

For General Release

REPORT TO:	CABINET 18 September 2017
AGENDA ITEM:	8
SUBJECT:	Local Implementation Plan (LIP) Funding 2018/19
LEAD OFFICER:	Shifa Mustafa – Executive Director, Place Heather Cheesbrough- Director of Planning and Strategic Transport
CABINET MEMBER:	Councillor Stuart King, Cabinet Member for Transport and Environment
WARDS:	ALL
CORPORATE PRIORITY/POLICY CONTEXT/ AMBITIOUS FOR CROYDON The recommended programme supports the Corporate Plan objectives of enabling: growth, independence and liveability, including: <ul style="list-style-type: none">• Improve the transport network across the borough, providing genuine alternatives to the private car.• We want people from all communities to live longer healthier lives through positive lifestyle choices.• Implement our 20-year Transport Vision to improve safety and access for all road users, particularly pedestrians, cyclists and people travelling by public transport.	
FINANCIAL IMPACT TfL has allocated £2.767m LIP ‘Corridors, Neighbourhoods & Supporting Measures’ funding to Croydon for 2018/19. This report recommends the Annual Spending Submission to be made to TfL in order to release that funding. TfL has withdrawn the Local Transport Fund which allocated £100,000 to each London borough citing funding constraints. The overall level of funding available is therefore less than that available for 2017/18. TfL has also indicated LIP funding of the order of £859,000 for maintenance of the Council’s Principal Roads in 2018/19. TfL recommends that borough councils submit proposals approximately 25% above this indicative funding, to allow for possible reserve schemes to be brought forward. For Croydon this amounts to £1.074m. This report also recommends a bid of £6.878m for LIP ‘Bridge Assessment and Strengthening’ funding for 2018/19. We are also proposing a bid for Liveable Neighbourhood funding to be agreed by the Executive Director in consultation with the Cabinet Member for Transport and Environment	

KEY DECISION REFERENCE NO.: 1117CAB - this is a key decision as defined in the Council's Constitution. The decision may be implemented from 1300 hours on the 5th working day after it is made, unless the decision is referred to the Scrutiny & Strategic 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

Cabinet is recommended to agree:

1. The Croydon Annual Spending Submission to TfL to release 2018/19 Local Implementation Plan (LIP) funding covering:
 - 1.1 'Corridors, Neighbourhoods and Supporting Measures' funding proposals in Appendix A:
 - 1.1.1 20 MPH limits and areas (£100,000)
 - 1.1.2 Further road safety initiatives (£640,000)
 - 1.1.3 Physical measures to enhance cycling (£700,000)
 - 1.1.4 Physical measures to enhance walking (£322,000)
 - 1.1.5 Public rights of way improvements to aid walking and cycling (£50,000)
 - 1.1.6 Planning, training and promotional measures to assist walking and cycling (£475,000)
 - 1.1.7 Personalised travel planning pilot (£50,000)
 - 1.1.8 Liveable Neighbourhoods (£200,000)
 - 1.1.9 Accessibility improvements (£50,000)
 - 1.1.10 Parking schemes (£70,000)
 - 1.1.11 Air Quality Management programme (£90,000)
 - 1.1.12 Electric vehicle charging schemes and car clubs (£20,000)
 - 1.2 Submitting bids to TfL for:
 - 1.2.1 'Principal Road Renewal' funding totalling £1.074m;
 - 1.2.2 'Bridge Assessment and Strengthening' funding proposals totalling £6.878m in Appendix B.
2. That the Executive Director – Place be delegated authority to make any further amendments to the Annual Spending Submission and decide upon and submit a bid for Liveable Neighbourhoods funding in consultation with the Cabinet Member for Transport and Environment.

2. EXECUTIVE SUMMARY

- 2.1 Each London local authority is required to produce a plan (Local Implementation Plan (LIP) to implement the Mayor of London's Transport Strategy (MTS) as soon as reasonably practicable after the MTS is published. The report summarises key elements of the recently published draft MTS.
- 2.2 Via the Annual Spending Submission (ASS), TfL provides local authorities with financial support to help them deliver proposals within their LIPs. This report

recommends the ASS to be sent to TfL to release 2018/19 Croydon LIP funding. For the purpose of LIP funding, TfL is making 2018/19 an 'interim year' as was 2017/18. This is because the MTS is still in draft having been launched in June 2017. The Mayor also published draft guidance for boroughs in preparing their LIPs. The final MTS and LIP guidance are expected to be published in February 2018. There will be significant changes to the way funding operates and the type of projects to be funded by the Mayor from 2019/20, with the focus on Healthy Streets and Liveable Neighbourhoods.

2.3 As in 2017/18, the ASS for 2018/19 is a revised and updated version of the final year programme of the LIP three year Delivery Plan (2014/15 to 2016/17). The funding provided by TfL for delivery of the transport programme is an important means of supporting growth across the borough by delivering calmer, safer more liveable streets; mitigating the adverse impacts of traffic; and delivering measures to help people move around on foot and by bike.

2.4 It is proposed to bid for Liveable Neighbourhood funding. The details of the bid will depend on the outcome of discussion with TfL to take place in early September.

3. DRAFT MAYOR'S TRANSPORT STRATEGY AND DRAFT LIP GUIDANCE

3.1 The Mayor published the draft MTS in June 2017. The MTS has three main themes:

- Healthy Streets and healthy people
- A good public transport experience
- New homes and jobs

Healthy Streets vision is one of the major foci of the strategy. This approach seeks to treat the space within a street in an integrated manner. The aim is to reduce car dependency with support for more walking, cycling and use of public transport including assisting freight movement. The Mayor also wants to create "Liveable Neighbourhoods" to improve walking, cycling and public transport and create public and play space and reduce the use of the car. Healthy routes to schools, parks, shops etc. are planned. Buses as efficient users of road space will also form part of Healthy Streets. A "Vision Zero" approach to reducing road user casualties will seek to minimise road danger with the aim of no-one being killed and seriously injured on London's roads by 2041.

Under "A good public transport experience" the Mayor is to re-allocate bus service resources from central London to outer London, particularly to locations with planned growth. Bus priority measures are to be promoted particularly to support growth areas.

The draft MTS focuses on "Good Growth" suggesting transport can be used to create high density mixed use developments including higher density developments around suburban rail stations in South London.

3.2 The draft MTS has a number of aims of direct relevance to borough councils in preparing their new LIPs and funding submissions. By 2041:

- 80% of all trips to be by walking, cycling or using public transport (but going well beyond this at Opportunity Areas such as Croydon)
- All Londoners to have at least 20 minutes active travel per day
- Zero killed or seriously injured casualties on London's roads
- 70% of Londoners to be within 400m of a safe cycle route
- 10-15% reduction in road traffic

3.3 With the new Healthy Streets approach, borough councils will need, as part of producing the next LIP and subsequent LIP funding submissions, to develop a more integrated approach to its road network and develop proposals and projects addressing the needs of pedestrians, cyclists, public transport users and address freight requirements. This will be a new challenge as hitherto schemes have been largely developed to address particular issues or support for a mode of transport. The council will need to review the effectiveness of the various measures available in achieving the Mayor's aims. LIP guidance emphasises borough councils will need to develop LIP transport objectives to reflect the Healthy Streets vision.

3.4 The shift to Healthy Streets is also being reflected in a new "Liveable Neighbourhood" programme which replaces the Major Scheme programme. This will be a discretionary funding allocated through a bidding process in a similar way to that for the Major Scheme programme. Guidance on the Liveable Neighbourhood programme was published by TfL in July 2017. Guidance includes a number of scenarios for types of schemes which could be supported:

Scenario	Description	Possible measures
Residential area/local centre	Local streets, local amenities	Modal filtering; timed closures to vehicles; play streets; behaviour change initiatives; replace car parking with cycle parking
Town centres and high streets	Town centres/high streets and vicinity; broad range of land uses; local and regional attractors	Wider footways; timed restrictions to vehicles; dynamic freight and servicing; re-allocation of car parking; pedestrian crossings; cycle parking
Transport interchange	Concentration of transport modes with high demand at particular times	Signage and wayfinding; cycle parking; cycle routes to stations; reduced car parking; pedestrian crossings
Connections to town centres and high streets	Local streets and connectors; close proximity to town centres and high streets	Filtered permeability; pedestrian crossings; pedestrian priority at side roads; bus priority measures; road danger reduction at junctions

3.5 Council officers are to have an initial discussion with TfL in early September on possible Liveable Neighbourhood bids for a funding contribution towards a cycle route network focused on the Town Centre/Growth Zone and as an alternative a bid focused on Roman Way and its surrounding residential areas, linked to the

Old Town Masterplan proposals. Following this meeting the council will be developing proposals with the aim of submitting a bid by the 20 October 2017 deadline for 2018/19 funding. Following representations from ward councillors, a request was put to TfL to work with the council and the residents of that part of Addiscombe bounded by Cherry Orchard Road, Lower Addiscombe Road, Shirley Road and Addiscombe Road, to try and develop deliverable proposals for making the area a 'Liveable Neighbourhood' although this may not be through a formal Liveable Neighbourhoods bid.

LIP FUNDING: 2018/19 ANNUAL SPENDING SUBMISSION

3.6 The LIP is a statutory plan required of each London local authority (by virtue of section 145 of the Greater London Authority Act 1999) containing proposals for the implementation of the MTS in their area. The current Croydon LIP contains a Delivery Plan covering the period (2014/15-2016/17) that was agreed by Cabinet in September 2013 (ref. A92/13). 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 based on need. This is assessed and allocations awarded by TfL using a set of metrics relating to:

- Public Transport – bus reliability and patronage;
- Road Safety – monetary value of all casualties on all roads in the Borough;
- Congestion and Environment – vehicle delays, CO₂ emissions;
- Accessibility – residential population weighted by index of deprivation.

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.

3.7 Each October, proposals must be submitted to TfL based on the Delivery Plan within the LIP, in order to release the following year's funding allocated to the local authority (submissions for 2018/19 are to be made by 20th October 2017). Bids can also be made for Principal Road Renewal and Bridge Assessment and Strengthening funding as part of the Annual Spending Submission. TfL is making 2018/19 a further 'interim year' [as was 2017/18] as the MTS is not yet finalised and hence the ASS reflects the three year Delivery Plan whilst also beginning to make the shift towards priorities in the draft MTS.

LIP Corridors, Neighbourhoods and Supporting Measures 2018/19

3.8 The recommended ASS continues the shift in focus and priorities begun with the 2015/16 Spending Submission, providing for a significant proportion of Corridors, Neighbourhoods and Supporting Measures funding to be used to support a greater uptake of walking and cycling and creating calmer and better streets. This approach broadly aligns with Mayoral and TfL Healthy Streets vision. TfL has allocated £2.767m Corridors, Neighbourhoods & Supporting Measures LIP funding to Croydon for 2018/19.

The recommended 2018/19 programme/Annual spending submission totalling £2.767m is summarised below.

20 MPH limits and areas (£100,000)

- 3.9 £100,000 is recommended for any additional signing that might be considered necessary after the implementation / completion, subject to consultation, of 20mph areas across the borough and for outcome monitoring.

Further road safety initiatives (£640,000)

- 3.10 £640,000 of the recommended submission is proposed for further road safety focused measures comprising:

- Casualty Prevention Schemes – £150,000 for improvements to signing and lining, traffic management arrangements and pedestrian measures to reduce the incidences and severity of casualties;
- Local safety measures - £230,000 for schemes to reduce road user casualties particularly targeted at vulnerable road users;
- Advance scheme preparation for the casualty prevention scheme programme – £25,000 to enable feasibility and design work towards scheme implementation in subsequent years;
- Reactive local safety measures – a ‘rapid response’ budget of £30,000 to address small scale issues to resolve urgent Councillor and resident concerns, such as signs, road markings etc.;
- Speed indicator signs linked to automatic vehicle recognition - £100,000;
- ‘Safe Drive Stay Alive’ campaign - £20,000; and
- Further Road Safety Education and Publicity aimed at children and young people providing young driver training, plus school based initiatives to raise the profile of road safety by employing theatre education, the ‘appointment’ of junior road safety officers and other training and education measures - £115,000.

Physical measures to enhance cycling (£700,000)

- 3.11 A total of £700,000 is recommended as part of the spending submission for the provision of walking and cycling routes connecting to and through the Town Centre/Growth Zone. This represents a major investment in our planned cycling network with a more than trebling of spend compared to 2017/18.

Further physical measures to enhance walking (£322,000)

- 3.12 A total of £322,000 is recommended to:
- design and introduce a programme of pedestrian crossing and footway improvements, aimed at reducing the pedestrian collision record and providing measures to support and encourage walking.

- design and introduce new traffic signal facilities, and provide signalised pedestrian crossing facilities at existing traffic signal installations to improve road safety and promote walking within the surrounding area.

Public rights of way improvements to aid walking and cycling (£50,000)

- 3.13 Recommended £50,000 with which to design and implement improvements to public rights of way across the borough to promote walking and cycling and help improve accessibility for all.

Planning, training and promotional measures to assist walking and cycling (£475,000)

- 3.14 A total of £475,000 is recommended for Travel Planning and promotional activities to encourage walking, cycling and travel by public transport:

- Air Quality project in schools to encourage more walking - £50,000;
- Implementation of travel to schools measures arising from School Travel Plans, including improvements to aid pedestrian crossing and to support safer cycling etc. on routes to schools. - £205,000;
- Cycle Training – Programme of cycle training for both children and adults, to give safe cycling skills, develop expertise and gain confidence. - £135,000;
- Led community cycle rides to build confidence and cycling skills - £5,000
- ‘Cycling for Health’ (as part of the Exercise on Referral programme) to get people cycling for improved health and fitness - £10,000
- Healthy Workforce measures – work within the council and with local employers to implement measures that support active travel to the workplace, such as the ‘Well Workforce Group’ and the ‘Active lifestyles group’ - £20,000; and
- Promotion of walking and cycling – organisation and promotion of events such as ‘Walk on Wednesdays’, ‘Bike Week’ and ‘Walk to School’ week. - £50,000.

Personalised travel planning pilot in north of borough (£50,000)

- 3.15 This funding would be used to undertake individual household Travel Planning in an area of the Borough where TfL research indicate socio-economic groups with a high propensity to cycle are clustered. This is to both provide information on the real and perceived barriers to cycling and to help get people cycling.

‘Liveable’ neighbourhoods (£200,000)

- 3.16 Engagement is beginning with residents of the Norbury Avenue area on the topic of Liveable Neighbourhoods with a view to achieving a local consensus as to what might make the area more ‘Liveable’. The Funding is recommended to

begin to implement measures to support liveability, on the understanding that there is local support for and consensus around those measures.

Accessibility and other local access improvements (£50,000)

- 3.17 This is a reduced amount compared to recent years. This reflects the completion of a major programme over recent years to make the Borough's bus stops accessible to which LIP funding contributed. The accessibility funding will be targeted at tactile paving at crossings, provide access ramps to the appropriate standard and to overcome issues that affect people with impaired mobility in areas where other LIP funded schemes are not being implemented. Where other schemes are being implemented, access improvements will be made to the street environment as part of those schemes.

Parking schemes (£70,000)

- 3.18 Funding to be used for parking controls to better manage demand and need such as expansion of Controlled Parking Zones [CPZs].

Air Quality Management programme (£90,000)

- 3.19 Measures to improve air quality via construction logistics planning, delivery and servicing planning, plus planting street trees to help capture pollutants.

Electric vehicle charging and car club (£20,000)

- 3.20 Establishment and delivery of up to date policy, practice and promotion for changing technologies and services for charging points and car clubs. Providing a programme to ensure council procurement includes ultra-low emission vehicles and car clubs, identifying locations and their suitability for different forms of charging point and car club. Ensuring direct funds or third party commitment to installing charging points and car clubs, including for repairs and maintenance.

Liveable Neighbourhoods funding programme bid

- 3.21 TfL has only recently published guidance on bidding for major Liveable Neighbourhoods projects. However, the deadline for funding bids for projects to commence in 2018/19 is 20 October. Officers are discussing with TfL two potential bid options. The first is a significant (multi million pound) contribution towards delivery of a network of cycle routes focused on the town centre. The second is funding to take forward key components of the Old Town masterplan including Roman Way. The outcome of these discussions with TfL will inform the decision on any bid. We are also seeking to work with TfL on a possible Liveable Neighbourhood scheme for the Addiscombe area described in para. 3.5.

LIP Principal Road Renewal 2018/19

- 3.22 Principal Road Renewal funding is provided for Croydon's busiest and most strategic roads. Principal road renewal schemes are prioritised by need and network management considerations based on inspections and condition surveys. The 'Principal Road Renewal' funding indicated by TfL for Croydon

Council for 2018/19 is £859,000. TfL suggests that local authorities submit proposals approximately 25% above this indicative funding, to allow for possible reserve schemes to be brought forward. For Croydon this amounts to £1,074,000. The detailed principal road renewal programme will be developed on receipt of survey data provided by LB Hammersmith and Fulham. LIP funding supplements the much more significant level of Croydon Council funds put to maintaining the majority of the borough's streets, plus funding provided by the Department for Transport for initiatives such as severe weather pothole repair.

LIP Bridge Assessment and Strengthening 2018/19

- 3.23 The Bridge Assessment and Strengthening recommended bid totals £6.878m for the bridge and structures listed in appendix B.

Reasons for the recommendation that authority be delegated to the Executive Director – Place to amend the submission and bids

- 3.24 It is recommended that the Executive Director – Place be delegated authority to make any further amendments to the Annual Spending Submission and submit a bid for Liveable Neighbourhoods funding in consultation with the Cabinet Member for Transport and Environment. Post submission, TfL may request changes and the delegation is sought in order to make any such changes. The Liveable Neighbourhood bid for 2018/19 has to be made within a very challenging timescale. Preparation of the bid and discussions with TfL on the draft bid will continue up until the 20th October submission date. The detail of the bid would need to be developed during these processes.

4. CONSULTATION

- 4.1 The LIP was consulted on as a draft for 6 weeks in 2011 which included a three year Delivery Plan. This was refreshed in 2013. Each year we submit an Annual Spending Submission which provides details of schemes within the overall Delivery Plan. Although no formal consultation is undertaken for the Annual Spending Submission we carry out consultation as part of the implementation process for specific projects and programmes within it. On an ongoing basis the Council's Highway Improvement Team note requests for improvements made by residents, Councillors and others. These are considered as part of the preparation of the LIP Delivery Plan and subsequent Annual Spending Submissions.

5. FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS

- 5.1 This report recommends the Annual Spending Submission to be sent to TfL to release Local Implementation Plan funding allocated to Croydon Council for 2018/19. The Annual Spending Submission is an adjusted version of the third year of the programme, which commenced in 2016/17, as part of the three year Delivery Plan within the refreshed Local Implementation Plan. The Annual Spending Submission reflects the level of funding on offer from TfL to support

delivery of the programme. TfL has withdrawn the Local Transport Fund which provided £100,000 to each borough to deliver discretionary local schemes.

1 Revenue and Capital consequences of report recommendations

The bids that will be submitted on approval of this report will take the form of both capital and revenue expenditure dependent on the nature of the scheme (and will be set up accordingly at the beginning of the 18/19 financial year). Financial claims against this allocation are made in arrears throughout the year to recover the expenditure incurred, with the final claim completed at the end of the financial year.

2 The effect of the decision

The effect of the report will enable Croydon's 2018/19 LIP funding allocation from the annual spending submission to be released by TfL.

3 Risks

TfL has highlighted that the funding allocations (including those for Corridors, Neighbourhoods and Supporting Measures) are subject to revision as part of the TfL Business Plan 2017. TfL reserves the right to lower allocations after the Annual Spending Submission. It is therefore recommended that the Executive Director for Place be delegated authority to make any further amendments to the Annual Spending Submission.

The Annual Spending Submission needs to be made before the 20th October 2017 submission date. Failing to meet this deadline could jeopardise the Council's funding from TfL for the 2018/19 capital works and revenue programme.

The bids for Principal Roads Maintenance and for Bridge Assessment and Strengthening are based on specific requirements that the Council wishes to undertake in the 2018/19 financial year. Should the full value of the bid not be approved then schemes where funding is not forthcoming will be re-profiled into future maintenance programmes.

4 Options

The options are discussed throughout the report.

5 Future savings/efficiencies

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.

(Approved by Lisa Taylor, Director of Finance, Investment & Risk)

6. COMMENTS OF THE COUNCIL SOLICITOR AND MONITORING OFFICER

- 6.1 The Solicitor to the Council comments that there are no additional legal considerations arising from this report, other than those set out in the body of the report.

(Approved by Interim Head of Corporate Law for and on behalf of Jacqueline Harris-Baker, Director of Law, Council Solicitor and Monitoring Officer)

7. HUMAN RESOURCES IMPACT

7.1 There are no human resources implications arising from this report.

(Approved Sue Moorman, Director of Human Resources)

8. EQUALITIES IMPACT

8.1 A full equality impact assessment was undertaken as part of preparing the transport and highways focused Local Implementation Plan (LIP). This was updated for the refreshed three year Delivery Plan 2014 -17. 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. Important amongst the latter is ‘your accessible transport network’: The previous Mayor’s commitment to making it even easier to travel around London’ published in 2013. This included a target to ensure bus stops are accessible and indicator data maintained by TfL regarding the numbers of bus stops meeting its accessibility standards.

8.2 The original full equality analysis for the 3 year LIP Delivery Plan 2014/15 - 2016/17 identified a number of issues through consultation with relevant customer groups that share a “protected characteristic” in relation to transport and access. These are being addressed through the LIP 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.

Ethnicity

- North of the borough has a greater proportion of the borough’s BME population – consider more resources for regeneration in 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. 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

8.3 This report recommends the annual spending submission to be made to TfL to deliver a further (fifth) year of the Delivery Plan. An initial equality analysis was undertaken to assess any adverse impact the transport and highways projects LIP annual spending submission 2018/19 would have on protected groups. This concluded that a full equality analysis would not be required as there was not significant change from the Delivery Plan (which was subject to a full equality analysis) that would be likely to have adverse impact on protected groups.

9. ENVIRONMENTAL IMPACT

9.1 The recommended programme has a strong focus on helping people choose to walk (e.g. footway improvements, small scale improvements around schools and wider small scale improvements at crossings) and cycle (e.g. establishing cycle routes and cycle parking) all aimed at improving air quality and avoiding / reducing other impacts from motorised travel.

10. CRIME AND DISORDER REDUCTION IMPACT

10.1 There are no crime and disorder impacts directly arising from this report.

11. REASONS FOR RECOMMENDATIONS/PROPOSED DECISION

11.1 The recommendation is made in order to release funding allocated to Croydon by TfL for 2018/19; and to enable bids to be submitted to TfL for Principal Road Renewal and Bridge Assessment and Strengthening funding.

11.2 TfL may request changes to the ASS post submission. Hence the recommendation to delegate amending the ASS to the Executive Director - Place. Officers are due to meet TfL in early September.

12. OPTIONS CONSIDERED AND REJECTED

12.1 The principal option considered was whether to fundamentally diverge from the Delivery Plan in the LIP when recommending the new programme for 2018/19 submission taking into account draft MTS priorities. The programme has been adjusted as described in section 3 of this report to give a stronger focus on Health and Liveable Neighbourhoods. However it is recommended that there should not be a fundamental remaking of the programme at this stage. The LIP Delivery Plan will be thoroughly reviewed as part of the making of the new LIP. As described in section 3 the Healthy Streets vision is likely to require a radical new approach in developing and implementing transport projects as part of the annual spending submission process.

CONTACT OFFICER: Ian Plowright, Head of Transport, x 62927

APPENDICES TO THE REPORT

Appendix A: Corridors, Neighbourhoods and supporting Measures 2018/19
submission

Appendix B: Principal Road Renewal and Bridge Assessment and Strengthening
2018/19 bids

BACKGROUND PAPERS - LOCAL GOVERNMENT ACT 1972

1. LIP Annual Spending Submission Equality Analysis Screening Review

Appendix A

Corridors, Neighbourhoods and Supporting Measures 2018/19

<u>20 mph Areas /Limits</u>	<u>LIP Funding</u>
Development and implementation of 20 mph areas/limits to improve road safety, and improve the highway environment for all users.	£100,000
<u>Further Road Safety Initiatives</u>	
Casualty Prevention Schemes – Improvements to signing/lining, skid resistance surfacing, traffic management measures and pedestrian measures to reduce the number and severity of casualties.	£150,000
Local Safety Measures – Reactive programme to address councillor and resident concerns for small scale easily delivered measures such as signs, minor road markings and the like.	£230,000
Safety scheme preparation/advance programme – casualty analysis and preliminary design for future Road Safety schemes.	£25,000
Speed indicator signs linked to automatic number plate recognition.	£100,000
Safe Drive Stay Alive’ campaign.	£20,000
Further Road Safety Education and Publicity aimed at children and young people providing young driver training, plus school based initiatives to raise the profile of road safety by employing theatre education, the ‘appointment’ of junior road safety officers and other training and education measures.	£115,000
<u>Routes to support cycling and walking</u>	
Design and implementation of new routes and signage/infrastructure for routes to improve interconnectivity and promote cycling and walking, plus additional on-street cycle parking.	£700,000
<u>Further physical measures to enhance walking</u>	
Design and introduce a programme of pedestrian crossing and footway improvements, aimed at enhancing pedestrian amenity and safety and providing measures to support and encourage walking.	£122,000
Development and implementation of pedestrian facilities such as new signalised crossings and improved existing crossings to improve safety and promote walking.	£200,000
<u>Improvements to public rights of way to aid walking and cycling</u>	
Improvements to public rights of way to aid recreational and utility walking and cycling, including surfacing and signage improvements to improve route quality and way finding.	£50,000

<u>Training and Planning to encourage more and safer walking and cycling with a focus on travel to schools</u>	
Air quality project in schools to encourage more walking in school catchment area.	£50,000
Travel to Schools measures – implementation of measure such as improved pedestrian crossings and signage to aid safer cycling and walking to schools as identified in school travel plans. Also development, monitoring and review of school travel plans.	£205,000
Cycle Training – Programme to meet demand for cycle training for both children and adults, to give safe cycling skills, develop expertise and gain confidence.	£135,000
Healthy Workforce measures – work within the Council and with local employers to implement measures that support active travel to the workplace, such as the ‘Well workforce group’ and the ‘Active lifestyles group’.	£20,000
Promotion of walking and cycling – organisation and promotion of events such as ‘Walk on Wednesdays’, Bike Week and Walk to School week.	£50,000
Cycling for Health.	£10,000
Confidence building guided cycle rides.	£5,000
<u>Personalised travel planning</u> Pilot project to work with local community to understand the barriers to cycling in areas where there is an identified propensity to cycle.	£50,000
<u>Liveable Neighbourhoods</u> Implement measures in the Norbury Avenue area subject to consultation.	£200,000
<u>Accessibility Improvements</u> Accessibility Improvements such as improvements to tactile paving, provision of access ramps and the like.	£50,000
<u>Air Quality</u>	
Air Quality Improvements - Measures to improve air quality for construction logistics planning, delivery and servicing plans and the like as well as street tree planting to improve air quality.	£90,000
<u>Electric vehicle charging and car clubs</u>	
Implementing electric vehicle charging points and promotion of car clubs across the borough.	£20,000
Total Corridors, Neighbourhoods and Supporting Measures	£2,767,000

Appendix B

Principal Road Renewal bids 2018/19

<i>Road Name</i>	<i>Bid Amount £k</i>
High Street Croydon	80
Northcote Road	65
Selsdon Park Road	127
Lower Coombe Street	98
Coombe Road	64
Beulah Hill	42
Downs Court Road	57
Shirley Road	71
Mitchley Avenue	57
Kent Gateway	92
Whitehorse Road	56
Grange Road	49
Penge Road	91

Portland Road	90
Lion Green Road	35
TOTAL	1,074

Bridge Assessment and Strengthening bids 2018/19

<i>Road Name</i>	<i>Bid Amount £k</i>	<i>Scheme description</i>
Higher Drive	240	Bridge replacement
Tamworth Road	250	Cantilever interim measures
Tamworth Road	140	Cantilever permanent measures
College Road	57	Decking refurbishment
Park Lane	106	Decking refurbishment
George Street	65	Assessment and strengthening
Blackhorse Lane	6,000	Bridge replacement
Grange Road	20	Retaining wall reconstruction
TOTAL	6,878	