

REPORT TO:	CABINET 19 September 2019
SUBJECT:	LOCAL IMPLEMENTATION PLAN (LIP) ANNUAL SPENDING SUBMISSION 2020/21
LEAD OFFICER:	Shifa Mustafa, Executive Director, Place Heather Cheesbrough, Director of Planning & Strategic Transport
CABINET MEMBER:	Councillor Stuart King, Cabinet Member for Environment, Transport & Regeneration (Job Share)
WARDS:	All

CORPORATE PRIORITY/POLICY CONTEXT/ AMBITIOUS FOR CROYDON CORPORATE PLAN 2018-2022

Key themes:

- Everyone feels safer in their street, neighbourhood and home

The schemes proposed as part of this annual funding submission will meet the first theme by reducing vehicle speeds and making it easier for pedestrians to cross the road and cyclists to travel around the Borough.

- A cleaner, more sustainable environment

The schemes proposed will create a cleaner and more sustainable environment by tackling air quality through the introduction of new electric vehicle charging points, reducing congestion around schools through Healthy School Neighbourhoods. The proposals will also support mode shift to more sustainable journeys by enhancing access to public transport and funding the construction of new cycle lanes between central Croydon and local centres.

- An excellent transport system, that is safe, reliable and accessible to all

The schemes proposed will help create an excellent, safe, reliable and accessible public transport network by working with TfL and Network Rail to improve bus services through new bus priority measures, introducing new bus routes to better connect Croydon's places and improve access to rail stations.

FINANCIAL IMPACT

Transport for London (TfL) has allocated £2.471m funding to Croydon for 2020/21 including £2.362m for the 'Corridors, Neighbourhoods & Supporting Measures' programme. This report recommends the Annual Spending Submission to be made to TfL in order to release that funding.

This annual funding submission is part of the three year programme of investment for the borough's third Local Implementation Plan (LIP3) that was approved as Key Decision 0119PL in February 2019.

FORWARD PLAN KEY DECISION REFERENCE NO.: 1619CAB

This is a Key Decision as defined in the council's constitution. The decision may not

be implemented until after 13.00 hours on the 6th working day following the day on which the decision was taken unless referred to the Scrutiny and 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 Approve the Croydon Annual Spending Submission to TfL to release 2020/21 Local Implementation Plan (LIP) funding including the following individual schemes:

- 1.1.1 Parking management reviews (£100,000).
- 1.1.2 Kenley Healthy Streets project (£52,000)
- 1.1.3 Suburban bus accessibility project (£30,000)
- 1.1.4 Traffic reduction strategy (£30,000)
- 1.1.5 Public realm accessibility improvements (£40,000)
- 1.1.6 Public Rights of Way improvements (£30,000)
- 1.1.7 Parks and green spaces accessibility (£30,000)
- 1.1.8 Pedestrian priority improvement schemes (£200,000)
- 1.1.9 Cycle hire scheme development (£20,000)
- 1.1.10 Cycle route delivery (500,000)
- 1.1.11 Car Club development (£30,000)
- 1.1.12 E-mobility and EV charging points (£40,000)
- 1.1.13 Cycle training and bikeability (£130,000)
- 1.1.14 Healthy Workforce (£15,000)
- 1.1.15 Promoting walking and cycling (£40,000)
- 1.1.16 Play Streets (£10,000)
- 1.1.17 Healthy School Neighbourhoods (£300,000)
- 1.1.18 School Travel Plans implementation (£130,000)
- 1.1.19 Vision Zero – Safer District Centres & 20mph zones (£200,000)
- 1.1.20 Vision Zero – Local Safety Schemes (£125,000)
- 1.1.21 Vision Zero – Safer Speeds (£150,000)
- 1.1.22 Vision Zero – Safer Behaviours (£150,000)
- 1.1.23 Vision Zero – Research and evidence (£10,000)

1.2 To note that the following schemes will require further requests or bids to be submitted to TfL to release of additional funding in 2020/21. The available funding amounts won't be known until after September 2019 and these submissions will be dealt with under the proposed delegation to the Executive Director of Place: :

- 1.2.1 South London Construction Consolidation Centre - Mayor's Air Quality Fund (£TBC)
- 1.2.2 Reconnecting Old Town - Liveable Neighbourhood Programme (£TBC)
- 1.2.3 'Principal Road Renewal' funding totalling (£TBC);

1.2.4 'Bridge Assessment and Strengthening' funding proposals totalling (£TBC)

1.2.5 Low Emission Neighbourhood (£TBC)

1.2.6 Bus Priority Portfolio Delivery (£TBC)

- 1.3 Delegate authority to the Executive Director of Place in consultation with the Acting Cabinet Member for Transport, Regeneration and Environment (Job Share) to make any further amendments to the Annual Spending Submission 2020/21, including submission of the additional bids or requests for funding mentioned in lines 1.2.1 to 1.2.6.

2. EXECUTIVE SUMMARY

- 2.1 This report recommends the approval of the Annual Spending Submission of local transport schemes be sent to TfL to release 2020/21 Local Implementation Plan (LIP) funding. This annual submission forms part of the three year programme of investment that was approved as a key decision in February 2019 when Croydon's Local Implementation Plan 3 (LIP3) was submitted to the Mayor of London for approval in March 2019. The funding is provided by TfL to support delivery of schemes to ensure the borough meets the objectives and targets set in the Mayor's Transport Strategy ("MTS"). The LIP3 included a three year programme of investment of schemes that the council intended to deliver in order to meet the Mayor of London's transport outcomes. The LIP3 document was approved by the Mayor of London in March 2019 however we are still required to submit an Annual Spending Submission in advance of each new financial year.
- 2.2 The Annual Spending Submission is a key element in delivering the MTS priorities – Vision Zero, improving air quality, increasing sustainable mode share and traffic reduction.
- 2.3 TfL is allocating Croydon £2.362 million in 'Corridors, neighbourhoods and supporting measures' funding (based upon a 'needs' related formula) to support the delivery of the LIP3. Additional funding may also be made available throughout the year through a discretionary bidding process, for strategic programmes and asset condition funding for maintenance however these figures are not currently available. (NB In recent years TfL has not provided any Principal Road Renewal Funding. It has provided Bridge Assessment and Strengthening Funding for Blackhorse Lane Bridge, but the completion of those works is assumed to be the ending of TfL Bridge Funding at least in the short term).

3. MAYOR'S TRANSPORT STRATEGY & THE LOCAL IMPLEMENTATION PLAN PROCESS

- 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
 - Borough 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 it 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 boroughs 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

Local Implementation Plan process

- 3.8 TfL allocates over £200m funding to support the London local authorities (each year through the LIP process) to support delivery of the MTS in the form of:
- Corridors, neighbourhoods and supporting measures funding – based on a ‘needs’ related formula to support the delivery of Local Implementation Plans (LIPs).
 - Discretionary funding – additional scheme funding that boroughs bid for including Liveable Neighbourhoods, this varies year on year depending on the schemes being delivered.
 - Strategic funding – part of London-wide programmes / packages where TfL research and analysis has identified needs on Borough roads including bus priority, cycle routes and air quality, again this varies year on year depending on the schemes being delivered.
 - Asset condition funding – based on asset condition surveys of the road network and structures / bridges to fund maintenance (greatly reduced amounts in recent years)
- 3.9 The current Croydon LIP3 contains a three year indicative programme of investment within the Delivery Plan section. The LIP3 Delivery Plan covers the period (2019/20-2021/22). The LIP3 was agreed in draft by Cabinet in October 2018 (ref 81/18) with the final LIP3 approved for submission to the Mayor of London by the Executive Director of Place in February 2019 (Key Decision 0119PL).
- 3.10 TfL provides funding to support delivery of proposals within LIPs. The major part of this funding (‘Corridors, Neighbourhoods and Supporting Measures’ funding) is allocated to local authorities using a formula based on need. The allocation formula is intended to reflect both the scale of the borough and its transport demand/network, to ensure larger boroughs with more travel receive greater funding.

TfL review of LIP Corridors funding

- 3.11 The existing formula for the ‘Corridors, neighbourhoods and supporting measures’ funding (which calculates each boroughs’ share) was agreed in 2010 when the second Mayor’s Transport Strategy (MTS) was adopted. This current formula reflects the priorities of that strategy. The publication of a new MTS in March 2018 brought with it a new focus on Healthy Streets, Vision Zero, improving air quality and significantly increasing the level of active, sustainable and efficient travel. This significant change in approach raises the question of whether the existing formula is still fit for purpose.
- 3.12 TfL has undertaken a review of the formula, which was agreed with London Council’s Transport & Environment Committee (TEC) at a meeting on 11 October 2018. The agreed approach to the review process was to work with

the LIP3 Working Group (London Councils, borough officers and TfL) to develop and propose alternative initial options and an engagement plan for discussion of the initial options with all London local authorities. The engagement process ran until August 2019, with the final preferred option(s) circulated to local authority officers in September 2019 and presented at TEC in October 2019. A final decision will be made by the Deputy Mayor for Transport in October 2019 for implementation in 2020/21. TfL will contact all Boroughs if a revised formula is adopted and advise what the next steps will be.

- 3.13 If the revised formula is adopted then TfL has estimated that Croydon's allocation for 'Corridors, neighbourhoods and supporting measures' funding will increase by £181,000 from the current £2.362m per annum to £2.543m. There is no suggestion that there will be a reduction in funding under any option.
- 3.14 Croydon's Annual Spending Submission for 2020/21 needs to be submitted to TfL by 1st November 2019. Therefore, if the Deputy Mayor for Transport approves the change in the funding formula (and Croydon receives an additional £181,000 funding) there will be not be time to seek further approval from Cabinet as how to allocate the additional funding.. Hence, delegated authority for the Executive Director for Place to make final amendments is sought, to enable the Annual Spending Submission to be finalised and submitted in advance of the 1st November 2019 deadline.

'Corridors, neighbourhoods and supporting measures' schemes

- 3.15 The LIP3 and its Delivery Plan focuses the limited Corridors, neighbourhoods and supporting measures' funding on areas of the Borough identified as having the greatest potential for meeting the MTS outcomes and targets. This includes factors such as; road casualty history, potential for walking and cycling, propensity to shift from car use, levels of deprivation, air quality, and numbers of schools and other sensitive sites such as hospitals.
- 3.16 Consultation and early engagement with key stakeholders identified traffic dominance and fear of road danger were key factors in why people in Croydon are not walking or cycling more often. Stakeholders highlighted particular concerns around speeding vehicles, dangerous driving and lack of priority for pedestrians or dedicated infrastructure for cyclists. Discussions with both internal and external stakeholders identified that the school run and associated vehicle trips were key causal factors for congestion and high car trips in the Borough, and should be an area of intervention that is prioritised.
- 3.17 The schemes recommended for 2020/21 Annual Spending Submission for £2.362 million 'Corridors, neighbourhoods and supporting measures' programme are summarised below:

Parking Management Reviews (£100,000)

Ongoing review and implementation of parking restrictions for road safety and traffic management purposes including the introduction of controlled parking zones.

Kenley Healthy Streets project (£52,000)

New public realm and safety scheme to improve walking conditions in the Kenley intensification area.

Suburban Bus Accessibility Review (£30,000)

Proposals to develop demand responsive bus services in suburban areas to support intensification.

Traffic Reduction Strategy (£30,000)

Programme of measures and strategies to reduce traffic volumes and meet the MTS active travel target.

Public Realm Accessibility (£40,000)

Ongoing physical accessibility improvements to the public realm. (E.g. tactile paving at crossings, provide access ramps, dropped kerbs).

Public Rights of Way Improvements (£30,000)

Ongoing improvements to public rights of way.

Parks and Green Spaces Accessibility (£30,000)

Access improvements to green spaces to improve walking routes leading to stations, tram & bus stops.

Pedestrian Priority Improvement Schemes (£200,000)

Schemes to improve pedestrian safety at junctions through new crossing facilities, upgrade of signalised junctions to provide dedicated pedestrian phase.

Cycle Hire Development (£20,000)

Proposal to identify and develop dockless cycle hire hub sites across the borough in preparation for the pan London byelaw controlling such cycle hire schemes.

Cycle Route Network Delivery (£500,000)

Funding to supplement that provided by the Growth Zone mechanism to deliver the Croydon Cycling Strategy cycle route network.

Car Club development (£30,000)

Resources to deliver continued expansion of car clubs, including implementation of bay markings and signage.

E-mobility and EV charging points (£40,000)

Resources to support the delivery of 400 electric vehicle charging points in the Borough by 2022.

Cycle Training & Bikeability (£130,000)

Programme of cycle training for both children and adults.

Healthy workforce (£15,000)

Resources to work with local employers to deliver measures in that support active travel to the workplace.

Promoting walking & cycling, events & awareness (£40,000)

Organisation and promotion of events such as "Walk on Wednesdays", Bike Week, "Walk to school" week and Car Free Day.

Play Streets (£10,000)

Resources to expand the programme of Play Streets.

Healthy School Neighbourhoods (£300,000)

Programme to reduce traffic dominance around schools and increase active travel. This will include 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. Two areas piloting the programme are Broad Green and Upper Norwood.

Implementation of School Travel Plans (£130,000)

Implementation of travel to schools measures arising from school travel plans including improvements to aid pedestrian and cycle access to schools.

Vision Zero Safer Streets - District Centres (£200,000)

Aligned road safety engineering schemes to match Vision Zero principles - implementation of 20mph zones on the main roads in district centres.

Vision Zero Safer Streets - Local safety schemes (£125,000)

A combination of previously developed local road safety schemes and reactive safety scheme work areas.

Vision Zero Safer Speeds (£150,000)

A combination of the previous speed management & 20mph Zones work areas. It will focus on introducing speed reduction & traffic calming measures to residential roads.

Vision Zero - Safer Behaviours (£150,000)

Updated road safety education work area to reflect the new Vision Zero principles and to encourage safer behaviours with emphasis on drivers of vehicles.

Vision Zero - Research & Evidence Gathering (£10,000)

Research and data analysis exercise to ensure Croydon's Vision Zero programme is evidence led.

- 3.18 There are a number of other discretionary LIP programme areas where funding is provided on a needs or competitive bidding basis and the amount of

funding available for 2020/21 will not be known until after September 2019. The programmes include:

Principal Road Network Maintenance

- 3.19 The level of investment in borough maintenance programmes, including principal road resurfacing and bridge strengthening, is unknown at this time but is assumed to be negligible. TfL has committed to work with local authorities to make the case for a fair highway maintenance settlement in London from central Government.

Liveable Neighbourhoods

- 3.20 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. Croydon successfully bid for a £9.55 million scheme to deliver the 'Reconnecting Old Town' Liveable Neighbourhood project. Croydon received £260,000 funding in 2019/20. The level of funding to be requested for 2020/21 is expected to be approximately £1 million.

Mayor's Air Quality Fund

- 3.21 In January 2019 bids were submitted to the Mayor's Air Quality Fund for funding to improve air quality in the Capital. Croydon was successful in securing £450,000 over three years to deliver a South London Construction Consolidation Centre on the A23 corridor (in order to reduce the impact of construction traffic in central Croydon and wider South London). In 2019/20 £50,000 was made available to deliver this project. In 2020/21, a further £340,000 is expected to be released by the GLA. However this is subject to confirmation later this year. The GLA has also invited Croydon to submit a bid for a 'Low Emission Neighbourhood' to be focused on businesses along the London Road corridor. The bid will be submitted in early September 2019. An announcement of successful bids is expected in October 2019. The bid will be a maximum of £350,000.

Bus Priority Programme

- 3.22 Bus priority improvements in Outer London have been identified as a strategic priority in the MTS. £10.1 million is available for local authorities to apply for in 2020/21. Croydon is the only London borough that has seen significant growth in bus patronage in recent years. In 2019/20 £600,000 was secured for Bus Priority Improvements in Croydon. The level of funding available for 2020/21 is not yet known.

Borough Cycling Programme

- 3.23 Cycling as another of the MTS strategic priorities in his transport strategy. TfL has allocated £61.4 million for cycle infrastructure to be delivered by local authorities in 2020/21. The majority of this funding is for in Inner London boroughs with only small amounts of funding being allocated to Outer London. The exact level of funding that will be made available to Croydon from this programme is not yet known.

4. CONSULTATION

4.1 As part of the pre-consultation and engagement process for the LIP3 process and to involve representatives of potentially affected groups within the equalities impact analysis screening process, key stakeholders were invited to participate in two workshops on the 6th September 2018. The stakeholder workshop participants included local residents, Councillors, and the representatives from the mobility forum and cycle forum.

4.2 An online engagement campaign was undertaken asking residents and visitors to complete an online survey giving their views on transport in Croydon in order to shape the LIP3. The surveys were active until the end of September 2018 and over 1,000 people responded to the survey. A 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

4.3 A subsequent consultation exercise was undertaken seeking comments and feedback on the final draft LIP3 document following submission of the draft to TfL. A consultation questionnaire was published online and copies of the final draft LIP3 were placed in Croydon libraries and on the Council's website. The consultation ran for six weeks from 06th December 2018 to 20th January 2019. 131 people participated in the online survey and the responses were overwhelming supportive of the proposals.

4.4 The feedback and responses from both the workshops and the online survey were considered when developing the LIP3 Programme of Investment and Delivery Plan.

5 FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS

5.1 Revenue and Capital consequences of report recommendations

	Current year	Medium Term Financial Strategy – 3 year forecast		
	2019/20	2020/21	2021/22	2022/22
	£'000	£'000	£'000	£'000
Revenue Budget available				
Expenditure				
Income				
Effect of decision from report				
Expenditure				
Income				
Remaining budget				
Capital Budget available				
Expenditure		(£2,471)		
Effect of decision from report				
Expenditure		£2,471		
Remaining budget				

5.2 The effect of the decision

The effect of the report will enable the LIP Annual Spending Submission funding allocation for 2020/21 to be released by TfL.

Table 1: LIP3 indicative funding allocations and funding bids for 2020-2021

Programme area	2020/21
Neighbourhoods & corridors	£2,362,000
Local Transport Fund	£100,000
Borough Officer Training Fund	£9,000
Maintenance	TBC
MAQF	TBC
Liveable Neighbourhood Bid	TBC
Borough Cycling	TBC
Totals	£2,471,000

5.3 Risks

5.3.1 The risks associated with the LIP 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.

- 5.3.2 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. Hence the recommendation that the Executive Director of Place be delegated authority to make any further amendments to the Annual Spending Submission.
- 5.3.3 The Annual Spending Submission needs to be made by the 1st November 2019 submission date. If this deadline is not met it may jeopardise our funding from TfL for the 2020/21 capital works and revenue programme.

5.4 Options

- 5.4.1 The options are discussed throughout the report.

5.5 Future savings/efficiencies

- 5.5.1 There are no savings or efficiencies linked to this funding. Value for money will be sought in any procurement and spending linked to the use of this funding. The delivery and implementation of a significant proportion of the LIP programme will be undertaken using the Council's framework contract and highways contractor.

Approved by: Lisa Taylor Director of Finance, Investment and Risk

6. LEGAL CONSIDERATIONS

- 6.1 The Head of Litigation and Corporate Law comments on behalf of the Director of Law and Governance that there are no additional legal considerations arising from the recommendations beyond those detailed within the body of the report.

Approved by: Sandra Herbert, Head of Litigation and Corporate Law on behalf of the Director of Law and Governance and Deputy Monitoring Officer

7. HUMAN RESOURCES IMPACT

- 7.1 There are no direct human resources implications for the LBC workforce arising from this report but as over 60% of staff are resident there are associated benefits from the recommendations.

Approved by: Sue Moorman, Director of Human Resources

8. EQUALITIES IMPACT

- 8.1 An Equalities Analysis (EA) scoping exercise was undertaken as part of the

LIP3 development process to ascertain the potential positive and negative impact the different policies and proposals will have on groups that share protected characteristics in the borough. The EA scoping exercise is summarised in the table in Appendix A. It reveals that that the Disability group may be impacted negatively by the LIP 2020/21 schemes specifically the Cycling schemes which may include segregated cycle lanes and dockless bike hire. To mitigate this proposed schemes will be designed in accordance with the London Cycle Design Standards and there would be separate engagement and consultation with mobility groups prior to design & implementation with an individual EA undertaken for each specific scheme before delivery commences.

The Equalities Impact score for impacts on this group is medium however these impacts can be mitigated against through further engagement and consultation with these groups prior to the commencement of each specific scheme.

Approved by: Yvonne Okiyo, Equalities Manager

9. ENVIRONMENTAL IMPACT

9.1 The making of the LIP3 has been informed by a process of Strategic Environmental Assessment (SEA). The LIP3 proposals and outcomes were informed by the SEA scoping report, and initial EA and HIA, and where issues or weaknesses have been identified actions and changes have been taken to mitigate and reduce impacts.

9.2 The SEA Report and EA are available on the Council's website.

10. CRIME AND DISORDER REDUCTION IMPACT

10.1 A number of the projects and programmes within the LIP3 support the Council's wider objective to improve community safety, specifically with regards to reducing road danger and reducing traffic collisions and associated casualties.

10.2 The design of public realm schemes will involve liaison and consultation with the Metropolitan Police Service to reduce the risk to personal safety.

11. REASONS FOR RECOMMENDATIONS/PROPOSED DECISION

11.1 Approval of the 2020/21 Annual Spending Submission is recommended in order to release funding allocated by TfL to support implementation of the LIP3.

11.2 Due to the potential change to the Corridors funding allocation in October 2019, and the uncertainty regarding the levels of discretionary funding for the

schemes outlined in paragraph 1.3, it is recommended that the Executive Director of Place be delegated authority to further amend the Annual Spending Submission in consultation with the Cabinet Member for Transport, Regeneration and Environment.

12. OPTIONS CONSIDERED AND REJECTED

- 12.1 The option of not submitting the 2020/21 Annual Spending Submission was not considered as the borough would lose out on £2.471 million of Capital funding.

13. DATA PROTECTION IMPLICATIONS

13.1 WILL THE SUBJECT OF THE REPORT INVOLVE THE PROCESSING OF 'PERSONAL DATA'?

No

The Director of Place comments that there are no data protection implications from this report.

Approved by: Heather Cheesbrough, Director of Strategic Transport and Planning

CONTACT OFFICER: Heather Cheesbrough – Director of Planning and Strategic Transport
Ian Plowright, Head of Strategic Transport
Ben Kennedy, Strategic Transport Manager
(Report Author)

BACKGROUND DOCUMENTS: Croydon LIP3:
<https://www.croydon.gov.uk/transportandstreets/policies/third-local-implementation-plan>

APPENDICES: Appendix A - Equalities Impact Analysis