

For General Release

REPORT TO:	CABINET 21st SEPTEMBER 2015
AGENDA ITEM:	9
SUBJECT:	Investing in our District Centres - LIP Funding 2016/17
LEAD OFFICER:	Jo Negrini - Executive Director - Place
CABINET MEMBER:	Councillor Kathy Bee - Cabinet Member for Transport and Environment
WARDS:	ALL

CORPORATE PRIORITY/POLICY CONTEXT/OUTCOMES FOR RESIDENTS OF THE BOROUGH:

The funding Transport for London (TfL) provides to aid delivery of proposals within the Local Implementation Plan (LIP), and the implementation of those proposals, are important means supporting many of the aims of:

The Croydon Transport Vision including;

- invest in our urban realm to create an environment that is pleasant to walk, cycle and spend time in.
- not be afraid to try new ideas. We will innovate, try and test and go with what the evidence tells us works.
- continue our programmes of adult and child cycle training and confidence building community led rides, but will significantly step up our safe cycle infrastructure delivery programme.
- continue our programmes of in school safety education, including 'Kerb Craft', and School Travel Planning shaping our safer routes to school programme.
- significantly expand our safer place making activities if we are to increase child and young person independent mobility and active travel whilst cutting casualties amongst the young.
- over time deliver the Local Plan network of Greenways, eventually permeating the borough and linking into the All London Green Grid.
- thoroughly review our Local Implementation Plan programme to ensure that the resources available to us are targeted as effectively as possible on delivering our safer streets, safer cycling and safer walking objectives.

The Croydon Promise Growth for All including:

- Improve the transport network across the borough, providing genuine alternatives to the private car.
- We want Croydon to have a transport system that ranks alongside the most sustainable and 'liveable' cities in the world, where it is easy to get around by tram, train, bus, rail, bicycle or on foot.
- We will improve the transport network across the borough, providing genuine alternatives to the private car.
- We will raise the status of cycling as a means to travel around the borough aiming eventually to put Croydon on a par with the most cycle-friendly cities in Europe.
- We will improve the cycle network across the borough by providing new dedicated routes, cycle hubs encouraging facilities for cycle hire and servicing and by supporting cycling schemes at schools and places of work.

Corporate Plan - Enabling: Growth • Independence • Liveability 2015 - 2018

- 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

Croydon's draft Community Strategy 2010-2015:

- **Sustainable:** Facilitating a modal shift to sustainable transport
- **Connected:** Improving transport capacity and networks; electric vehicles, cycling and walking facilities
- **Enterprising:** Regenerate the town centre and district centres

AMBITIOUS FOR CROYDON & WHY ARE WE DOING THIS:

- work for a sustainable transport system
- repair our roads to a good standard
- improve access and safety for cyclists, disabled people and pedestrians
- support 20mph zones in residential areas where communities want them
- set up a scheme to support local residents who want to create play streets
- establish plans to improve roads across Croydon and give disabled people, pedestrians and cyclists greater protection and make their journeys safer

FINANCIAL IMPACT

TfL has allocated £2.785m LIP 'Corridors, Neighbourhoods & Supporting Measures' funding to Croydon for 2016/17. This report recommends the Annual Spending Submission to be made to TfL in order to release that funding.

TfL has also indicated LIP funding of the order of £1.369m for maintenance of the Council's Principal Roads in 2016/17. 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 £1.711m. This report also recommends a bid of £4.26m for LIP 'Bridge Assessment and Strengthening' funding for 2016/17.

KEY DECISION REFERENCE NO.: This is not a key decision

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

1. RECOMMENDATIONS

1. Cabinet is recommended to agree the Croydon Annual Spending Submission to TfL to release 2016/17 Local Implementation Plan (LIP) funding covering:
 - 1.1 'Corridors, Neighbourhoods and Supporting Measures' funding proposals at Appendix A:
 - 1.1.1 20 MPH limits and areas (£300,000)
 - 1.1.2 Further road safety initiatives (£565,000)
 - 1.1.3 Physical measures to enhance cycling (£120,000)
 - 1.1.4 Physical measures to enhance walking (£200,000)
 - 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 (£432,000)
 - 1.1.7 Public realm enhancement to support district centres (South Norwood) (£850,000)
 - 1.1.8 Bus stop accessibility and other local access improvements (£150,000)
 - 1.1.9 Parking (£30,000)
 - 1.1.10 Air Quality Management programme (£70,000)
 - 1.1.11 Electric Vehicle Charging and Car Clubs (£18,000)
 - 1.2 Bids to TfL for:
 - 1.2.1 'Principal Road Maintenance' funding totalling £1.711m;
 - 1.2.2 'Bridge Assessment and Strengthening' funding proposals totalling £4.26m at Appendix B.
2. That the Executive Director – Place be delegated authority to make any further amendments to the Annual Spending Submission in consultation with the Cabinet Member for Transport and Environment.

2. EXECUTIVE SUMMARY

- 2.1 This report recommends the Annual Spending Submission to be sent to TfL to release 2016/17 Local Implementation Plan (LIP) funding. The Annual Spending Submission is a revised and updated version of the final year programme of the LIP three year Delivery Plan (2014/15 to 2016/17) (the programme). The funding provided by TfL to support delivery of the programme is an important means of supporting growth across the borough by delivering calmer, safer more liveable streets; delivering measures to help people move around on foot and by bike; and supporting the vitality and viability of district centres.

3. LIP FUNDING: THE 2016/17 ANNUAL SPENDING SUBMISSION

- 3.1 The LIP is a statutory plan required of each London Borough Council by virtue of section 145 of the Greater London Authority Act 1999 containing proposals for the implementation of the London Mayor's Transport Strategy (MTS) in their area. The MTS seeks to promote and encourage safe, integrated, efficient and economic transport in the capital by improving public transport, smoothing traffic flow and increasing the numbers of journeys by cycle and on foot. The LIP contains a three year delivery plan. The replacement Delivery Plan covering the period (2014/15-2016/17) was agreed by Cabinet in September 2013 (ref. A92/13).
- 3.2 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, so as to ensure larger boroughs with more travel receive greater funding. TfL has indicated that future LIP funding levels may well be influenced by the degree to which a local authority has delivered on Mayor of London transport outcomes.

- 3.3 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 (submissions for 2016/17 are to be made by 9th October 2015). Bids can also be made for Principal Road Maintenance and Bridge Assessment and Strengthening funding as part of the Annual Spending Submission.

LIP Corridors, Neighbourhoods and Supporting Measures 2016/17

- 3.4 The recommended Spending Submission 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 aligns with recent TfL policy initiatives such as its Pedestrian Safety Action Plan and the various Cycling programmes such as Quietways and the Mayor of London's Vision for Cycling in London. TfL has allocated £2.785m Corridors, Neighbourhoods & Supporting Measures LIP funding to Croydon for 2016/17.

20 MPH limits and areas (£300,000)

- 3.5 £300,000 is recommended for the consultation, design and delivery of the second phase 20mph limit area.

Further road safety initiatives (£565,000)

- 3.6 A further £566,000 of the recommended submission is proposed for further Road Safety focussed measures including:
- General Junction Improvements programme – £100,000 to improve junction performance, and reduce delays to buses and general traffic plus improve safety;
 - Casualty Prevention Schemes – £150,000 for improvements to signing and lining, traffic management arrangements and pedestrian measures to reduce the incidences and severity of accidents;
 - Advance scheme preparation for the casualty prevention scheme programme – £40,000 to enable feasibility and design work towards scheme implementation in subsequent years;
 - Reactive local safety measures – a 'rapid response' budget of £40,000 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 (£120,000)

- 3.7 A total of £120,000 is recommended as part of the spending submission for the provision of walking and cycling Greenways connecting to and through parks plus other new cycle routes including the development of Principal Cycle Highways and on- street cycle parking.

Physical measures to enhance walking (£200,000)

- 3.8 A total of £300,000 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 - £100,000
 - 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 - £100,000

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

- 3.9 Recommended £50,000 with which to design and introduce a programme of improvements to public rights of way across the borough to promote walking and help improve accessibility for all.

Planning, training and promotional measures to assist walking and cycling (£432,000)

- 3.10 A total of £432,000 is recommended for Travel Planning and promotional activities to encourage walking, cycling and travel by public transport:
- Development, ongoing monitoring, review and updating of School Travel Plans. - £40,000;
 - 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. - £180,000;
 - Cycle Training – Programme of cycle training for both children and adults, to give safe cycling skills, develop expertise and gain confidence. - £140,000;
 - Led community cycle rides to build confidence and cycling skills - £5,000
 - ‘Cycling on Referral’ (as part of the Exercise on Referral programme) to get people cycling for improved health and fitness - £5,000

- 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. - £42,000

Public realm enhancement to support district centres (South Norwood)
(£850,000)

- 3.11 A sizeable part of the overall Corridors bid (£850,000) is recommended to go towards construction of the South Norwood District Centre Public Realm enhancement scheme. This is focused on Station Road and includes measures to enhance pedestrian accessibility plus making a more attractive, de-cluttered public realm, contributing towards the Council’s district centre regeneration aspirations and supporting growth. £850,000 is not sufficient to construct the scheme in 2016/17. TfL has been requested to carry over underspend from 2015/16. It is proposed to add to this £200,000 Croydon Capital held for South Norwood by virtue of a past LIP funding ‘swap’ (It is proposed to ‘make good’ the £200,000 from LIP funding in 2017/18) to provide a total budget in 2016/17 of £1.3m.

Bus stop accessibility and other local access improvements (£150,000) ,
Parking (£30,000), Air Quality Management programme (£70,000), electric
vehicle charging etc. (£18,000)

- 3.12 The remainder of the recommended Corridors, Neighbourhoods and Supporting Measures for 2016/17 submission is for a variety of other projects including those to:
- Implement bus stop accessibility improvements and other local accessibility improvements (£150,000) – a range of works to improve bus stops, tactile paving at crossings, provide access ramps to the appropriate standard and overcome issues that affect people with impaired mobility.
 - Parking – (£30,000) towards parking controls to better manage parking demand and need.
 - Measures to improve air quality for construction logistics planning, delivery and servicing plans and the like. (£70,000)
 - Provision of electric vehicle charging points and promotion and development of car clubs. (£18,000)

LIP Principal Road Maintenance 2016/17

- 3.13 Principal Road Maintenance 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. After some years of decline, the overall condition of Croydon's Principal Road Network is gradually improving due to the level of investment TfL has provided over the past 10 years. 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. The 'Principal Road Maintenance' funding indicated by TfL for Croydon Council for 2015/16 is £1.369m. TfL suggests 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 £1.711m.

LIP Bridge Assessment and Strengthening 2016/17

- 3.13 The Bridge Assessment and Strengthening recommended bid totals £4.26m for:

Croydon - St James's Rd (Spurgeons) Bridge (£3.060m)

- 3.14 The estimate for the bridge strengthening project is £3.060m. The Feasibility study and option appraisal has been completed with the repairs possibly taking place from below the bridge. The Council is currently awaiting confirmation as to whether the strengthening works can be completed from the underside. Likelihood of the strengthening works to take place in late 2016/17.

Croydon - St James's Rd/Gloucester Rd (Windmill) Bridge (£1.2m)

- 3.15 The estimate for the bridge strengthening project is £1.2m. The Feasibility study and option appraisal have been completed with the repairs possibly taking place from below the bridge. The Council is currently awaiting confirmation from Network Rail as to whether the strengthening works can be completed from the underside. Likelihood of the strengthening works to take place in 2016/17.

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

- 3.15 It is recommended that the Executive Director – Place be delegated authority to make any further amendments to the Annual Spending Submission in consultation with the Cabinet Member for Transport and Environment. Post submission, TfL may request changes. This includes the possible need to respond to a cut in Corridors, Neighbourhoods and Supporting Measures funding from that previously indicated to the London borough councils, as highlighted in the Finance and Risk section of this report. The delegation is sought in order to make any necessary changes to the Submission for the above or other reasons.

What Changed and What Was Achieved During the 2014/15 LIP Programme

- 3.16 The 2014/15 Programme was agreed by Cabinet in September 2013. However changes to the programme were negotiated with TfL in 2014/15 reflecting changed priorities and objectives. Changes, outputs and outcomes included:
- Agreeing the transfer of £50,000 to support the early development work on 20MPH limits.
 - Agreeing additional cycle training funding from TfL delivering an expanded programme to the value of £220,000.
 - Employing a Bike It Officer to work intensively with clusters of schools to encourage more cycling and safer cycling.
 - Negotiating with TfL retention of some of the Biking Borough funding intended for an East Croydon Station Cycle Hub (but not delivered during the three year Biking Borough Programme) and constructing an 80 space cycle parking and minor maintenance facility along with the first Brompton Bike Hire station in Croydon, opposite East Croydon Station.
 - Agreeing the transfer of funding to enable a more than doubling for the Cycle Route Improvement programme to 200,000.
 - For the first time in many years delivering a significant number of on street cycle parking stands with £20,000 of LIP funding.
 - Negotiating £400,000 additional funding for bus stop accessibility, making so many bus stops accessible within the year that TfL sent a letter of commendation and thanks to the Croydon Council Chief Executive (this has also ensured that Croydon is on-track to meet the Mayor of London's target for accessible bus stops).
 - Significantly raising the level of ambition regarding promoting and encouraging more active travel and lifestyles by hosting the Pearl Izumi Tour Series Cycle Race (on the day, the race infrastructure was also used for schools cycle races; Council staff and AIG staff spent the day and evening within North End at stands promoting more active and safer travel. TfL's Cycle Activation Team did similar in Katherine Street with their mobile exhibition stand. Keltbray worked with the Met Police using one of their own trucks in Katherine Street to teach cyclists the dangers associated with cycling near to large vehicles).
 - The number of schools with accredited School Travel Plans by June 2015 was increased by almost 50% over the previous year to 65 (47 bronze level accreditation, 14 silver, 4 gold)
- 3.17 A number of significant advances outside of the LIP funding programme were made in 2014/15. These included:
- completion of a major part of the 'Connected Croydon' public realm improvement programme within the Croydon Opportunity Area
 - starting feasibility and design work for the Croydon part of the Waterloo to Croydon Quietway.
 - Wining a further two Quietway routes and funding.

Thorough Review of the LIP Delivery Plan and Programme

- 3.18 The opportunity will be taken to thoroughly review the LIP programme and how Croydon Council organises itself to deliver it, when making the replacement to the current LIP three year delivery plan. That review is beginning shortly.

4. CONSULTATION

- 4.1 The LIP was consulted on as a draft for 6 weeks in 2011. Consultation response regarding the delivery programme in the draft LIP was limited but was revisited, and comments regarding priorities for the delivery programme were reflected in the refreshed delivery programme approved in 2013. Councillors were also emailed in June 2013 requesting any further suggestions for proposals. On an ongoing basis the Council's Highway Improvement Team note requests for improvements made by residents, Councillors and others. These were considered as part of the preparation of the current LIP delivery plan.

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 2016/17. The Annual Spending Submission is an adjusted version of the third year (2016/17) programme of the three year delivery plan within the refreshed Local Implementation Plan for the period 2014/15 to 2016/17. The Annual Spending Submission reflects the level of funding on offer from TfL to support delivery of the programme.

1 Revenue and Capital consequences of report recommendations

2. The effect of the decision

The effect of the report will enable the LIP funding to be managed more effectively in this financial year (2015/16) and the allocation of 2016/17 funding from the annual spending submission to be released by TfL.

3. Risks

TfL has highlighted that the funding allocations (including that for Corridors, Neighborhoods and Supporting Measures) are only advisory whilst TfL considers the implications of the budget announcement. TfL reserves the right to lower allocations post Annual Spending Submission. Hence the recommendation that the Executive Director – Place be delegated authority to make any further amendments to the Annual Spending Submission.

The Annual Spending Submission needs to be made by the 9th October 2015 submission date. If this deadline is not met it may jeopardise our funding from TfL for 2016/17 capital works and revenue programme.

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: Diane Ellender, Head of Finance and Deputy S151 Officer, Resources)

6. COMMENTS OF THE COUNCIL SOLICITOR AND MONITORING OFFICER

- 6.1 The Solicitor to the Council comments that there are no direct legal considerations arising from this report.

(Approved by: Gabriel MacGregor, Head of Corporate Law on behalf of the Council Solicitor & Monitoring Officer)

7. HUMAN RESOURCES IMPACT

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

(Approved by Adrian Prescod, HR Business Partner, for and on behalf of Director of HR, Resources)

8. EQUALITIES IMPACT

- 8.1 A full equality impact assessment was undertaken as part of preparing the transport and highways focussed Local Implementation Plan (LIP). This was updated for the refreshed 3 year LIP 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 Mayor's commitment to making it even easier to travel around London' published in 2013. This includes 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/ -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 does not propose major changes to the Delivery Plan. It recommends the annual spending submission to be made to TfL to deliver the third 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 2016/17 would have on protected groups. This concluded that a full equality analysis would not be required as there was not significant change from the LIP 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 delivery programme has a strong focus on helping people choose to walk (e.g. major public realm improvement projects, small scale improvements around schools and wider small scale improvements at crossings) and towards cycling and the establishment of cycle routes and facilities to increase the cycling mode share.

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 2016/17; and enable bids to be submitted to TfL for Principal Road Renewal and Bridge Assessment and Strengthening funding.

12. OPTIONS CONSIDERED AND REJECTED

12.1 The principal option considered for this 2016/17 submission was whether to fundamentally change the delivery programme in the LIP when recommending the new programme. The programme has been adjusted as described in section 3 of this report in the light of the changed policy agenda. However it was concluded that there should not be a fundamental remaking of the programme which reflects and is supported by the implementation and delivery mechanisms put in place by the Council. The LIP programme will be thoroughly reviewed as part of the making of the next year three LIP Delivery Plan (the development of which will need to begin shortly).

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BACKGROUND PAPERS - LOCAL GOVERNMENT ACT 1972 - Available via
<https://secure.croydon.gov.uk/akscroydon/users/public/admin/kabmenu.pl?cmte=CAB>

1. Local Implementation Plan (LIP) 2016/17 Annual Spending Submission Guidance. TfL, 2015
2. LIP Annual Spending Submission Equality Analysis Screening Review
3. Letter of thanks to Croydon Council Chief Exec from TfL Managing Director – Surface Transport, for accessible bus stop delivery
4. Letter from TfL Director of Surface Strategy confirming additional Quietway routes / funding.

Appendix A

Corridors, Neighbourhoods and Supporting Measures 2016/17

<u>20 mph Areas /Limits</u>	LIP Funding
Development and implementation of 20 mph areas/limits to improve road safety, and improve the highway environment for all users.	£300,000
<u>Further Road Safety Initiatives</u>	
General Junction Improvements programme to improve junction performance, and reduce delays to buses and general traffic plus improve safety	£100,000
Casualty Prevention Schemes – Improvements to signing/lining, 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.	£40,000
Safety scheme preparation/advance programme – casualty analysis and preliminary design for future Road Safety schemes.	£40,000
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>Physical measures to support cycling</u>	
Design and implementation of new routes and signage/infrastructure for routes including Greenways both on street and in green spaces to improve interconnectivity and promote cycling and walking, plus additional on-street cycle parking.	£120,000
<u>Physical measures to enhance walking</u>	
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 £100,000	£100,000
Development and implementation of pedestrian facilities such as new signalised crossings and improved existing crossings to improve safety and promote walking.	£100,000
<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>	
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.	£220,000

Cycle Training – Programme to meet demand for cycle training for both children and adults, to give safe cycling skills, develop expertise and gain confidence.	£140,000
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.	£42,000
Cycling for exercise on referral	£5,000
Confidence building guided cycle rides	£5,000
<u>District Centre Public Realm Enhancement</u> South Norwood District Centre - implementation for measures to enhance pedestrian accessibility and experience and improve the public realm.	£850,000
<u>Accessibility Improvements</u> Accessibility Improvements such as improvements to tactile paving, provision of access ramps and the like and improvements to bus stops.	£150,000
<u>Parking</u> CPZ review and implementation.	£30,000
<u>Air Quality</u> Air Quality Improvements - Measures to improve air quality for construction logistics planning, delivery and servicing plans and the like.	£70,000
<u>Electric Vehicle Charging and Car Clubs</u> Provision of electric vehicle charging points and promotion and development of car clubs.	£18,000
Total Corridors, Neighbourhoods and Supporting Measures	£2,785,000

Appendix B

Bridge Assessment and Strengthening 2016/17

Bridge Assessment and Strengthening	
Croydon - St James’s Rd (Spurgeons) Bridge	£3.060m
Croydon - St James’s Rd/Gloucester Rd (Windmill) Bridge	£1.200m
Bridge Assessment and Strengthening bid TOTAL	£4.260m