

<b>REPORT TO:</b>	<b>CABINET 15 OCTOBER 2018</b>
<b>SUBJECT:</b>	<b>Third Local Implementation Plan (LIP3) &amp; Liveable Neighbourhood Bid</b>
<b>LEAD OFFICER:</b>	<b>Shifa Mustafa, Executive Director, Place Heather Cheesbrough, Director of Planning &amp; Strategic Transport</b>
<b>CABINET MEMBER:</b>	<b>Councillor Stuart King, Cabinet Member for Environment, Transport &amp; Regeneration (Job Share)</b>
<b>WARDS:</b>	<b>All</b>

**CORPORATE PRIORITY/POLICY CONTEXT/ AMBITIOUS FOR CROYDON**

This report sets out the details of Croydon’s draft Local Implementation Plan 3 (LIP3) and the associated Liveable Neighbourhood bid and seeks Cabinet approval to submit the documents to the Mayor of London and Transport for London for review and eventual approval. The documents are in support of and aligned with the following corporate priorities and policies:

**AMBITIOUS FOR CROYDON – CORPORATE PLAN 2018-2022**

Key themes:

- Transport and environment
- Creating jobs and growing the economy
- A healthier Croydon

**FINANCIAL IMPACT**

The LIP3 document includes a three year programme of investment for the Borough in which we must set out the schemes that we intend to deliver in order to meet the Mayor of London’s transport outcomes.

For the period of the LIP3 programme of investment from 2019/20 to 2021/22 the core Neighbourhoods and Corridors funding submission will be approximately £7.1m. There is also an additional £1.9m within the funding submission in relation to Bus Priority and Cycling Programmes part of TfL Strategic Funding.

The Liveable Neighbourhood bid will be for an anticipated further £8m of funding between 2019 and 2022 although this needs to be confirmed and therefore is only included in this report for information purposes.

**KEY DECISION REFERENCE NO.: 1518CAB**

The decision may be implemented from 1300 hours on the 6th working day after the decision is made, unless the decision is referred to the Scrutiny & Overview Committee by the requisite number of Councillors.

The Leader of the Council has delegated to the Cabinet the power to make the decisions set out in the recommendations below

## **1. RECOMMENDATIONS**

The Cabinet is recommended to:

- 1.1 Note the overarching Mayor's Transport Strategy (MTS) outcomes, draft Croydon objectives, three year programme of investment, target trajectories and overall approach for delivering the Third Local Implementation Plan (LIP3).
- 1.2 Approve the draft LIP3 core components at appendices A to D of this report as the basis of the draft LIP3 to be finalised by the Executive Director, Place, in consultation with the Cabinet Member for Environment, Transport and Regeneration (Job Share).
- 1.3 Agree that the Executive Director, Place, in consultation with the Cabinet Member for Environment, Transport and Regeneration (Job Share), be delegated authority to submit the draft LIP3 document to the Mayor of London for his review by the November 2018 deadline and to consult more widely on the draft LIP3.
- 1.4 Agree that the Executive Director, Place, in consultation with the Cabinet Member for Environment, Transport and Regeneration (Job Share), be delegated authority to finalise the LIP3 document for submission to the Mayor of London for his approval by the February 2019 deadline.
- 1.5 Approve the submission of the Liveable Neighbourhood funding bid to the Mayor of London and TfL based on the summary at section 5 of this report.

## **2. EXECUTIVE SUMMARY**

2.1 This report:

- sets out the context of the Mayor's Transport Strategy and the need to develop a Third Local Implementation Plan (LIP3);
- summarises the key elements of the draft LIP3 including the local objectives, proposed schemes, programme areas and targets;
- seeks approval for the Executive Director, Place to finalise the draft of the LIP3 in consultation with the Cabinet Member for Environment, Transport and Regeneration (Job Share), submit the draft LIP3 to TfL and undertake wider stakeholder consultation;
- seeks approval for the submission of a Liveable Neighbourhood funding bid to TfL for local access and other improvements to the Old Town and Western Growth Zone area; and
- seeks delegated authority for the Executive Director, Place to approve any necessary changes to the final LIP3 document and Liveable Neighbourhood bid prior to submission to TfL and approval by the Mayor of London.

### 3. MAYOR'S TRANSPORT STRATEGY

- 3.1 The Mayor's Transport Strategy (MTS) was published in March 2018 and sets out the strategic direction for Transport in London over the next two decades.
- 3.2 The MTS seeks to deliver the integration of land use and transport, and the provision of a robust and resilient public transport network, with an ambitious aim to reduce Londoners' dependency on cars in favour of increased walking, cycling and public transport use. It sets out three priority themes for delivery:
- Healthy streets and healthy people
  - A good public transport experience
  - New homes and jobs
- 3.3 The MTS includes three new transport policy concepts that borough councils are required to consider:
- 'Vision Zero' road danger reduction approach
  - Road traffic reduction strategies
  - Liveable Neighbourhoods programme (replacing Major Schemes)
- 3.4 The key overarching framework for the new MTS is the 'Healthy Streets Approach'. This policy puts people and their health at the centre of our decision making, helping everyone to use cars less and to walk, cycle and use public transport more.
- 3.5 The MTS sets an overarching target that 80 per cent of all trips in London will be made by walking, cycling or public transport by 2041. The current figure for London is 63 per cent and in Croydon is 49 per cent.
- 3.6 The Mayor's Vision Zero ambition is that "no one to be killed in or by a London bus by 2030 and for deaths and serious injuries from all road collisions to be eliminated from the streets by 2041".
- 3.7 There are nine core outcome of the MTS that borough councils are required to work towards meeting:
- Healthy Streets and Healthy People*
- 1) London's streets will be healthy and more Londoners will travel actively
  - 2) London's streets will be safe and secure
  - 3) London's streets will be used more efficiently and have less traffic on them
  - 4) London's streets will be clean and green
- A Good Public Transport Experience*
- 5) The public transport network will meet the needs of a growing London
  - 6) Public transport will be safe, affordable and accessible to all
  - 7) Journeys by public transport will be pleasant, fast and reliable
- New Homes and Jobs*
- 8) Active, efficient and sustainable travel will be the best options in new developments
  - 9) Transport investment will unlock the delivery of new homes and jobs.

## **4. LOCAL IMPLEMENTATION PLAN**

4.1 Borough councils are required to set out their proposals for implementing the MTS in their area. This is through the Local Implementation Plan (LIP). It is a legal requirement under the GLA Act 1999 section 145 for borough councils to prepare a LIP “as soon as reasonably practicable” after the Mayor has published his Transport Strategy.

4.2 This is the third LIP document that borough councils are required to produce and henceforth it is known as the LIP3. The LIP3 document must include:

- details of the transport issues and challenges facing the Borough;
- local objectives setting out how it will meet the MTS outcomes;
- a three year LIP programme of investment for the Borough from 2019/20 to 2021/22 including costed and indicative funding with description and risks;
- a list of all potential long term transport schemes to be implemented in the Borough to 2041;
- detail of match funding sources for all LIP schemes, e.g. borough council capital, s106, CIL, Growth Zone funding;
- Borough outcome indicator targets and monitoring plan for meeting them; and
- strategic environmental assessment of the draft LIP3 proposals.

### **LIP3 Development Timetable**

4.3 The timetable for local authorities to develop, finalise and obtain approval for their LIP documents has been set by the Mayor and TfL and is outlined below:

- submit draft LIP3 documents for consultation to TfL, GLA and other statutory consultees (including general public) by 3rd November 2018;
- TfL, GLA and statutory consultees will respond to the draft LIP3 with comments by 10 December 2018;
- Borough councils then have until 16th February 2019 to submit their final LIP3 to TfL reflecting the comments received in the consultation period; and
- the Mayor is due to approve the documents by the end of March 2019 with the final LIP3 being published in April 2019.

4.4 The core components of draft LIP are summarised in the remainder of this section (section 4) of this report with more detail appended to this report. A first draft of the accompanying text for the body of the LIP3 is provided as one of the background documents to this report.

### **Challenges facing the Borough**

4.5 In the LIP3 document borough councils are required to outline the key challenges and issues facing it that will influence transport and movement. Below is a summary of the key challenges and issues identified for Croydon in the draft LIP3:

- Huge growth in the form of 32,000 new homes by 2036, with 10,000 of these and 23,500 new jobs in the Growth Zone.
- An ageing population with the number of residents over 65 increasing by 41 per cent by 2031.
- Epidemic of inactivity with only 26 per cent of Croydon residents undertaking the minimum 20 minutes of active travel each day needed to stay healthy.

- One in three children in Croydon are now overweight and two in three adults are overweight.
- There are 400,000 potentially cycle-able daily journeys in Croydon but currently only 6,000 are cycled per day. Croydon has the lowest cycling mode share of all London boroughs (0.7%).
- Croydon has the largest internal car commuting of all the London boroughs.
- Car ownership has increased from 132,000 in 2001 to 148,000 in 2016.
- 7.5 per cent of premature deaths in Croydon are linked to air pollution.
- Average bus wait times in the Borough have increased by 9 per cent in two years.
- Overcrowding on the tram and rail network is a significant problem and set to worsen and many rail stations in the Borough are still not fully accessible.

### **Draft LIP3 Objectives**

4.6 The proposed key local objectives outlined in the draft LIP3 expressing how Croydon will meet the outcomes in the MTS are detailed below:

1. Croydon will look to reduce the number of local in-borough car journeys by creating a transport network that prioritises walking, cycling and public transport.
2. Croydon will create healthy streets and neighbourhoods that encourage walking and cycling, where traffic volumes and speeds are low.
3. Croydon will improve accessibility for pedestrians and cyclists through increased priority at key junctions and reduced severance caused by major roads, railway lines and parks (after dark).
4. Croydon will deliver the network of cycle routes outlined in the Croydon Cycle Strategy.
5. Croydon will support and deliver the principles of the Vision Zero Action Plan working towards ensuring we have the safest roads in London with no killed or serious injuries on our roads by 2041.
6. Croydon will reduce the volume of traffic on our roads and associated congestion through better management of our roads and kerbside space, and by offering pleasant, practical and safe alternatives to the private car and vans.
7. Croydon will tackle road based air pollution by reducing traffic volumes, supporting the shift to zero emission vehicles and introducing new green infrastructure.
8. Croydon will work with the Mayor, TfL, Network Rail, bus operators and train operating companies (TOCs) to improve public transport links, reduce overcrowding on the public transport network and ensure Croydon is the best connected metropolitan centre in Outer London.
9. Croydon will work with the Mayor, TfL, Network Rail, bus operators and TOCs to ensure the entire public transport network is accessible, safe and step free.
10. Croydon will work with TfL to improve the efficiency and reliability of bus services to accommodate growth in the Borough.

11. Croydon will ensure all new development incorporates the ten Healthy Streets principles into their design, and ensure they are integrated with local walking and cycling networks as well as public transport.
12. Croydon will work with key partners to increase the public transport capacity in the Borough to support the creation of new homes and jobs planned over the next two decades.

### **Proposed LIP3 Delivery Plan & Programme Areas**

- 4.7 Borough councils are required to include a Delivery Plan in their LIP3 that outlines the projects and programme areas that will contribute to the delivery of the Mayor's Transport Strategy. Croydon's draft LIP3 three year programme at appendix B of this report deals only with the funding provided by TfL to support implementation of LIPs. The much more significant contribution towards achieving the Transport Strategy objectives via the Growth Zone is outlined at appendix C. In appendix B it is proposed to retain many of the previous LIP2 work areas whilst reflecting the new MTS outcomes and policy frameworks specifically the *Healthy Streets* principles, *Vision Zero* ambition and a road traffic reduction strategy.
- 4.8 The Council will focus the limited resources that are provided through LIP funding on areas of the Borough that have been identified as having the greatest potential for meeting the MTS outcomes and targets. This will include factors such as; accident history, propensity to walk and cycle, propensity to shift from car use, higher levels of deprivation, poorer air quality and the number of schools and other sensitive sites such as hospitals.
- 4.9 The following programme areas and projects being proposed in Croydon's draft LIP3 are detailed below:
  - *Healthy Schools Neighbourhoods* – this will be a holistic approach to tackling the school run and encouraging walking and cycling to and from school whilst also helping all in the neighbourhood make local journeys on foot and by bike. It will include a package of measures such as school pedestrian zones, bikeability training, school safety schemes, neighbourhood traffic reduction schemes and behaviour change measures, all focused upon a cluster of schools in the same neighbourhood at the same time. Two areas that have been identified as having clusters of schools suitable for piloting the concept are Broad Green and Upper Norwood.
  - *Dockless and electric bike share schemes* – this will involve the successful introduction of a dockless and hub based bike share scheme that will include electric bikes (e-bikes). The e-bikes in particular will help contribute to improving accessibility in areas to the south of the Borough that have hillier terrain and poorer public transport coverage. A dockless and e-bike hire scheme will be a key means for supporting the intensification areas identified in the Council's Suburban Design Guide Supplementary Planning Guide (SPD2).
  - *Cycling Strategy* – the proposals and infrastructure schemes previously agreed through the Croydon Cycling Strategy will continue to be progressed and funded as part of the LIP3 alongside Growth Zone funding. This includes the Cycle Quietway route to Sutton, safe cycle routes in parks and

residential areas, and the continued installation of secure cycle parking provision at all rail stations, district centres and residential areas.

- *Walking and Pedestrian Improvements* – this programme area will include continued provision of safe and secure pedestrians crossing facilities, with dedicated pedestrian phases and pedestrian countdown where appropriate. There will continue to be funding for accessibility improvements to the public realm to ensure residents with mobility issues are able to access local amenities and public transport. It also includes funding to improve and upgrade Public Rights of Way.
- *Buses* – TfL provides funding for bus improvements through the Strategic Bus priority programme however this only applies to main bus corridors. This funding programme will examine what can be done to improve bus services in the south of the Borough, with specific focus upon improving accessibility to support the suburban intensification areas. As well as traditional bus services the work will also consider new concepts such as on demand minibuses and autonomous vehicles.  
TfL's funding is being more than matched by Growth Zone funding for Bus Priority and Bus Standing
- *Behaviour change* – this work stream includes a variety of activities such as cycle training, led rides, cycling events, promotional events, education and behaviour change projects to encourage more walking and cycling.
- *School Travel Plans* – This is a continuation of the school travel planning programme for schools that are outside of the Healthy Schools Neighbourhoods areas.
- *Vision Zero, Safer Streets* – this will be an evidence led approach to road danger reduction and safer streets in accordance with the Vision Zero Action Plan. The Mayor's aim is for no one to be killed in or by a London bus by 2030, and for all deaths and serious injuries from road collisions to be eliminated from London's streets by 2041. Croydon's Vision Zero Safer Streets programme will focus upon improving safety in our district centres with the highest collision rates involving vulnerable road users. It will involve aligning our road safety engineering schemes to match Vision Zero principles. It will include the introduction of 20mph zone on main roads in district centres and other locations with higher than average casualty incidences. It will consider how the design of the street contributes to road traffic collisions and where appropriate look at improvements such as junction realignment, gateway treatments and improve pedestrian crossing provision.
- *Car Clubs* – this programme area will continue the expansion of Car Clubs in the Borough including electric vehicle charging provision and the introduction of flexible Car Clubs in the north of the Borough. This will reduce the need for individual car ownership by increasing access to shared car club vehicles.
- *Electric Mobility* – this will support the Council's ambition to install 400 electric vehicle charging points across the Borough by 2022 and enable the shift to zero tailpipe emission vehicles resulting in improved air quality.
- *Traffic reduction strategies* – this programme area will investigate and deliver new strategies for reducing traffic volumes and congestion in the Borough as required by the MTS. It will include reviews of parking management in the Borough, with a focus upon reducing the number of staff driving for work through the implementation of a Council Staff Travel Management Plan. The work stream will also consider the demand

management tools proposed in the MTS and understand whether they are appropriate mechanisms for both reducing traffic congestion and funding new transport infrastructure such as tram extensions.

- *Construction Logistics & Freight Management* – this work will consider options for better managing construction traffic through the establishment of a Construction Consolidation Centre. It will also continue the work to monitor and enforce construction and logistics plans for development sites. A further piece of work will involve assessing the feasibility of micro-consolidation, micro-distribution centres and cargo bike delivery schemes in the Borough in order to reduce freight movements and deliveries.

4.10 There are a number of other discretionary LIP programme areas where funding is provided on a needs or competitive bidding basis. The programmes include:

- *Principal Road Network Maintenance* – this includes resurfacing and major maintenance works on the strategic road (A roads) network in the Borough. In recent years Croydon has received up to £1 million per annum from TfL for repairing our main roads. However the TfL has decided to freeze all Principal Road Network Maintenance funding (other than for ‘emergencies’) to borough councils for a period. This is a result of the ending of revenue support to TfL from central government and London being unable to seek monies from the new National Roads Fund, which is funded by ring-fenced Vehicle Excise Duty (VED).
- *Bridge Strengthening* – funding is allocated to borough councils based upon an assessment and prioritisation of critical road bridges and structures Londonwide. As with Principal Road Maintenance Funding, there is a short term funding freeze but the likes of Black Horse Lane Bridge will be funded to completion. However the funding need / amount for the Bridge for 2019/20 has yet to be confirmed with TfL.
- *Liveable Neighbourhoods* – this replaces the previous ‘Major Schemes’ programme area. The objective of the programme is to deliver transformational changes to town centre areas or adjacent residential neighbourhoods through dramatically improved walking and cycling conditions, and reducing traffic dominance. It is recommended that a bid for funding currently anticipated at £8million be submitted focused on the Roman Way corridor and extending into the neighbourhoods either side (some of the agreed Growth Zone Walking and Cycling Programme and Public Realm Programme etc. funding would be indicated as an amount of match funding to / as part of the bid).

4.11 TfL will also fund a number of other work areas called Strategic Funding Programmes. These tend to be areas that the Mayor considers strategic priorities and require cross borough cooperation. They include:

- Borough Cycling Programme
- Mayor’s Air Quality Fund
- Bus Priority Programme

4.12 A three year costed and indicative programme of investment (using TfL Funding) for the period of 2019/20 to 2021/22 can be found in appendix B.

### **Draft LIP3 Long Term Interventions up to 2041**

4.13 Borough councils are required to outline their long term ambitions for transport improvements and how this list of schemes supports its long term aspiration for



the borough (consistent with the MTS outcomes and policies). A full draft list of transport aspirations and proposals for the Borough up to 2041 are outlined in appendix C.

### **Monitoring & Targets**

- 4.14 Borough councils are required to set indicator targets against the MTS mode share aim and outcomes using the respective outcome indicators set by TfL. Details of the Croydon outcome indicator targets and associated delivery targets are listed in appendix D.
- 4.15 The key overarching mode share target for Croydon is “to reduce the number of journeys made by car and shift these journeys to walking, cycling and public transport, so that by 2021/22, 50per cent of all journeys are by sustainable modes and by 2041 the figure is 63per cent”. The current mode share figure for Croydon is 49 per cent.
- 4.16 This supports the overall London wide target of 80% of all journeys by walking, cycling and public transport by 2041. This will be a very challenging target for the Borough to meet and a robust traffic reduction strategy will need to be implemented to ensure it can be met.

## **5. LIVEABLE NEIGHBOURHOOD BID SUBMISSION**

- 5.1 The ‘Liveable Neighbourhoods’ programme replaces the previous ‘Major Schemes’ programme. The TfL programme has a total budget of £114.9m over five financial years (2017/18 – 2021/22). Borough councils are required to develop project proposals and submit bid applications with a range of £1million to £10million, with the majority probably expected to be under £5million.
- 5.2 The Mayor’s intention is that they will deliver attractive, healthy, accessible and safe neighbourhoods for people. Typically, this will involve changes to town centres and their surrounding residential areas to improve conditions for walking and cycling and reduce traffic dominance. This may include new pedestrian crossings, a network of good cycle routes, reduced parking provision, redesigned junctions, restrictions on motor traffic in town centres, high streets and residential streets, and wider improvements against each of the ten Healthy Streets Indicators.
- 5.3 The Strategic Transport Team in partnership with Regeneration, Spatial Planning and Public Health has developed a bid proposal to reduce the severance on western side of the Growth Zone whilst also incorporating a School Super Zone.
- 5.4 The Ring Road is formed of Roman Way and Old Town to the immediate west and the Croydon Flyover to the south west of the town centre. These roads are up to six carriageway lanes wide in places and when they were built they severed the local residential communities from the ‘Old Town’ area, making it inhospitable and difficult to walk or cycle into the town centre.

- 5.5 The flyovers and underpasses not only act as a physical barrier to pedestrian movement but they are also a psychological barrier resulting from the noise generated by the fast moving traffic, the fear of crossing the road, the dark and intimidating subways, and the harsh concrete structures. The aim of this project is to break down the physical and psychological barriers and reconnect the areas to the west and east of Roman Way with the Old Town area by reducing severance through the creation of new crossings and gateway treatments.
- 5.6 It will involve reducing traffic dominance of the Ring Road by reallocating roadspace to pedestrians and cyclists and introducing new green infrastructure, innovative lighting and public art. These interventions will help counter the grey concrete, traffic noise and air pollution, and transform the perception of the underpasses, turning them into an attraction in their own right.
- 5.7 The proposal includes a number of the schemes outlined in the Old Town Masterplan including the plans to enhance the urban realm, particularly around the historic Croydon Minster and to create a new public space at Reeves Corner.
- 5.8 Public Health and partners in the Council are working together to develop proposals for a School Super Zone and will focus on the 400 metres around a school that has a student catchment area within the proposed Liveable Neighbourhood area.
- 5.9 Details of the Liveable Neighbourhoods Expression of Interest (EOI) can be found in the background papers to this report.
- 5.10 The deadline for the full application submission to TfL is the 30<sup>th</sup> November 2018. The anticipated level of funding the Croydon bid will be for is £8 million.

## **6. DELEGATED AUTHORITY REASON**

- 6.1 It is recommended that the Executive Director of Place, in consultation with the Cabinet Member for Environment, Transport and Regeneration (Job Share) be delegated authority to finalise the draft LIP3, to make any further amendments to the document following submission to TfL and wider consultation and prepare and submit the Liveable Neighbourhoods bid.
- 6.2 The reason for this request is because:
- TfL has set an extremely challenging timetable for the preparation of the LIP3 which overlaps with the timetable for submission of Liveable Neighbourhood bids;
  - TfL has suggested that it be sent drafts of the emerging LIPs prior to their formal submission in November in order that TfL can provide feedback and advice on the emerging LIP content; and
  - After the submission of the draft LIP3 on the 3<sup>rd</sup> November for consultation, comments and response to the consultation will be accepted until the 10<sup>th</sup> December 2018. The final LIP3 document then needs to be amended to reflect any comments made by TfL and other statutory consultees to the document and the Strategic Environmental Assessment (SEA) Scoping Report and then resubmitted for final approval to the Mayor of London by

- the 15<sup>th</sup> February 2019.
- The delegation is sought in order to make such changes. The TfL dictated programme prevents bringing the revised final LIP3 to Cabinet in January 2019.
  - The Liveable Neighbourhood bid development also has to be undertaken within a very challenging timescale. Preparation of the bid and discussions with TfL on the bid proposal will continue up until the 30<sup>th</sup> November submission date. The detail of the bid will continue to be developed during these processes and delegated authority is requested to approve the final bid submission.

## **7. CONSULTATION**

- 7.1 When the draft LIP3 document is submitted to TfL on the 3rd November 2018 it will also be sent to all statutory consultees such as neighbouring borough councils and the Commissioner of Police as required by the Act. In addition to the requirements of the Act, copies of the draft LIP and consultation questionnaires will be placed in libraries and on the Council's website for 6 weeks. Natural England, English Heritage and the Environment Agency will also be consulted primarily on the SEA Scoping Report as part of the Strategic Environmental Assessment process.
- 7.2 Presentations on the LIP3 process have been given to Croydon's Mobility Forum and Cycling Forum. Additionally as part of the consultation process and to involve representatives of potentially affected groups within the Equalities Impact Assessment process forum members were invited to two stakeholder workshops on the 6<sup>th</sup> September 2018. There were 18 participants which included local residents, council officers, councillors, and Cycle and Mobility forum members.
- 7.3 An online engagement campaign was also undertaken asking staff, residents and visitors to complete an online survey giving their views on transport in Croydon in order to shape the LIP3 document. The surveys will remain active until the end of September 2018. As of 24<sup>th</sup> September 2018 over 912 people had completed the survey. Initial summary of results reveal that:
- 86% of respondents agreed that traffic levels are too high in Croydon.
  - 44% of respondents agreed that traffic speeds are too high, with 37% disagreeing, 19% were not sure.
  - Less than 5% agreed that the street environment encouraged them to cycle, whilst 77% disagreed, with over 52% disagreeing strongly.
  - Over 55% agreed that children should be able to play in residential streets, 26% disagreeing.
  - 74% stated that they are concerned about air quality.
  - 72% agreed that traffic levels need to be lower.
  - 40% agreed they would cycle more if conditions were right, with 43% disagreeing.
  - 64% stated they would use public transport more if it was convenient.

- 61% would travel by car less if the alternatives were better.
- 78% agreed that less vehicles would mean better air quality.

7.4 The surveys can be found here:

- <https://getinvolved.croydon.gov.uk/KMS/DMart.aspx>
- <https://intranet.croydon.gov.uk/news/lets-talk-transport-croydon>

7.5 The feedback and responses from both the workshops and the online survey have been considered when developing the draft LIP3 objectives and proposals.

## 8. FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS

### Revenue and Capital consequences of report recommendations

	Current year	Medium Term Financial Strategy – 3 year forecast		
	2018/19 £'000	2019/20 £'000	2020/21 £'000	2021/22 £'000
<b>Revenue Budget available</b>				
Expenditure	0	0	0	0
Income	0	0	0	0
<b>Effect of decision from report</b>				
Expenditure	0	0	0	0
Income	0	0	0	0
<b>Remaining budget</b>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<b>Capital Budget available</b>				
Expenditure				
Income	0	(2,914)	(2,985)	(3,185)
<b>Effect of decision from report</b>				
Expenditure	0	2,914	2,985	3,185
Income				
<b>Remaining budget</b>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

#### The effect of the decision

- 8.1 TfL provides annual funding to support delivery of the LIP programme. The Borough will receive annual core funding through the 'Neighbourhoods, Corridors and Supporting Measures' programme, allocated on a formula basis. TfL will also provide additional funding for schemes they have identified that meet the Mayor's strategic priorities such as Bus Priority, Cycling and Air Quality.
- 8.2 Local authorities are also able to bid for discretionary funding on a competitive bidding basis, these programme areas include Principal Road Maintenance, Bridge Strengthening and Liveable Neighbourhoods (formerly Major Projects).

- 8.3 TfL has highlighted that the funding allocations (including that for Corridors, Neighborhoods and Supporting Measures) are only advisory. TfL reserves the right to lower allocations post Annual Spending Submission. The level of funding for 2019/20 is expected to be reduced by 15% compared to previous years due to TfL budget shortfalls.
- 8.4 Receiving the core LIP3 funding allocation and successfully submitting bids for additional funding will enable a number of strategic and corporate priorities and projects to be progressed and delivered.

**Table 1: LIP3 indicative funding allocations and funding bids for 2019/20-2021/22**

<b>Programme area</b>	<b>2019/20</b>	<b>2020/21</b>	<b>2021/22</b>
Neighbourhoods & corridors	£2,385,000	£2,385,000	£2,385,000
Bridge strengthening	TBC	TBC	TBC
Principal road maintenance	0	0	0
Liveable Neighbourhood Bid	TBC	TBC	TBC
Borough Cycling	£329,000****	£400,000***	£600,000***
Bus Priority (provisional figures)	£200,000	£200,000	£200,000
Totals	£ 2,914,000	£ 2,985,000	£ 3,185,000

\*Bridge strengthening indicative funding requests

\*\*Principal Road Maintenance funding frozen by TfL however bid will still be submitted.

\*\*\*Cycling Quietways funding requests for future years 20/21-21/22

\*\*\*\* Cycling Quietways indicative funding allocation for 2019/20

### **Risks**

- 8.5 The risks associated with the LIP3 programme are from TfL reducing or withdrawing funding for future years resulting in the abandonment or curtailment of projects and corporate priority schemes. However this is mitigated by the fact that each year, the Council must submit a more detailed and revised programme to TfL to release the following year's LIP Funding allocation in the form of the Annual Spending Submission (ASS). If there is a reduction in funding then the Council will be informed several months before and necessary project adjustments can be made.
- 8.6 The risks associated with not producing a LIP document are that the Council could be subject to action by the Greater London Authority or Mayor as it is a legal requirement for all London Boroughs to produce one.
- 8.7 The risks associated with producing an LIP document that is deemed inadequate are that there will be a delay to obtaining approval from the Mayor with resulting delays to the release of funding for delivering the LIP programme.

### **Future savings and efficiencies**

- 8.8 The delivery and implementation of the LIP3 programme will be undertaken using the Council's framework contract and highways contractor.

Approved by: *Flora Osiyemi* - Head of Finance, Place Department

## **9. COMMENTS OF THE COUNCIL SOLICITOR AND MONITORING OFFICER**

- 9.1 The Solicitor to the Council comments that under section 145 of the Greater London Authority Act 1999 each London Borough needs to prepare a local implementation plan containing its proposals for the implementation of the MTS in its area. The Council in preparing the implementation plan is to consult the following individuals and or organisations: a) the Commissioner of Police for the Borough, b) TfL, c) such organisations representative of disabled persons as the Council considers appropriate, d) any other neighbouring Councils which may be affected by the implementation plan, and e) any other body or person that the Mayor of London directs the Council to consult with.
- 9.2 The draft LIP also falls within the definition of a 'plan or programme' under the Environmental Assessment of Plans and Programmes Regulations 2004 such that it must be subject to a strategic environmental assessment.

Approved by: Sean Murphy, Head of Commercial and Property Law & Deputy Monitoring Officer on behalf of the Director of Law and Monitoring Officer

## **10. HUMAN RESOURCES IMPACT**

- 10.1 There are no immediate HR implications that arise from the recommendations in this report for Croydon Council staff.

Approved by: *Sue Moorman*, Director of Human Resources

## **11. EQUALITIES IMPACT**

- 11.1 A key priority for the Council is to work with our partners to make Croydon a stronger fairer place for all our communities. Croydon's Opportunity and Fairness Plan 2016-20 outlines action to tackle inequalities such as educational attainment, health, homelessness, unemployment, crime and social isolation, particularly in the borough's six most deprived wards.
- 11.2 A Health Impact Assessment has been undertaken to understand what the impacts of the different policies and proposals will have on the health of the Croydon population, and what the negative and positive outputs might be.
- 11.3 An Equalities Analysis has also been undertaken to ascertain the potential impact on protected groups in the Borough. This concluded that a full equality analysis does not need to be undertaken due to the fact that the equality impact score was graded as low risk. We will need to ensure any mitigating actions to address potential negative impacts are delivered.
- 11.4 The Health Impact Assessment and Equalities Analysis can be found in the Background Papers.

## **12. ENVIRONMENTAL IMPACT**

- 12.1 A Strategic Environmental Assessment (SEA) is being undertaken in parallel with the preparation of the draft LIP3. The SEA Scoping Report will be submitted to TfL alongside the draft LIP3 as part of the consultation process. The SEA will assess the emerging LIP3 against a series of SEA / environmental objectives based on a variety of legislation, guidance and policy. The SEA Environmental Report will be submitted with the final LIP3 in February 2019. The SEA Scoping Report will be placed in the Members Room and on the Council website alongside the draft LIP3.
- 12.2 The Mayor's Transport Strategy was subject to a comprehensive SEA details of which can be found in the Background Papers section below.

## **13. CRIME AND DISORDER REDUCTION IMPACT**

- 13.1 A number of the projects and programmes within the third LIP support the Council's wider objective to improve community safety, specifically with regards to reducing road danger and reducing traffic collisions and associated casualties.
- 13.2 The design of public realm schemes will involve liaison and consultation with the Metropolitan Police Service to reduce the risk to personal safety.

## **14. OPTIONS CONSIDERED AND REJECTED**

- 14.1 The option of not drafting a LIP3 document was not considered as it is a legal requirement for boroughs to develop and submit one to the Mayor of London.
- 14.2 The option of not submitting a Liveable Neighbourhood bid was also considered however it was rejected as Croydon has been identified as having a very strong case for being awarded funding. This is because the borough has some of the greatest potential for mode shift from private vehicles to sustainable modes of travel in London. Additionally with the withdrawal of funding from the City of Westminster for the pedestrianisation of Oxford Street there is an expectation that additional funding may be available to other boroughs that submit Liveable Neighbourhoods proposals.

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### **CONTACT OFFICER:**

Heather Cheesbrough – Director of Planning and Strategic Transport  
Ian Plowright, Head of Transport  
Ben Kennedy, Strategic Transport Manager (Policy & Planning)

### **APPENDICES TO THIS REPORT:**

- A. Draft LIP3 Objectives
- B. Draft LIP3 Indicative Programme of Investment for 2019/20 to 2021/22
- C. Draft LIP3 Long Term Interventions up to 2041
- D. Draft LIP3 Borough Outcome Indicator Targets

## **BACKGROUND PAPERS:**

TfL Guidance Document for Developing the Third Local Implementation Plan  
<http://content.tfl.gov.uk/third-lips-guidance-2018.pdf>

TfL Liveable Neighbourhoods Programme Guidance Document  
<http://content.tfl.gov.uk/tfl-liveable-neighbourhood-guidance.pdf>

Integrated Impact Assessment for the Mayor's Transport Strategy  
[https://consultations.tfl.gov.uk/policy/mayors-transport-strategy/user\\_uploads/mts-ia---final-scoping-report.pdf](https://consultations.tfl.gov.uk/policy/mayors-transport-strategy/user_uploads/mts-ia---final-scoping-report.pdf)

1<sup>st</sup> Draft of the proposed main body text for the LIP3

LIP3 Health Impact Assessment & Equalities Analysis reports

Liveable Neighbourhood Expression of Interest & Overview Map