Alexander  
<[REDACTED]@tfl.gov.uk>; O'Keeffe James (ST DTO) <[REDACTED]@tfl.gov.uk>; Lewington Julie  
(ST) <[REDACTED]@tfl.gov.uk>; Goodship Alexandra <[REDACTED]@tfl.gov.uk>; Hanes  
Jonathan (ST) <[REDACTED]@tfl.gov.uk>  
**Subject:** RE: ACTION NEEDED: draft borough allocations following ATOG this week [OFFICIAL]

Hi all. After my conversations with Will and Gareth on Friday 16<sup>th</sup> it would be great to have your new proposals as soon as possible so we've got time to consider them. Thanks.

**From:** Andrew Gilligan  
**Sent:** 15 July 2021 16:34  
**To:** Cllr Clyde Loakes <[REDACTED]@walthamforest.gov.uk>; Monck Sam <[REDACTED]@tfl.gov.uk>;  
[REDACTED]@dfc.gov.uk>; Hambridge Christopher  
[REDACTED]@tfl.gov.uk>; Powell Gareth <[REDACTED]@tfl.gov.uk>; Norman Will (Will  
Norman, Walking & Cycling Commissioner) <[REDACTED]@tfl.gov.uk>; Batey Alexandra  
[REDACTED]@tfl.gov.uk>; [REDACTED] <[REDACTED]@dfc.gov.uk>; Davies Emma (ST)  
<[REDACTED]@tfl.gov.uk>; Preen Heather <[REDACTED]@tfl.gov.uk>; [REDACTED]  
[REDACTED]@dfc.gov.uk>; Williams Alex <[REDACTED]@tfl.gov.uk>; Cansick Helen (ST)  
[REDACTED]@TfL.gov.uk>; Leedham Miranda (Exc) <[REDACTED]@tfl.gov.uk>; [REDACTED]  
[REDACTED]@dfc.gov.uk>; [REDACTED]@dfc.gov.uk>  
**Cc:** +Surface MD Office <[REDACTED]@tfl.gov.uk>; Fairholme Nick <[REDACTED]@tfl.gov.uk>;  
William Bradley <[REDACTED]@london.gov.uk>; Barton Glynn (ST) <[REDACTED]@tfl.gov.uk>; Farrow  
Mark (ST) <[REDACTED]@tfl.gov.uk>; Fenimore laura <[REDACTED]@tfl.gov.uk>; Fitcher John  
[REDACTED]@tfl.gov.uk>; Rees Penny <[REDACTED]@tfl.gov.uk>; Tallon Alexander  
[REDACTED]@tfl.gov.uk>; O'Keeffe James (ST DTO) <[REDACTED]@tfl.gov.uk>; Lewington Julie  
(ST) <[REDACTED]@tfl.gov.uk>; Goodship Alexandra <[REDACTED]@tfl.gov.uk>; Hanes  
Jonathan (ST) <[REDACTED]@tfl.gov.uk>  
**Subject:** RE: ACTION NEEDED: draft borough allocations following ATOG this week [OFFICIAL]

Hi all,

I have now spoken to the Secretary of State and we are not content to approve this until more has been done to address our concerns.

We are still not being robust enough with authorities which are removing schemes. Ministers are about to write to LAs which have removed schemes telling them not to do so prematurely or without proper consultation. But deep in the spreadsheet I note that we are actually paying Ealing £300,000 to in effect remove its LTN schemes! It's described as "funding for consultation and publicity to convert existing temp LTNs to permanent schemes" and as to "make cycle schemes permanent" and for further LTNs. But the reality is that they intend to remove their existing LTNs and are about to drop plans to do more. This is mixed messaging from us, at the least.

The danger point, and the potential tipping point, is now, as more councils remove or consider removing schemes. The time to make a stance with backsliding councils is now, not in six months' time, when there will be less left to defend.



The proposals, though a very helpful step forward, still don't do enough to address our other worries that we are delivering little that is new; we are spending too much tearing out perfectly serviceable temporary materials when all that is needed for the moment is permanent or longer-term TROs; we are not getting strong enough commitments about camera revenue; we are spending too much on non active travel schemes (appreciate healthy streets includes bus priority, but 85% of the peacetime programme was for active travel.)

Can you please come back with proposals that go further towards addressing these concerns. Happy to have another meeting, or to do it on email. This is why I was so keen to meet last week, but we still have ten days until the board meeting.

Andrew

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**From:** Cllr Clyde Loakes <[redacted]@walthamforest.gov.uk>  
**Sent:** 15 July 2021 14:15  
**To:** Monck Sam [redacted]@tfl.gov.uk>; Andrew Gilligan [redacted]@no10.gov.uk>; [redacted] [redacted]@tfl.gov.uk>; Norman Will (Will Norman, Walking & Cycling Commissioner) [redacted]@tfl.gov.uk>; Batey Alexandra [redacted]@tfl.gov.uk>; [redacted] [redacted]@dft.gov.uk>; Davies Emma (ST) [redacted]@tfl.gov.uk>; Preen Heather [redacted]@tfl.gov.uk>; [redacted] [redacted]@dft.gov.uk>; Williams Alex [redacted]@tfl.gov.uk>; Cansick Helen (ST) [redacted]@Tfl.gov.uk>; Leedham Miranda (Exc) [redacted]@tfl.gov.uk>; [redacted] [redacted]@dft.gov.uk>; [redacted] [redacted]@dft.gov.uk>  
**Cc:** +Surface MD Office <[redacted]@tfl.gov.uk>; Fairholme Nick [redacted]@tfl.gov.uk>; William Bradley [redacted]@london.gov.uk>; Barton Glynn (ST) [redacted]@tfl.gov.uk>; Farrow Mark (ST) [redacted]@tfl.gov.uk>; Fenimore laura [redacted]@tfl.gov.uk>; Fatcher John [redacted]@tfl.gov.uk>; Rees Penny [redacted]@tfl.gov.uk>; Tallon Alexander [redacted]@tfl.gov.uk>; O'Keeffe James (ST DTO) [redacted]@tfl.gov.uk>; Lewington Julie (ST) [redacted]@tfl.gov.uk>; Goodship Alexandra [redacted]@tfl.gov.uk>; Hanes Jonathan (ST) [redacted]@tfl.gov.uk>  
**Subject:** Re: ACTION NEEDED: draft borough allocations following ATOG this week [OFFICIAL]

Hi Sam

Thank you for this very detailed response.

I'm content with the answers and the direction of travel with which you propose to go forward.

Happy to agree.

Cheers

Clyde

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**From:** Monck Sam <[redacted]@tfl.gov.uk>  
**Sent:** Thursday, July 15, 2021 2:06:15 PM  
**To:** Andrew Gilligan [redacted]@no10.gov.uk>; [redacted] [redacted]@dft.gov.uk>; Cllr Clyde Loakes [redacted]@walthamforest.gov.uk>; Hambridge Christopher <[redacted]@tfl.gov.uk>; Powell Gareth <[redacted]@tfl.gov.uk>; Norman Will (Will Norman, Walking & Cycling Commissioner) [redacted]@tfl.gov.uk>; Batey Alexandra <A [redacted]@tfl.gov [redacted]@dft.gov.uk>; Davies Emma (ST) <[redacted]@tfl.gov.uk>; Preen Heather [redacted]@tfl.gov.uk>; [redacted] [redacted]

[redacted]@df.t.gov.uk>; Williams Alex <[redacted]@tfl.gov.uk>; Cansick Helen (ST)  
[redacted]@Tfl.gov.uk>; Leedham Miranda (Exc) <[redacted]@tfl.gov.uk> [redacted]  
[redacted]@df.t.gov.uk>; [redacted]@df.t.gov.uk>  
Cc: +Surface MD Office <[redacted]@tfl.gov.uk>; Fairholme Nick [redacted]@tfl.gov.uk>;  
William Bradley [redacted]@london.gov.uk>; Barton Glynn (ST) [redacted]@tfl.gov.uk>; Farrow  
Mark (ST) <[redacted]@tfl.gov.uk>; Fenimore Laura [redacted]@tfl.gov.uk>; Fitcher John  
[redacted]@tfl.gov.uk>; Rees Penny [redacted]@tfl.gov.uk>; Tallon Alexander  
[redacted]@tfl.gov.uk>; O'Keeffe James (ST DTO) [redacted]@tfl.gov.uk>; Lewington Julie  
(ST) [redacted]@tfl.gov.uk>; Goodship Alexandra [redacted]@tfl.gov.uk>; Hanes  
Jonathan (ST) [redacted]@tfl.gov.uk>  
**Subject:** RE: ACTION NEEDED: draft borough allocations following ATOG this week [OFFICIAL]

Thanks all for your feedback. Below are responses to the points raised . I've used Andrew's points but Clyde I trust these will also address the points you have raised (and happy to keep talking with Lewisham about their needs). Responses are in blue.

We are very keen to start releasing the funding – and the delivery! – so I hope that this suffices to address concerns or that we can keep any caveats to a minimum. I attach the original document and spreadsheet for ease of access in case anyone needs to refer to them. **Ideally we can start getting borough letters out tomorrow**, so as usual can I ask for rapid responses please.

1. I echo Clyde's comments – I think every naughty-step borough should see a reduction, though I appreciate there is not much to pull in K&C or Sutton. What are the schemes in flight there? Very weird that K&C have a third more money than Islington for in-flight schemes.
  - The allocation is based on the borough set out of schemes in flight, which are then looked at by TfL officers for a reality check on desirability and deliverability. This initial ask by boroughs of what can be done accounts for much of the variation. It also excludes those projects which already have ATF funding – in these two boroughs named you will see that ATF differs by £581k for Islington and £0k for K&C. Hence I think it's of most use to look at the total allocation for any comparison.
  - The details of the in-flight schemes in K&C are given on the first sheet. You'll see that this includes making existing temporary road closures permanent (so fitting with the in flight description), some monitoring of air quality in terms of reassurance on impacts, some local traffic calming and work on the borough wide 20mph speed limit, all of value to active travel.
  - In terms of the overall comprehensive picture of who is not delivering sufficiently, our strong preference is not to try and address this completely within the short current funding period – although we are taking it into account as you can see by the allocation spread.
  - The three year delivery plan due from each borough in November will involve us sharing the strategic analysis such as the Strategic Cycle Assessment, casualty analysis, Strategic Bus Analysis etc, and identifying clear issues to be addressed and opportunities that should be seized to maximise the delivery of the MTS objectives, including our strong emphasis on Healthy Streets/Active Travel. This will allow us to:
    - Take a wider view of the key priorities and share them
    - Warn in advance that we will need to see these addressed for funding to follow
    - Take a more robust assessment of delivery
  - So it's not that these issues won't be picked up but that we want these addressed in a more robust way than can be done within the short time we have now – once again avoiding impacting on delivery now.
2. I think Wandsworth should not get the £56k for new borough cycling schemes. They pulled out schemes before. Also Croydon pulled out schemes in Upper Norwood a while back. Where are they at now?
  - You will recall that we have, in prior ATOG papers, given a RAG status for boroughs separately for LTNs, Cycling and School Streets. This is because the delivery record is always more nuanced than a simplistic overall rating. Yes Wandsworth removed LTNs, but their record on LSP/ATF cycling schemes is better.
  - The funding allocated to Wandsworth for their cycling projects will protect the schemes from being removed and make the traffic orders permanent. The improvements to Queenstown Road offer a strategic connection to C8 which we would not want to see removed. Garratt Lane is another key

5km strategic link within Wandsworth, eventually connecting Wandsworth Town Centre to Streatham Cemetery, funding this route would make the interventions already implemented permanent. The funding of the 11 Contraflow schemes will allow for a network of cycling routes to open up across Wandsworth. This feels worthwhile to fund.

3. What have Westminster done to drop by £435k?
  - This follows from further discussions with Westminster which revealed that one of their area schemes is not in flight as such. It remains a desirable safety scheme and they insist that considerable delivery can be achieved in the timescale. It would, in our estimation, be considered desirable rather than essential, but can be reinstated if ATOG prefer
4. We must be clear also, as I said before, that bus priority shouldn't be paid from the active travel settlement. There's still £5.238m of it in these borough numbers – more than twice as much as is being paid (£2.519m) for cycling schemes. Which is crazy.
  - As Rupert has usefully reminded us, the settlement letter states that *TfL will commit to set aside at least £100m within the 2021 Funding Period to continue the delivery of healthy streets and active travel programmes* including funding for the London Boroughs under the local implementation plan process.
  - I would note that the bus priority budget is actually £3.2m, the higher figure accounts for over-programming (allowing for some schemes which will undoubtedly fall out)
  - I think it's important to note that cycling delivery is not just the money directly on the borough cycling column. As in the next question below, nearly all of the "in flight" schemes are focussed on cycling, cycling/walking or safety. So the true figure for spend on cycling will be far higher than on bus priority. Including ATF we estimate at this point that bus priority will be c4-5% of the total.
  - However, in TfL's view bus priority remains a very firm part of active travel/healthy streets. A successful bus service takes potential traffic off the road and the drivers onto buses, of clear benefit to active travel. Every public transport journey involves active travel since they are not "door to door". Many bus priority measures – for example extended bus lanes, the current 24/7 bus lane operation trial, the associated reduction of parked vehicles, are all of benefit to active travel and to safety.
  - Increasingly we will see delivery of integrated schemes that will aim to address active travel/bus and vision zero objectives together and this is already true of projects such as Bishopsgate (TfL), Tottenham Court Rd
5. Can I also ask what proportion of the projects in flight are not cycling schemes. Presumably quite a high proportion?
  - The primary outcomes of the in flight projects are on the first sheet (column H) in a snapshot judgement. As you can see the primary motivation of nearly all projects is cycling or walking/cycling. Most of the remainder are safety focussed projects (eg those in Westminster). Given the preponderance of vulnerable road users in casualty statistics we can anticipate that all of these are also of benefit to active travel, cycling and walking in particular.
6. On cameras, I think we should ask for upfront commitments that they will repay the cost of the cameras, over time, from the fines they receive, before we give them any money under this allocation.
  - Some funding has already been given under prior funds with no such caveat. Rather than involve any further delay at this stage we propose to include a line in the allocation letter making clear that we would expect that from any revenue we expect to see an equivalent sum added into the investment set out in their three year delivery plans. This achieves the same ends, and avoids any further delay now.
7. What are we doing to address my points about not needing to replace all temporary physical infrastructure yet?
  - This is partly dependent upon local promises made in discussions about schemes, not allowing for this will make delivery more difficult. Much of the set out of funding requests focusses on the necessary monitoring and engagement required for robust decision making, and some changes to be made responding to feedback. We would expect there to be some cost to some elements of making projects permanent, including addressing the ongoing chronic issues with vandalism to temporary measures which many boroughs are experiencing as an ongoing cost.

- We will have these discussions with each borough. It is worth noting that boroughs with high volumes of temporary schemes will necessarily be concentrating staff and other resources on this task, and so a reduction in contribution to these schemes will not release resource for other delivery in the busiest boroughs. The conversion to permanent is taking up time in engagement and case making/analysis
  - Ultimately some of these costs will no doubt need to be borne, but our more detailed discussions can clarify what is needed now, and what later. This is part of our active management of borough delivery
8. Another question that arises from the table is the significant disparity between staff costs and actual effort. So why is Bromley, for instance, getting £566k in staff costs to deliver £50k of schemes? Why do boroughs with similar populations have such different staff costs?
- Staff costs vary considerably for a number of reasons but are not directly linked to the proposed scheme delivery of schemes in this period. Variances include:
    - Boroughs structure differently, some with in-house strategy, design and delivery, others outsource this. Under normal circumstances the overall cost of scheme delivery would be comparable, which is what is important. From my own experience having an in house team at Camden allowed us to attract the talent that wanted to deliver innovation in cycling design, for example (it's easy to forget that some of the early light segregation etc was delivered in Camden), whilst outsourced design did not deliver so efficiently the "Camden way" of prioritising cycling and active travel
    - Boroughs other resources differ wildly, including developer and third party funding (eg in central London), and the ring fenced parking/enforcement surpluses. This can put inner and central London at a considerable advantage, and mean that they have other programmes and the corresponding fee income to shore up internal team costs. Bromley, as a very large outer London borough, would be one example where the existence of alternative funds would be minimal.
    - Boroughs in the main made changes to parking policy during the pandemic, and all would have suffered a "hit" to these other income streams, but this would vary by borough.

I hope this is helpful and shows that all the issues are being considered, within the framework of good delivery now AND looking forward to the planning of the optimised delivery beyond December also.

Sam

**Sam Monck**

**Head of Network Sponsorship (Job Share with Penny Rees) | Investment Delivery Planning**

Phone: [REDACTED] + Mobile: [REDACTED] [REDACTED]@tfl.gov.uk  
 4th Floor, Palestra, 197 Blackfriars Road, London SE1 8NJ | [REDACTED]@tfl.gov.uk

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**From:** Andrew Gilligan [REDACTED]@no10.gov.uk>  
**Sent:** 15 July 2021 09:54  
**To:** [REDACTED]s@df.gov.uk>; Cllr Clyde Loakes <[REDACTED]@walthamforest.gov.uk>; Monck Sam [REDACTED]@tfl.gov.uk>; Hambridge Christopher [REDACTED]@tfl.gov.uk>; Powell Gareth [REDACTED]@tfl.gov.uk>; Norman Will (Will Norman, Walking & Cycling Commissioner) <[REDACTED]@tfl.gov.uk>; Batey Alexandra [REDACTED]@tfl.gov.uk>; Davies Emma (ST) <[REDACTED]@df.gov.uk>; Preen Heather [REDACTED]@tfl.gov.uk>; [REDACTED] <[REDACTED]@df.gov.uk>; Williams Alex [REDACTED]@tfl.gov.uk>; Cansick Helen (ST) [REDACTED]@TfL.gov.uk>; Leedham Miranda (Exc) [REDACTED]@tfl.gov.uk>; [REDACTED] <[REDACTED]@df.gov.uk>; Faith Wilkinson [REDACTED]@df.gov.uk>  
**Cc:** +Surface MD Office <[REDACTED]@tfl.gov.uk>; Fairholme Nick <[REDACTED]@tfl.gov.uk>; William Bradley <[REDACTED]@london.gov.uk>; Barton Glynn (ST) <[REDACTED]@tfl.gov.uk>; Farrow Mark (ST) <[REDACTED]@tfl.gov.uk>; Fenimore laura [REDACTED]@tfl.gov.uk>; Fatcher John

[redacted]@tfl.gov.uk>; Rees Penny [redacted]@tfl.gov.uk>; Tallon Alexander [redacted]@tfl.gov.uk>; O'Keeffe James (ST DTO) [redacted]@tfl.gov.uk>; Lewington Julie (ST) <[redacted]@tfl.gov.uk>; Goodship Alexandra [redacted]@tfl.gov.uk>; Hanes Jonathan (ST) [redacted]@tfl.gov.uk>

**Subject:** Re: ACTION NEEDED: draft borough allocations following ATOG this week [OFFICIAL]

Healthy streets includes bus priority, but not to this extent. 7.8% of the original healthy streets portfolio was for buses.

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**From:** [redacted]@dft.gov.uk>  
**Sent:** Thursday, July 15, 2021 8:47:51 AM  
**To:** Andrew Gilligan [redacted]@no10.gov.uk>; Cllr Clyde Loakes [redacted]@walthamforest.gov.uk>; Monck Sam [redacted]@tfl.gov.uk>; Hambridge Christopher [redacted]@tfl.gov.uk>; Powell Gareth <[redacted]@tfl.gov.uk>; Norman Will (Will Norman, Walking & Cycling Commissioner) [redacted]@tfl.gov.uk>; Batey Alexandra [redacted]@tfl.gov.uk>; Davies Emma (ST) [redacted]@tfl.gov.uk>; Preen Heather [redacted]@tfl.gov.uk>; Williams Alex [redacted]@tfl.gov.uk>; Cansick Helen (ST) [redacted]@tfl.gov.uk>; Leedham Miranda (Exc) [redacted]@tfl.gov.uk>; [redacted] [redacted]@dft.gov.uk>; [redacted]@dft.gov.uk>  
**Cc:** +Surface MD Office <[redacted]@tfl.gov.uk>; Fairholme Nick [redacted]@tfl.gov.uk>; William Bradley [redacted]@london.gov.uk>; Barton Glynn (ST) <[redacted]@tfl.gov.uk>; Farrow Mark (ST) [redacted]@tfl.gov.uk>; Fenimore Laura [redacted]@tfl.gov.uk>; Futchter John [redacted]@tfl.gov.uk>; Rees Penny [redacted]@tfl.gov.uk>; Tallon Alexander [redacted]@tfl.gov.uk>; O'Keeffe James (ST DTO) [redacted]@tfl.gov.uk>; Lewington Julie (ST) <[redacted]@tfl.gov.uk>; Goodship Alexandra [redacted]@tfl.gov.uk>; Hanes Jonathan (ST) [redacted]@tfl.gov.uk>

**Subject:** RE: ACTION NEEDED: draft borough allocations following ATOG this week [OFFICIAL]

Thanks Sam,

No further comments from me: this seems like a sensible way forward, and I agree the suggested approach on cameras.

As for whether the £100m is solely for active travel measures or whether it can be sent on wider "healthy streets" measures (buses etc), the 1 June settlement letter says the following, which is maybe the source of the disagreement here (my highlighting):

TfL will commit to set aside at least £100m within the 2021 Funding Period to continue the delivery of **healthy streets and active travel programmes** including funding for the London Boroughs under the local implementation plan process. Within this funding, TfL will continue to prioritise the urgent delivery and operation of a temporary walking and cycle ferry as a replacement crossing for local communities affected by the closure of Hammersmith Bridge. TfL shall also reconvene fortnightly meetings of the Active Travel Oversight Group. Any cycle scheme TfL introduce or support with the funding as part of their Streetspace programme should be fully compliant with the LTN 1/20 cycle infrastructure design guidance.

Rupert Furness | Deputy Director, Active Travel, Department for Transport  
3rd floor | 07825 193634 |  
he/him

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**From:** Andrew Gilligan [redacted]@no10.gov.uk>  
**Sent:** 15 July 2021 04:02  
**To:** Cllr Clyde Loakes [redacted]@walthamforest.gov.uk>; Monck Sam [redacted]@tfl.gov.uk>; Hambridge Christopher <[redacted]@tfl.gov.uk>; Powell Gareth <[redacted]@tfl.gov.uk>; Norman Will (Will Norman, Walking & Cycling Commissioner) <[redacted]@tfl.gov.uk>; Batey Alexandra [redacted]@tfl.gov.uk>; [redacted]@dft.gov.uk>; Davies Emma (ST)

[redacted] <[redacted]@tfl.gov.uk>; Preen Heather <[redacted]@tfl.gov.uk>; [redacted] <[redacted]@dft.gov.uk>; [redacted] <[redacted]@dft.gov.uk>; Williams Alex <[redacted]@tfl.gov.uk>; Cansick Helen (ST) <[redacted]@TfL.gov.uk>; Leedham Miranda (Exc) <[redacted]@tfl.gov.uk>; [redacted] <[redacted]@dft.gov.uk>  
Cc: +Surface MD Office <[redacted]@tfl.gov.uk>; Fairholme Nick <[redacted]@tfl.gov.uk>; William Bradley <[redacted]@london.gov.uk>; Barton Glynn (ST) <[redacted]@tfl.gov.uk>; Farrow Mark (ST) <[redacted]@tfl.gov.uk>; Fenimore Laura <[redacted]re@tfl.gov.uk>; Fitcher John <[redacted]@tfl.gov.uk>; Rees Penny <[redacted]@tfl.gov.uk>; Tallon Alexander <[redacted]@tfl.gov.uk>; O'Keeffe James (ST DTO) <[redacted]@tfl.gov.uk>; Lewington Julie (ST) <[redacted]@tfl.gov.uk>; Goodship Alexandra <[redacted]@tfl.gov.uk>; Hanes Jonathan (ST) <[redacted]@tfl.gov.uk>  
**Subject:** RE: ACTION NEEDED: draft borough allocations following ATOG this week [OFFICIAL]

Thanks Sam.

1. I echo Clyde's comments – I think every naughty-step borough should see a reduction, though I appreciate there is not much to pull in K&C or Sutton. What are the schemes in flight there? Very weird that K&C have a third more money than Islington for in-flight schemes.
2. I think Wandsworth should not get the £56k for new borough cycling schemes. They pulled out schemes before. Also Croydon pulled out schemes in Upper Norwood a while back. Where are they at now?
3. What have Westminster done to drop by £435k?
4. We must be clear also, as I said before, that bus priority shouldn't be paid from the active travel settlement. There's still £5.238m of it in these borough numbers – more than twice as much as is being paid (£2.519m) for cycling schemes. Which is crazy.
5. Can I also ask what proportion of the projects in flight are not cycling schemes. Presumably quite a high proportion?
6. On cameras, I think we should ask for upfront commitments that they will repay the cost of the cameras, over time, from the fines they receive, before we give them any money under this allocation.
7. What are we doing to address my points about not needing to replace all temporary physical infrastructure yet?
8. Another question that arises from the table is the significant disparity between staff costs and actual effort. So why is Bromley, for instance, getting £566k in staff costs to deliver £50k of schemes? Why do boroughs with similar populations have such different staff costs?

I would like to settle these issues before we finalise this and I don't mind a bit of further delay if it means we get better vfm and more cycling bang for our buck.

Thanks,

Andrew

---

**From:** Cllr Clyde Loakes <[redacted]@walthamforest.gov.uk>  
**Sent:** 14 July 2021 18:27  
**To:** Monck Sam <[redacted]@tfl.gov.uk>; Hambridge Christopher <[redacted]@tfl.gov.uk>; Powell Gareth <[redacted]@tfl.gov.uk>; Norman Will (Will Norman, Walking & Cycling Commissioner) <[redacted]@tfl.gov.uk>; Batey Alexandra <[redacted]@tfl.gov.uk>; Andrew Gilligan <[redacted]@no10.gov.uk>; [redacted] <[redacted]@dft.gov.uk>; Davies Emma (ST) <[redacted]@tfl.gov.uk>; Preen Heather <[redacted]@tfl.gov.uk>; [redacted] <[redacted]@dft.gov.uk>; [redacted] <[redacted]ess@dft.gov.uk>; Williams Alex

[redacted]@tfl.gov.uk>; Cansick Helen (ST) <[redacted]@TfL.gov.uk>; Leedham Miranda (Exc) [redacted]@tfl.gov.uk>; [redacted]@dft.gov.uk' [redacted]@dft.gov.uk>  
Cc: +Surface MD Office <[redacted]@tfl.gov.uk>; Fairholme Nick [redacted]@tfl.gov.uk>; William Bradley <[redacted]@london.gov.uk>; Barton Glynn (ST) [redacted]@tfl.gov.uk>; Farrow Mark (ST) [redacted]@tfl.gov.uk>; Fenimore laura [redacted]@tfl.gov.uk>; Futchter John [redacted]@tfl.gov.uk>; Rees Penny [redacted]@tfl.gov.uk>; Tallon Alexander <A [redacted]@tfl.gov.uk>; O'Keeffe James (ST DTO) [redacted]@tfl.gov.uk>; Lewington Julie (ST) [redacted]@tfl.gov.uk>; Goodship Alexandra [redacted]@tfl.gov.uk>; Hanes Jonathan (ST) [redacted]@tfl.gov.uk>  
**Subject:** Re: ACTION NEEDED: draft borough allocations following ATOG this week

Cheers Sam.

Feels like a sensible way forward. Although I note that Harrow and K&C don't have a reduction in place, although appreciate their allocations were very low anyway, shouldn't the same principle be applied to all?

Can we be a little clearer as to who is on the 'Naughty Step'- apologies I can't think of a better term- and who 'Isn't Pulling Their Weight' eg Hillingdon, Havering, Bexley etc

With the small surplus is there a way to address Lewisham's concerns?

Cheers

Clyde

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**From:** Monck Sam [redacted]@tfl.gov.uk>  
**Sent:** Wednesday, July 14, 2021 6:09 pm  
**To:** Hambridge Christopher; Powell Gareth; Norman Will (Will Norman, Walking & Cycling Commissioner); Batey Alexandra; Andrew Gilligan; [redacted]d@dft.gov.uk'; Davies Emma (ST); Preen Heather; [redacted]; [redacted]; Williams Alex; Cansick Helen (ST); Leedham Miranda (Exc); Cllr Clyde Loakes; [redacted]@dft.gov.uk'  
**Cc:** +Surface MD Office; Fairholme Nick; William Bradley; Barton Glynn (ST); Farrow Mark (ST); Fenimore laura; Futchter John; Rees Penny; Tallon Alexander; O'Keeffe James (ST DTO); Lewington Julie (ST); Goodship Alexandra; Hanes Jonathan (ST)  
**Subject:** ACTION NEEDED: draft borough allocations following ATOG this week

Hi all,

I attach a covering note and a proposed changed borough allocation reflecting the discussion earlier this week. The yellow highlighted column on the summary sheet summarises the reductions made against some boroughs, but the explanation in the word document is clearest.

The intention is to get notification out to the boroughs as soon as possible so that there is no further delay to delivery. **On that basis can I ask for any comments by 2pm Thursday 15<sup>th</sup> July please.**

As set out in the note:

- The majority of the boroughs would receive their allocation confirmation as quickly as possible (this week)
- For Ealing, Harrow, Hillingdon, Kensington & Chelsea, Redbridge, Sutton, and Wandsworth we would meet bilaterally to discuss the proposed reduced allocation to them before any written allocation.
- We will make the conditions of release clear in borough letters
- We will pick up the issue of funding of cameras but suggest that we ask boroughs to show how an equivalent sum is invested in active travel from their resources in the draft three year delivery plans to be submitted to us in November 2021

- The impact does free up some funding which can be used in the next few weeks, and we are identifying some additional borough projects for cycling and active travel that can be developed for delivery (mainly after December 2021).

We will aim to further develop an assessment of delivery in the discussions taking place about submission of, and funding for, the next borough three year delivery plans. Delivery capacity and capability can be complex, and can change rapidly over time, and this requires some thought.

Many thanks.

Sam

**Sam Monck**

**Head of Network Sponsorship (Job Share with Penny Rees) | Investment Delivery Planning**

████████████████████ + Mobile: ████████████████████  
4th Floor, Palestra, 197 Blackfriars Road, London SE1 8NJ | ████████████████████ [@tfl.gov.uk](mailto:██████████████████@tfl.gov.uk)

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## Jacob Gemma

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**From:** Norman Will (Will Norman, Walking & Cycling Commissioner)  
**Sent:** 29 July 2021 12:46  
**To:** Andrew Gilligan; Powell Gareth; William Bradley; Barton Glynn (ST); Batey Alexandra; Monck Sam; Farrow Mark (ST); [REDACTED]@dft.gov.uk; [REDACTED]@dft.gov.uk; Fenimore Laura; Davies Emma (ST); Rupert Furness; Williams Alex; Fitcher John; Cansick Helen (ST); Leedham Miranda (Exc); Tallon Alexander; Goodship Alexandra; Cllr Clyde Loakes; Lewington Julie (ST); Fairholme Nick  
**Cc:** Preen Heather  
**Subject:** Re: Active Travel Oversight Group (ATOG)

No problem Andrew

Will Norman  
Mayor's Walking & Cycling Commissioner

---

**From:** Andrew Gilligan <[REDACTED]@number10.gov.uk>  
**Sent:** Thursday, July 29, 2021 12:41:35 PM  
**To:** Powell Gareth <[REDACTED]@tfl.gov.uk>; William Bradley <[REDACTED]@london.gov.uk>; Norman Will (Will Norman, Walking & Cycling Commissioner) <[REDACTED]@tfl.gov.uk>; Barton Glynn (ST) <[REDACTED]@tfl.gov.uk>; Batey Alexandra <[REDACTED]@tfl.gov.uk>; Monck Sam <[REDACTED]@tfl.gov.uk>; Farrow Mark (ST) <[REDACTED]@tfl.gov.uk>; [REDACTED]@dft.gov.uk <[REDACTED]@dft.gov.uk>; [REDACTED]@dft.gov.uk <[REDACTED]@dft.gov.uk>; Fenimore Laura <[REDACTED]@tfl.gov.uk>; Davies Emma (ST) <[REDACTED]@tfl.gov.uk>; [REDACTED] <[REDACTED]@dft.gov.uk>; Williams Alex <[REDACTED]@tfl.gov.uk>; Fitcher John <[REDACTED]@tfl.gov.uk>; Cansick Helen (ST) <[REDACTED]@tfl.gov.uk>; Leedham Miranda (Exc) <[REDACTED]@tfl.gov.uk>; Tallon Alexander <[REDACTED]@tfl.gov.uk>; Goodship Alexandra <[REDACTED]@walthamforest.gov.uk>; Lewington Julie (ST) <[REDACTED]@tfl.gov.uk>; Fairholme Nick <[REDACTED]@tfl.gov.uk>  
**Cc:** Preen Heather <[REDACTED]@tfl.gov.uk>  
**Subject:** Active Travel Oversight Group (ATOG)

Hi all, could we start at 1315? Thanks and apologies.

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## Jacob Gemma

---

**From:** Andrew Gilligan  
**Sent:** 07 August 2021 01:05  
**To:** Norman Will (Will Norman, Walking & Cycling Commissioner)  
**Subject:** Re: High St Ken

Sorry comrade just seen your email of 29 July. We were in cycling policy hell so didn't spot it before. Have you got any collision data?

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**From:** Andrew Gilligan  
**Sent:** Saturday, August 7, 2021 12:24:12 AM  
**To:** Norman Will (Will Norman, Walking & Cycling Commissioner) [REDACTED]@tfl.gov.uk>  
**Subject:** High St Ken

Hi Will,  
Have you got that data on traffic, collisions etc on HSK we spoke about?  
We're about to make an approach to the borough and it would be useful to have it when we do.

Thanks,

Andrew

Andrew Gilligan | Transport and Infrastructure Adviser to the Prime Minister | 10 Downing Street, London SW1A 2AA [REDACTED]

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## Jacob Gemma

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**From:** Norman Will (Will Norman, Walking & Cycling Commissioner)  
**Sent:** 30 July 2021 14:30  
**To:** Andrew Gilligan  
**Subject:** Summer of Cycling / Bishopsgate ruling

Everything seems to have landed well today. Hope everyone is happy at your end.

FYI Appeal Court ruling on Bishopsgate is now public - <https://www.judiciary.uk/judgments/united-trade-v-transport-for-london/>

No stings in the tail as far as I can see. We've been awarded costs and permission to appeal was refused. If UTAG and LTDA wish to pursue an appeal they will need to seek permission from the Supreme Court. Any such application must be made within 28 days from today.

I'm off for two weeks on leave. Actually plan to take it all too, so won't be in touch unless it's an emergency

W

**Will Norman**  
**Mayor's Walking & Cycling Commissioner**

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