

## For General Release

<b>REPORT TO:</b>	<b>CABINET 26 JULY 2021</b>
<b>SUBJECT:</b>	<b>2021/22 (Part) Local Implementation Plan Funding, Bus Priority Funding and Active Travel Funding Programme</b>
<b>LEAD OFFICER:</b>	<b>Sarah Hayward, Executive Director of Place Heather Cheesbrough, Director of Planning and Strategic Transport Steve Iles, Director of Public Realm</b>
<b>CABINET MEMBER:</b>	<b>Councilor Muhammad Ali - Cabinet Member for Sustainable Croydon</b>
<b>WARDS:</b>	<b>All</b>

### **COUNCIL PRIORITIES 2020-2024**

The report and recommendations address several of the Council's priorities, namely:

- *We will live within our means, balance the books and provide value for money for our residents.*

The report relates to the spend of different elements of Transport investment grant funding. In order to maximise the level of grant funding and the value derived from the funding, Croydon Council needs to act swiftly submitting proposals/requesting funding, and equally delivering.

- *We will focus on tackling ingrained inequality and poverty in the borough. We will follow the evidence to tackle the underlying causes of inequality and hardship, like structural racism, environmental injustice and economic injustice.*

The overall 'programme' is intended to speed delivery of the Mayor of London's Healthy Streets objective. It seeks to help all to travel actively and sustainably, to walk and cycle and use public transport, bringing benefits in terms of healthy weight, improved air quality, free/low cost travel, benefits expected to accrue more strongly to the most deprived communities.

- *We will focus on providing the best quality core service we can afford. First and foremost, providing social care services that keep our most vulnerable residents safe and healthy. And to keep our streets clean and safe. To ensure we get full benefit from every pound we spend, other services in these areas will only be provided where they can be shown to have a direct benefit in keeping people safe and reducing demand.*

The 'programme' is focussed on providing safer street space in which people can choose to walk or cycle, helping all become more active and in turn healthy, ultimately accruing savings for the NHS and Council care services.

[Council's priorities](#)

## **FINANCIAL IMPACT**

2021/22 funding via TfL is still to be finalised but a total of £4,600 could be made available to Croydon to spend on a programme as indicated Table 1 of this report. The Cabinet is requested to take the Key Decision to approve expenditure of funding both allocated and yet to be allocated by TfL. Spend also to be subject to any further advice from the S151 Officer / Director of Finance, Investment and Risk, and decisions to be taken on the delivery (or otherwise) of individual projects.

## **FORWARD PLAN KEY DECISION REFERENCE NO.: 3621CAB**

The notice of the decision will specify that 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.

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 agree to:

- 1.1 the expenditure of external ring-fenced funding indicated within Table 1 of Section 3 of the report, expenditure, subject to any further advice of the S151 Officer / Director of Finance, Investment and Risk.
- 1.2 the delivery of the potential programme summarised within Section 3 of report, the extent and scope of that programme dependent on funding allocations to Croydon Council still to be confirmed by TfL; and subject to other matters outlined in Section 3 of the report.

### **2. EXECUTIVE SUMMARY**

- 2.1 The report outlines and recommends expenditure for 2021/22 on a programme to deliver Croydon Local Implementation Plan objectives; Central Government's Sustainable and Active Travel objectives; and the Mayor of London's/TfL's Streetspace Plan objectives. It is deemed a Key Decision as the combined potential expenditure is an estimated **£4,600**, and delivery of the programme is expected to have effects in a number of wards (although not necessarily significant). The nature of the programme and its geographical spread is outlined within the report and appendix 2. The recommended spend cannot be precise, as (at the time of writing the report) the results of funding requests to TfL are unknown.

### **3. THE ANTICIPATED PROGRAMME**

#### Background

- 3.1 In normal times, TfL would allocate funding to each London local authority to support delivery of proposals within the authority's Local Implementation Plan

(plan to implement the Mayor's Transport Strategy). Each October, the local authority would confirm to TfL, how it proposed to spend the Local Implementation (LIP) funding allocated for the following financial year. TfL would then confirm release of the allocated funds for that year. The process helped ensure effective programme planning and management. However, this process ceased in May 2020. TfL's income sources had largely disappeared due to the Covid19 Lockdown, and TfL was dependent on financial bailout by central government. TfL informed the local authorities that the previously confirmed 2020/21 LIP funding, was no longer available. Instead, there was a smaller amount of funding with which to deliver the Mayor of London's Covid19 Pandemic related Streetspace Plan. Local authorities were to submit proposals / bids for funding, to be spent by Mid October. In late October, the local authorities were informed of LIP Funding for the period November to March, with allocations being confirmed in November 2020. In November, they were informed of Active Travel Funding being provided by central government (administered by TfL), which each authority could swiftly bid for. The Active Travel Funding was for what remained of 2020/21, with the ability to carry underspend into 2021/22.

- 3.2 TfL's ability to provide funding to the local authorities, is dependent on its financial settlements from central government. The settlement from central government for this financial year was initially until 18<sup>th</sup> May, extended to the 28<sup>th</sup> May. TfL provided each local authority with a LIP Funding allocation for the period 1<sup>st</sup> April to 18<sup>th</sup> May, (in turn extended to 28<sup>th</sup> May). At the time of drafting this report, a further financial settlement for the period to 11<sup>th</sup> December 2021, had been announced. It includes approximately £60m Active Travel Funding for the London local authorities, to be administered by TfL. TfL issued (11<sup>th</sup> June) brief guidance regarding submission of proposals for Active Travel Funding (submission deadline 25<sup>th</sup> June). As there is currently no further TfL LIP Funding, there is no associated ring-fenced funding for related programmes such as Liveable Neighbourhoods. However elements of existing Liveable Neighbourhood proposals can be submitted for funding, and may be funded if they meet the Active Travel Funding priorities. A ring-fenced Bus Priority funding stream has been maintained.
- 3.3 There is no certainty as to what funding will be made available to Croydon, or in what form over the remainder of the financial year. Due to the continually changing funding circumstances, there is no right or easy time at which to bring to Cabinet, the recommendation to spend. Spend will depend the funding allocated by TfL. It will also depend on decisions to be taken regarding individual projects. Projects within the programme are at differing stages of development and delivery. Regard will need to be had to such matters as findings through engagement and consultation; technical approvals including those of TfL; etc., when taking decisions to implement (or not) individual projects. In funding and delivery terms, these are unprecedented times, making programme development and management highly challenging. However, the programme is evolving as:
- funding opportunities arose/arise;
  - funding priorities are set by funders and guidance issued;
  - funding allocation decisions made;
  - proposals are developed and designed and;
  - proposals are consulted on.

The evolving programme continues to be guided by The Mayor of London's Streetspace Plan<sup>1</sup>, in particular its Appendix 4 'Analysis for Temporary Strategic Cycle Network', and Appendix 6b 'The Strategic Neighbourhood Analysis' (explanation at appendix 1 to this report). Bus Priority Funding is agreed with TfL based on bus journey time and reliability information etc. Funding for the programme is likely to be supplemented with 'S106 Funding' (funding provided by developers under planning obligations for the purposes of delivering bus priority and sustainable transport infrastructure, use of the funding to be agreed by the Infrastructure Financing Group and following any further advice of the Director of Finance, Investment and Risk).

#### The Evolving Potential Programme

3.4 The evolving programme seeks to accommodate the Priority Cycle Corridors identified by TfL at:

- London Road, by means of project 1.9 below (London Road Cycle Lanes) linking into West Croydon / the Town Centre via the 'Healthy Route' walking and cycling corridor through project area 2.1 (Broad Green 1 Healthy Neighbourhood) experimental scheme which also delivers the northern element of the original 'Reconnecting Old Town Liveable Neighbourhood' programme.
- Brighton Road by means of project 2.5 below, largely upgrading the existing advisory cycle lanes and making them mandatory, and making bus lane operation 24/7.
- Between Crystal Palace and Croydon Town Centre by creating a 'Healthy Route' walking and cycling corridor along lower traffic / healthy streets connecting through project areas/experimental Healthy Neighbourhoods 1.4, 1.6, 1.6, 2.2 into 1.11
- Mitcham Road/Roman Way/Old Town by staged implementation of cycle infrastructure with an initial element via project 2.12

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<sup>1</sup> <https://tfl.gov.uk/travel-information/improvements-and-projects/streetspace-for-london>

**Table 1. Potential Programme for Majority of 2021/22 Taking Account of Active Travel Funding Requests to TfL and Existing Allocations**

Item No.	Project	Funding Currently Allocated 2021/22	Request for Funding to TfL for Q2-Q3 2021/22	Comment
1.3	HEALTHY NEIGHBOURHOODS: Holmesdale Road LTN / HN	£21,000	£161,000	Low Traffic Neighbourhoods implemented under Temporary Traffic Management Order proposed to be converted to Experimental TMOs including replacing some closure points with camera enforced restrictions to improve ease of access including for emergency services' vehicles and residents using cars.
1.4	HEALTHY NEIGHBOURHOODS: Albert Road LTN / HN	£21,000	£151,000	
1.5	HEALTHY NEIGHBOURHOODS: Elmers Road LTN / HN	£21,000	£67,667	
1.6	HEALTHY NEIGHBOURHOODS: Dalmally Road LTN / HN	£21,000	£67,667	These projects are part of an interconnected set of Healthy Neighbourhoods / Cycle Routes (see appended map and link to Croydon Healthy Neighbourhood web pages <a href="https://www.croydon.gov.uk/parking-streets-and-transport/streets-roads-and-pavements/chns/croydons-healthy-neighbourhoods">https://www.croydon.gov.uk/parking-streets-and-transport/streets-roads-and-pavements/chns/croydons-healthy-neighbourhoods</a> ).
1.7	RECONNECTING OLD TOWN CROYDON LIVEABLE NEIGHBOURHOOD -Parsons Mead LTN / HN (Broad Green 1)	£85,000	£101,000	
1.8	Healthy Neighbourhoods - Sutherland Road LTN / HN (Broad Green 2)	£13,000	£75,666	
1.9	CYCLING STRATEGY DELIVERY: Corridors, Walking and Cycling - London Road	£432,542	£100,000	Temporary Cycle Schemes implemented under Temporary Traffic Management Order in response to the Covid Pandemic, proposed to become permanent Orders/schemes. Projects are part of an interconnected network of Streetspace Cycle Routes (see appended map and link to Croydon Streetspace web pages <a href="https://www.croydon.gov.uk/croydon-streetspace/current-and-planned-schemes">https://www.croydon.gov.uk/croydon-streetspace/current-and-planned-schemes</a> )
1.10	CYCLING STRATEGY DELIVERY: Corridors, Walking and Cycling - High Street	£205,998	£50,000	
1.11	CYCLING STRATEGY DELIVERY: Dingwall Road	£135,514	£50,000	
2.1	Reconnecting Old Town Implementation of Quick Win on Roman Way	£0	£500,000	Part of the Reconnecting Old Town Liveable Neighbourhood
2.2	Crystal Palace 1 Healthy Neighbourhood (Auckland Road)	£175,000	£0	DfT Active Travel Funding (use by 31/03/22)
2.3	Selhurst Healthy Neighbourhood 1 (Sydenham Road)	£107,000	£0	
2.4	Selhurst Healthy Neighbourhood 2 (Dagnall Park)	£21,000	£0	
2.5	Brighton Road Cycle Lanes	£575,527	£0	
2.6	St James Road - Wellesley Road - Whitehorse Road	£337,000	£0	TfL Bus Priority Funding (use by 11/12/21)
2.7	A2022 Kent Gate Way/Lodge Lane Roundabout, Addington Village	£100,000	£0	
2.8	East Croydon Bus Priority	£50,000	£0	
2.9	Brighton Road Warham Road Northwards Croydon 60 and 466	£50,000	£0	
2.10	Brighton Road Purley Cross Croydon 60 and 466	£50,000	£0	
2.11	Denning Avenue and Warham Road Corridor	£0	£29,000	TfL Bus Priority Funding (use by 11/12/21)
2.12	Mitcham Road Corridor	£0	£29,000	
3.1	Walking and Cycling -Ampere Way	£0	£500,000	Implementation of segregated bidirectional cycle track and associated footway improvements, sustainable drainage and landscaping.

3.2	Healthy Neighbourhoods HOME Area- Clyde Road - Bingham Rd HN	£0	£50,000	Funding for feasibility, traffic modelling and initial design to support delivery of Healthy Neighbourhood
3.4	Further 5 School Streets /School Pedestrian Zones	£3,000	£25,000	Expansion of the School Pedestrian Zone / School Streets programme.
3.8	Healthy School Neighbourhood Behaviour Change	£33,000	£10,000	School Travel Planning and associated activities to encourage healthy and active travel, plus road safety training and education
3.9	Vision Zero Behaviour Change	£7,000	£10,000	
3.10	Bus Scheme: Shirley Avenue bus stops implementation	£0	£40,000	Installation of 4 accessible bus stops.
3.11	CYCLING STRATEGY DELIVERY: Corridors, Walking and Cycling - Barclay Road A232	£0	£50,000	Feasibility and design to improve the Connect2 Cycling and Walking route as it crosses the London-Brighton railway line / the Barclay Road bridge.
3.12	Play Streets (temporary schemes)	£0	£30,000	Support for the Play Streets programme.
<b>TOTALS:</b>		<b>£2,464,581.00</b>	<b>£2,097,000.00</b>	<b>COMBINED TOTAL:£4,561,581.00</b>

## 4. CONSULTATION

### 4.1 When:

- the Department for Transport issued its guidance to local authorities ‘*Traffic Management Act 2004: Network Management in Response to COVID-19*’ in May of last year; and
- the Secretary of State called on local authorities to act swiftly to implement measures to enable people to choose to walk and cycle

central government amended the Procedure Regulations relating to the making of Temporary Traffic Management Orders (TMO). The amendment enabled the making of Temporary TMO’s for purposes related to COVID19. The measures implemented in Croydon (in response to the DfT Guidance; the call to action from the Secretary of State; and the Mayor of London’s/TfL’s Streetspace Plan for London), were generally implemented under Temporary TMO’s. There is no statutory public consultation/objection process associated with the making of a Temporary TMO. A significant part of the programme in this report, revises many of those Temporary schemes, moving to time limited experimental schemes implemented under Experimental TMOs. There is no statutory public consultation/objection prior to the making of an Experimental TMO. That process is undertaken once the Experimental TMO is made, in relation to the decision to make the experiment permanent or not. However, a process of public engagement is being undertaken prior to the making of the Experimental TMOs. In some instances (e.g. the Dingwall Road Temporary Cycle Lanes), it is intended to move from Temporary TMO to Permanent TMO, the making of which includes statutory public consultation / objection. Different projects / elements of the programme will have their own appropriate consultation and engagement.

## 5 PRE-DECISION SCRUTINY

5.1 We are still in a funding and delivery regime fractured by the COVID19 Pandemic, and one only partially remade in response to it. Funding and delivery are in the form of very short term bursts, making challenging bringing a decision to spend to Cabinet at the 'right time'. The ability to bid for funding (following the end of LIP Funding on 28<sup>th</sup> May), was only confirmed through TfL's publication of the funding Guidance on 11 June. The nature of this almost totally reactive process, makes the building in of Pre-Decision Scrutiny even more challenging. One of the components of the recommended 'programme' has been the subject of Scrutiny, namely the Experimental Low Traffic Neighbourhood/Healthy Neighbourhood at Crystal Palace and South Norwood.

## 6 FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS

6.1 The combined estimated expenditure of £4,561,581 is for project work within 2021/22 only, without any impact on further years in the 2021/24 MTFS. The works will be externally funded by TfL. Given the financial uncertainty with regard to Central Government funding of TfL, there is a risk of amendments to the estimated funding, any variations will be anticipated and result in adjustments to the programme as required to remain in budget.

### 6.2 Revenue and Capital consequences of report recommendations

	Current year	Medium Term Financial Strategy – 3 year forecast		
	2021/22 £'000	2022/23 £'000	2023/24 £'000	2024/25 £'000
<b>Revenue Budget available</b>				
Expenditure		unknown	unknown	unknown
Income				
<b>Effect of decision from report</b>				
Expenditure				
Income				
<b>Remaining budget</b>				
<b>Capital Budget available</b>	4,600	unknown	unknown	unknown
Expenditure		unknown	unknown	unknown
<b>Effect of decision from report</b>				
Expenditure	4,600			
<b>Remaining budget</b>	0			

### **6.3 The effect of the decision**

If agreed, recommendation 1.1 will permit (subject to any further advice of the Director of Finance, Investment and Risk) the spending of external funding provided to the Council with which to foster active and sustainable travel, continue to implement the Mayor's Streetspace Plan, and implement the LIP.

### **6.4 Risks**

The total funding set out within the Table 1 in Section 3 of this report and the 'Current Year' column of the Revenue and Capital table above, is well in excess of the expected level of funding. The funding figures include those in the current ask to TfL. The resulting funding allocation to Croydon is expected to be lower. That said, the time within which to spend and deliver (i.e. by 11<sup>th</sup> December) even a reduced amount of funding, is very short, bringing delivery challenge and risk.

There is no clarity as to funding for TfL beyond 11 December, and consequently even less clarity as to likely Transport Investment funding for Croydon Council. Consequently, there remains the risk that there may be no further funding coming to the Council from or via TfL.

### **6.5 Options**

The options considered included making a much smaller application for funding or even no application. However, to have done so would impact on the ability to deliver on each of the Council's Priorities addressed at the start of the report, and the ability to act on key recommendations of the Croydon Climate Crisis Commission.

### **6.6 Future savings/efficiencies**

The programme is focussed on providing safer street space in which people can choose to walk or cycle. This is in large part to help all become more active and in turn healthy, ultimately accruing savings for the NHS and Council care services. Additionally, investment made now in successfully limiting Climate Change, reduces the future investment required to mitigate Climate Change/ adapt to Climate Change.

Approved by: Geetha Blood, Interim Head of Finance, Place and Resources

## **7. LEGAL CONSIDERATIONS**

7.1 The Head of Litigation and Corporate Law comments on behalf of the interim Director of Law and Governance and notes that the Council is seeking to submit proposals to maximise funding and the benefits of any such funding with regards to the different elements of transport investment and the Local Implementation Plan (LIP).

7.2 The level of expenditure will be dependent on the extent as to any funding received.

- 7.3 Each London local authority is required to produce a LIP to implement the Mayor of London's Transport Strategy within its area failure to do so could result in the Mayor stepping in to implement the LIP and recharging the cost of doing so to the local authority.
- 7.4 There are no further legal considerations that requires comment upon at this stage.

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

## **8. HUMAN RESOURCES IMPACT**

- 8.1 The very small number of post in the Strategic Transport and Highways Services are largely funded from time recharging to the externally funded projects the post holders manage and deliver. The Active Travel Funding on offer, is a significant reduction on what the LIP Funding would have been, and comes with somewhat adjusted priorities. However, it is anticipated that the majority of post holders in the two Service areas will be more than fully employed delivering the programme outlined in this report. There are two posts in the Highways Service where this may not be the case. TfL though is keen to ensure that delivery capacity and expertise is not lost from the local authorities due to short term changes in funding. Hence they are prioritising the funding of Transport and Highways posts from Active Travel Funding, where the post holders will not have projects/programmes to deliver, and consequently could be at risk of redundancy. Funding for the two potentially affected posts was included in the Active Travel Funding request to TfL, however the Council and TfL will work to try and ensure that both post holders are able to continue delivering. As the two posts are externally funded from project funding from TfL, and there is a commitment to prioritise funding for such posts, the HR impact is minimal. However if the funding was to cease the impact on the staff which may be redundancy, would be managed under the Council Policies and Procedures.

Approved by: Jennifer Sankar, Head of HR Place and Housing, for and on behalf, of Sue Moorman, the Director of Human Resources

## **9. EQUALITIES IMPACT**

- 9.1 The Equality Act 2010 introduced the Public Sector Equality Duty. This requires all public bodies, including local authorities, to have due regard to the need to:
- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act
  - Advance equality of opportunity between people who share a protected characteristic and those who do not
  - Foster good relations between people who share a protected characteristic and those who do not
- 9.2 A full equality impact assessment was undertaken as part of preparing the Local Implementation Plan (LIP). This identified equality issues in relation to access to

public transport, levels of car ownership for some groups and casualty and accident rates which are known to be higher amongst more deprived communities, and include:

#### Older people

- A need for improved environmental quality and accessibility of the public realm for older people.
- A need to provide community facilities that benefit young people, elderly and disabled (and therefore to make these accessible).

#### Younger people

- Addressing concerns relating to crime, safety and vulnerability particularly in relation to street crime and road accidents were confirmed.
- Children and young adults are not able to drive and are more dependent on public transport and active travel

#### Ethnicity

- North of the borough has a greater proportion of the borough's BME population – consider increased sustainable transport provision in the north of the borough.

#### Gender

- Women tend to have less access to cars and are more likely to depend on public transport for making local journeys for shopping, childcare and work.
- Women tend to undertake more childcare. Address the need for level access in the public realm and to public transport for pushchairs.

#### Disability

- Improve level access to buildings, public realm, local services and public transport as this will help to improve access to employment, training and leisure for disabled people

9.3 More detailed Equalities Impact Assessment are undertaken for individual projects and programmes. Care is being taken with the design of projects to ensure that any identified impacts of the proposals on more vulnerable groups and groups that share protected characteristics are mitigated. These proposals will be reviewed in more detail with key equality groups during the consultation stage and following consultation each Equalities Impact Assessment will be reviewed and developed further.

Approved by: Yvonne Okiyo, Equalities Manager

## **10. ENVIRONMENTAL IMPACT**

10.1 The programme envisaged within this report seeks to deliver on the Croydon Climate Crisis Commission recommendation '**3. Greening our Neighbourhoods: Promote public transport and active travel to become the natural first choice – including pilot approaches to Low Traffic Neighbourhoods**'. However, the extreme speed at which funding has to be bid for, the equally short time in which to deliver, and the very short term nature of the funding, all work against recommendation '**1. Getting the groundwork right: Rebuild trust with residents, community groups, trade unions and businesses.**' The

'programme' is intended to support recommendations '2. Driving a green economic recovery' and '5. Achieving the scale of change'.

## 11. CRIME AND DISORDER REDUCTION IMPACT

11.1 Speeding and dangerous driving are possibly the crimes that directly kill or seriously injure more people in the UK than any other. In 2018/19 there were 579 police recorded 'causing death or serious injury by dangerous driving' offences in England and Wales<sup>2</sup>. This compares with a total of 671 victims of murder, manslaughter and infanticide in the same year<sup>3</sup>.

11.2 The programme in this report is in large part intended to provide safer street space in which people can choose to walk or cycle, the 'safer space' reducing the likelihood of people being the victims of crimes such as:

- Causing death by dangerous driving
- Causing serious injury by driving dangerously
- Causing death by careless driving
- Causing death by careless driving when under the influence of drink or drugs.

However crimes such as

- Dangerous driving (under section 2 of the Road Traffic Act 1988)
- Driving without due care and attention ((careless driving) under section 3 of the Road Traffic Act 1988 (including failing to give a cyclist sufficient room when overtaking them)
- Driving under the influence of drink or drugs
- Exceeding the speed limit for a vehicle of the class that is being driven (Road Traffic Regulation Act 1984)

are potentially having a much larger effect on health and mortality in the longer term, as these are the behaviors/crimes deterring/preventing people from choosing to travel actively.

## 12. REASONS FOR RECOMMENDATIONS/PROPOSED DECISION

12.1 Cabinet is being recommended to agree expenditure of an as yet unconfirmed total unknown amount, and a programme, the scope and scale of which is not confirmed. The reason for the recommendation is that expenditure on the programme in 2021/22 would exceed the £0.5m threshold at which a decision to spend becomes a Key Decision. Whatever the scale and scope of the programme, it will affect two or more wards. Whilst that effect may not be significant, the decision is being treated as a Key Decision for this further reason. The few months in which the funding needs to be secured and spent,

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<sup>2</sup> <https://www.statista.com/statistics/303473/death-by-dangerous-driving-in-england-and-wales-uk-y-on-y/>

<sup>3</sup>

<https://www.ons.gov.uk/peoplepopulationandcommunity/crimeandjustice/articles/homicideinenglandandwales/yearendingmarch2019>

and the programme delivered, do not allow for a delay in recommending expenditure, whilst the level of expenditure is confirmed.

### **13. OPTIONS CONSIDERED AND REJECTED**

- 13.1 The options considered include making a much smaller application for funding or even no application. However, to do so would impact on the ability to deliver on each of the Council's Priorities addressed at the start of the report, and the ability to act on key recommendations of the Croydon Climate Crisis Commission report addressed in Section 10 of the report.

### **14. DATA PROTECTION IMPLICATIONS**

#### **14.1 WILL THE SUBJECT OF THE REPORT INVOLVE THE PROCESSING OF 'PERSONAL DATA'?**

**NO**

#### **14.2 HAS A DATA PROTECTION IMPACT ASSESSMENT (DPIA) BEEN COMPLETED?**

**NO** (The subject of the report does not involve the processing of personal data)

*Approved by: Ian Plowright, Head of Strategic Transport on behalf of the Director of Planning and Strategic Transport*

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**CONTACT OFFICER:** Ian Plowright, Head of Strategic Transport

**APPENDICES:** Appendix 1 – TfL's Temporary Strategic Cycling Analysis and Strategic Neighbourhood Analysis  
Appendix 2 – Location/Context of the Potential Programme/Location of Proposals

#### **BACKGROUND PAPERS:**

'Active travel borough funding Jun to Dec 2021', TfL guidance to local authorities 10 June 2021