

For General Release

REPORT TO:	CABINET 19th SEPTEMBER 2016
AGENDA ITEM:	6
SUBJECT:	Investing in our District Centres LIP (Local Implementation Plan) Funding 2017/18
LEAD OFFICER:	Jo Negrini – Chief Executive 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 £2.785m LIP ‘Corridors, Neighbourhoods & Supporting Measures’ funding to Croydon for 2017/18. 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 2017/18. 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 £1,711,250, which the recommended bid slightly exceeds. This report also recommends a bid of £3.485m for LIP ‘Bridge Assessment and Strengthening’ funding for 2017/18.	
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

Cabinet is recommended to agree:

1. The Croydon Annual Spending Submission to TfL to release 2017/18 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 (£465,000)
 - 1.1.3 Physical measures to enhance cycling (£200,000)
 - 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 (450,000)
 - 1.1.7 Public realm enhancement to support district centres (South Norwood) (£750,000)
 - 1.1.8 More Liveable Neighbourhoods (£80,000)
 - 1.1.9 Parking (£70,000)
 - 1.1.10 Air Quality Management programme (£70,000)
 - 1.1.11 Bus stop accessibility and other local access improvements (£150,000)
 - 1.2 Bids to TfL for:
 - 1.2.1 'Principal Road Renewal' funding totalling £1.77m;
 - 1.2.2 'Bridge Assessment and Strengthening' funding proposals totalling £3.485m at Appendix B.
2. That the Executive Director – Place / Chief Executive 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 2017/18 Local Implementation Plan (LIP) funding. For the purpose of LIP funding, TfL is making 2017/18 an 'interim year', awaiting the new Mayor of London's Transport Strategy and local authority LIPs. Hence, 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 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 2017/18 ANNUAL SPENDING SUBMISSION

3.1 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 Mayor of London's Transport Strategy (MTS) in their area. The new Mayor of London will produce his Transport Strategy. Each London local authority is then required to produce its LIP as soon as reasonably practicable.

3.2 The current LIP contains a three year Delivery Plan. The current Delivery Plan covers the period (2014/15-2016/17) and 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.

3.3 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 allocated to the local authority (submissions for 2017/18 are to be made by 28th October 2016). 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 2017/18 an 'interim year' awaiting the new Mayor of London's Transport Strategy (and LIPs to implement it) suggesting that the 2017/18 annual Spending Submission be based on the final year (2016/17) of the three year Delivery Plan.

LIP Corridors, Neighbourhoods and Supporting Measures 2017/18

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. TfL has allocated £2.785m Corridors, Neighbourhoods & Supporting Measures LIP funding to Croydon for 2017/18. However it is advising all local authorities to prepare for a possible cut in 2017/18 LIP funding. The recommended 2017/18 programme/Annual spending submission is summarised below.

20 MPH limits and areas (£300,000)

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

Further road safety initiatives (£465,000)

- 3.6 £465,000 of the recommended submission is proposed for further Road Safety focussed measures including:
- 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 (£200,000)

- 3.7 A total of £200,000 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 £200,000 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)

- 3.9 Recommended £50,000 with which to design and implement 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 (£450,000)

- 3.10 A total of £450,000 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. - £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. - £180,000;
- 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

Public realm enhancement to support district centres (South Norwood) (£750,000)

- 3.11 A sizeable part of the overall Corridors allocation (£750,000) is recommended for the completion 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. A part of the recommended £750,000 is also likely to be available to make a significant contribution towards public realm enhancement within Portland Road (Market Parade) in Woodside.

More 'liveable' neighbourhoods (80,000)

- 3.12 Funding is recommended with which to engage with residents in specific areas to identify key traffic related environmental and safety concerns and to design solutions which address those concerns.

Bus stop accessibility and other local access improvements (£150,000) ,
Parking (£70,000), Air Quality Management programme (£70,000)

- 3.13 The remainder of the recommended Corridors, Neighbourhoods and Supporting Measures for 2017/18 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 – (£70,000) 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).

LIP Principal Road Renewal 2017/18

- 3.14 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 2017/18 is £1.369m. 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 £1,711,250 which the recommended bid slightly exceeds. 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 2017/18

- 3.15 The Bridge Assessment and Strengthening recommended bid totals £3.495m for the bridge and structures listed at appendix B

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

- 3.16 It is recommended that the Executive Director – Place / Chief Executive 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 and the delegation is sought in order to make any such changes. This includes the possible need to respond to a cut in LIP funding from that previously indicated to the London local authorities, as highlighted in the Finance and Risk section of this report.

Thorough Review of the LIP Delivery Plan and Programme

- 3.17 The opportunity will be taken to thoroughly review the LIP programme and how Croydon Council organises itself to deliver it, when making the new LIP and its three year Delivery Plan.

4. CONSULTATION

- 4.1 The LIP was consulted on as a draft for 6 weeks in 2011. Consultation response regarding the Delivery Plan in the draft LIP was limited but was revisited, and comments regarding priorities for the Delivery Plan were reflected in the refreshed Delivery Plan 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 2017/18. The Annual Spending Submission is an adjusted version of the third year (201/17) 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

The bids that will be submitted on approval of this report will take the form of both capital and revenue funding dependent on the nature of the scheme. Financial claims against this allocation are made in arrears throughout the year to recover the expenditure incurred on these schemes.

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 (2016/17) and the allocation of 2017/18 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. TfL reserves the right to lower allocations post Annual Spending Submission. Hence the recommendation that the Executive Director – Place / Chief Executive be delegated authority to make any further amendments to the Annual Spending Submission.

The Annual Spending Submission needs to be made by the 28th October 2016 submission date. If this deadline is not met it may jeopardise our funding from TfL for 2017/18 capital works and revenue programme.

The bids for Principal Roads maintenance and for Bridge Assessment and Strengthening are based on requirements that the Council wishes to undertake in the 2017/2018 financial year. Should the full value of the bid not be realised then schemes where funding is not approved will be reallocated into the next financial year's maintenance 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: Lisa Taylor Assistant Director of Finance and Deputy S151 Officer)

6. COMMENTS OF THE COUNCIL SOLICITOR AND MONITORING OFFICER

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

(Approved for and on behalf of Jacqueline Harris-Baker, Acting Council Solicitor and Acting Monitoring Officer)

7. HUMAN RESOURCES IMPACT

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

(Approved by: Jason Singh, Interim HR Business Partner on behalf of Heather Daley, Director of Human 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 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 does not propose major changes to the Delivery Plan. It recommends the annual spending submission to be made to TfL to deliver a further (fourth) 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 2017/18 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. major public realm improvement projects, 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 2017/18; and to 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 was whether to fundamentally diverge from the Delivery Plan in the LIP when recommending the new programme / 2017/18 submission. The programme has been adjusted as described in section 3 of this report. However it was concluded 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 replacement LIP.

CONTACT OFFICER: Ian Plowright x 62927

BACKGROUND PAPERS - LOCAL GOVERNMENT ACT 1972

1. Interim Local Implementation Plan (LIP) Annual Spending Submission Guidance: 2017/18
2. LIP Annual Spending Submission Equality Analysis Screening Review

Appendix A

Corridors, Neighbourhoods and Supporting Measures 2017/18

<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>	
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.	£200,000
<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.	£230,000
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>District Centre Public Realm Enhancement</u> South Norwood District Centre and Portland Road- implementation of measures to enhance pedestrian accessibility and experience and improve the public realm.	£750,000
<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.	£70,000
<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>Liveable Neighbourhoods</u>	£80,000
Total Corridors, Neighbourhoods and Supporting Measures	£2,785,000

Appendix B

Principal Road Renewal bids 2017/18

<i>Road Name</i>	<i>Bid Amount</i>
Mitcham Road	£380,000
Brighton Road	£35,000
Westow Hill	£115,000
Portland Road	£92,000
Penge Road	£58,000
Rectory Park/Mitchley Avenue	£380,000
Beulah Hill	£144,000
South Norwood Hill	£58,000
Foxley Lane	£58,000
Whitehorse Road	£270,000
Coombe Road	£180,000
TOTAL	£1,770,000

Bridge Assessment and Strengthening bids 2017/18

<i>Road Name</i>	<i>Bid Amount</i>	<i>Scheme description</i>
Grange Rd Retaining Wall	£120,000	Replace retaining wall which is in critical condition.
Tamworth Road Cantilever F/Way	£75,000	Detailed design to replace structure.
Blackhorse Lane Bridge North	£3M	Replacement of Bridge(s) jointly with London Tramlink/TfL.
Spurgeon's Bridge	£200,000	Design/Optioneering/consultation costs. Strengthening costs of £3M for 2018/19.
College Rd Decking	£30,000	Assessment due based on poor condition of bridge decking.
Park Lane Decking	£30,000	Assessment due based on poor condition of bridge decking.
Katharine St Retaining Wall	£30,000	Essential repairs and maintenance to brickwork retaining wall
TOTAL	£3,485,000	

