

**For General Release**

<b>REPORT TO:</b>	<b>CABINET 24 JANUARY 2022</b>
<b>SUBJECT:</b>	<b>Local Implementation Plan Funding: 2022/23 – 2024/25</b>
<b>LEAD OFFICER:</b>	<b>Sarah Hayward, Acting Corporate Director of Sustainable Communities, Regeneration and Economic Recovery</b> <b>Heather Cheesbrough, Director of Planning and Sustainable Regeneration</b> <b>Steve Iles, Director of Sustainable Communities</b>
<b>CABINET MEMBER:</b>	<b>Councillor Muhammad Ali - Cabinet Member for Sustainable Croydon</b>
<b>WARDS:</b>	<b>All</b>

**COUNCIL PRIORITIES 2020-2024**

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

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

The report relates to the preparation of the Annual Spending submission to TfL and the drafting of a new Delivery Plan for the Croydon Local Implementation Plan (LIP), the Delivery Plan being necessary to access future transport investment funding from TfL.

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

The programme should deliver the Mayor of London’s Healthy Streets Objectives and key recommendations of the Croydon Climate Crisis Commission. It should seek to encourage active and sustainable travel, ie walking, cycling and public transport use, bringing benefits in terms of healthy weight, improved air quality, free/low cost travel. These benefits are expected to accrue more strongly to those within the more deprived communities of the borough.

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

The Delivery Plan programme focus is on providing safer street space in which people can choose to walk, cycle and use public transport, helping all become more active and in turn healthy, ultimately accruing savings for the NHS and Council care services.

[Council’s priorities](#)

## **FINANCIAL IMPACT**

Local authorities are required to make a funding request to TfL for 2022/23 Transport investment funding and refresh the 'Delivery Plan' component of their Local Implementation Plans (LIPs). However, given the financial planning challenge within TfL, it asked local authorities to develop their replacement Delivery Plans in two stages. The initial draft should focus on 2022/23, with an indication of Years 2-3, with a full version expected spring/summer 2022.

Funding levels are yet to be finalised by TfL. However, for the purposes of preparing the Spending Submission, funding request and the draft Delivery Plan, TfL has asked local authorities to plan on the basis of their previous 2019/20 LIP Funding allocation for the core 'Neighbourhoods and Corridors' Funding, with significant additional funding potentially available through the other components set out in recommendation 1.1 below. This brings the total recommended submission to £5,417,100 for 2022/23. The recommended Spending Submission and associated programme are subject to TfL funding. Spend will also be subject to the advice of the Director of Finance and approval by Spending Control Panel.

## **FORWARD PLAN KEY DECISION REFERENCE NO: 4821CAB**

The notice of the decision will specify that the decision may not be implemented until after 13.00 hours on the 6th working day following the day on which the decision was taken unless referred to the Scrutiny and Overview Committee.

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

### **1. RECOMMENDATIONS**

The Cabinet is recommended to agree to:

- 1.1 Approve the Spending Submission as summarised in Appendix 1 of this report, including TfL funded programmes for 2022/23:
  - Corridors and Neighbourhoods (£2,362,100)
  - Local Transport Funding (£100,000)
  - Borough Cycle Parking (£150,000)
  - Borough Cycling (£1,275,000)
  - Borough Bus Priority (£730,000)
  - Liveable Neighbourhoods (£800,000)to form the funding request to TfL for 2022/23 and the basis of the draft LIP Delivery Plan 2022/23 – 2024/25
- 1.2 Delegate authority to the Acting Corporate Director of Sustainable Communities, Regeneration and Economic Recovery in consultation with the Cabinet Member for Sustainable Croydon to make any further amendments to the Spending Submission (see Appendix 1), including submission of additional bids or requests for funding.

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| <p>1.3 Agree to expenditure of TfL funding in 2022/23 on delivery of the programme summarised within Appendix 1 of the report, the extent and scope of that programme dependent on funding allocations to Croydon Council to be confirmed by TfL, and subject to approval by Spending Control Panel.</p> |
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## 2. EXECUTIVE SUMMARY

- 2.1 The report recommends approval of the Spending Submission to TfL for 2022/23 LIP Funding, and as the basis of a draft Delivery Plan (2023/23 – 2024/25) component of the Croydon LIP. Spend will be subject to the resulting funding allocation from TfL and Spending Control Panel Approval.

## 3. PROCESS AND PROGRAMME

### Background and Process

- 3.1 Each London local authority is required to produce a LIP setting out how it intends to implement the Mayor of London's Transport Strategy within its area. The LIPs contain a Delivery Plan covering a three year period. Croydon Council's third LIP was approved by TfL (on behalf of the Mayor of London) in March 2019. TfL has traditionally chosen to support local authorities implement proposals in their Delivery Plans, by providing LIP Funding. TfL is now requiring the preparation of new / replacement Delivery Plans covering the period 2022/23 – 2024/25, in two stages. The initial submission should be a draft Delivery Plan focusing primarily on 2022/23, with whatever information can be provided regarding the further two years of the programme period. A finalised Delivery Plan covering all three years is expected to be prepared by spring/summer 2022. The new Delivery Plans should align with the LIP objectives, but also reflect new priorities set by TfL. At the same time TfL is requiring an associated Spending Submission requesting Transport investment funding for 2022/23.
- 3.2 Due to the Covid19 Pandemic and the resulting dramatic loss of income, TfL became reliant on financial support from central government. As a consequence, TfL ceased providing LIP funding in May 2020. Instead it provided funding with which to deliver the Mayor of London's Covid19 Pandemic related Streetspace Plan for London, and central government's Active Travel priorities. TfL reinstated LIP funding for a short period before ending it again in May 2021. TfL's financial support package from central government was ending on 11 December, with (at the time of drafting this report) no guarantee of future funding. TfL's intention is to return to a longer term 'Healthy Streets' investment programme, (similar to the former LIP Funding programme) to support implementation of measures in LIP Delivery Plans, from the start of 2022/23. However, TfL emailed local authorities on 17 December informing them that it had agreed a further short-term extension to its funding agreement with the central government. The extension is until 4 February 2022 allowing TfL to run services until then, but not including funding

for local authorities. Consequently, funding levels for local authorities for 2022/23 are still to be confirmed. For the purposes of preparing the draft Delivery Plans and Spending Submissions, TfL has asked local authorities to plan on the basis of their 2019/20 LIP 'Corridors and Neighbourhoods' Funding allocation (in Croydon's case £2,362,100) plus funding potentially available through complementary TfL funding programmes. Delivery Plans should include projects delivered by other funding sources such as developer contributions via planning obligations and in Croydon's case, the Growth Zone financing mechanism.

3.3 TfL has provided a 'Strategic Data Set', to inform the making of the Delivery Plan programme and associated Spending Submission, the Strategic Data set, including the:

- road casualty analysis;
- strategic neighbourhood analysis (identifying areas where Healthy Neighbourhoods should be considered)
- strategic cycling analysis (identifying corridors with significant potential for cycling due the current trips by motorised means (mostly by car) made along them, that could be readily cycled if conditions were right)
- bus journey time and reliability analysis

3.4 TfL sees the Healthy Streets approach continuing to be a key means of addressing the challenges facing London. Delivering Vision Zero (no killed or seriously injured road casualties) by 2041, also remains a central priority. TfL has highlighted a number of focus areas for Healthy Streets delivery through the new LIP delivery programmes, with a preference for schemes contributing to multiple objectives. Those focus areas (plus example measures indicated by TfL), are:

- A. **'Enabling all Londoners to feel that active travel is a safe and accessible option through a range of Vision Zero and other interventions that deliver safer streets for cycling and walking.'** Example interventions include high quality cycle routes, Healthy Neighbourhoods, 20mph speed limits and associated compliance measures, safety improvements at road casualty 'hotspots', parking reallocation to more sustainable transport uses, new pedestrian crossings or accessibility improvements, and upgrades to the Walk London network.
- B. **'Enhancing and expanding London's bus priority network to enable faster and more reliable buses, making them a compelling offer for Londoners.'** TfL explains that buses have significant potential to deliver further mode shift, but have lost 10% of patronage since 2015. Improving journey times is vital to improve patronage, with possible interventions including new/extended bus lanes, improved bus priority at junctions, parking restrictions and bus/cycle only streets.
- C. **'Supporting infrastructure measures to the above'** such as cycle parking, timed streets uses (eg School Streets/ School Pedestrian Zones; Play Streets; 'Summer Streeteries'), improved interchange between bus/cycle/walking with rail, and Controlled Parking Zones.

Behaviour change initiatives (e.g. cycle training, road safety education) would also be funded, where they support Activate Travel infrastructure projects.

- 3.5 The last year and ten months of the current three year Delivery Plan, has been spent delivering a programme very different to that within the LIP Delivery Plan. TfL Streetspace and DfT Active Travel programmes have been pursued in London and Croydon in response to the COVID19 Pandemic (with funding from central government administered by TfL). The Spending Submission and new Delivery Plan need to acknowledge these two recent delivery programmes. Central government is strongly emphasising that schemes implemented via these programmes need time to be allowed to bed in; and must be in place long enough for their benefits and disbenefits to be properly evaluated and understood. Schemes must not be removed prematurely, or without proper evidence, and too soon to collect proper evidence about their effects. Central government warns that to do so could risk future transport investment funding to the local authority. The recommended Spending Submission includes funding for monitoring and engagement during the operation of a number of experimental Healthy Neighbourhoods. Central Government is also making clear that it expects local authorities to continue to implement Active Travel type measures. The Spending Submission includes funding for the development and implementation of further Active Travel measures also working towards delivery of Croydon LIP objectives.
- 3.6 LIP Liveable Neighbourhoods funding may be made available, but only for previously agreed Liveable Neighbourhood schemes. The previously agreed / funded schemes include the Croydon 'Reconnecting Old Town' Liveable Neighbourhood. TfL has suggested that relevant local authorities include proposals for their Liveable Neighbourhood within their Spending Submission and draft Delivery Plan. The Reconnecting Old Town Liveable Neighbourhood delivery was stopped when Liveable Neighbourhood funding ceased. Proposals that continue delivering a Liveable Neighbourhood programme, are included in the recommended Spending Submission. The level of match funding that can be brought to a restarted Reconnecting Old Town Liveable Neighbourhood programme, will largely depend on the level of Growth Zone funding.

#### Spending Submission and Programme

- 3.7 The Spending Submission has been prepared in light of the above matters. Proposals/projects for 2023/24 and 2024/25 are only indicative at this stage. Proposals/projects in all three years are subject to funding confirmation. The Spending Submission is made up of separate elements. The proposed 2022/23 projects for each element are summarised below along with proposed LIP Funding.
- 3.8 **Neighbourhoods & Corridors:**
- 3.8.1 **Healthy Neighbourhoods and Play Streets (£697,000)**

The first year of the draft Delivery Plan includes LIP funding for seven Experimental Healthy Neighbourhoods (Key Decision 5121SC, 5721SC and 5821SC) for monitoring and engagement during the experiments. The first year also includes £165,000 for the development of a Healthy Neighbourhood at the 'HOME Area' (Clyde Road to Bingham Road) to the east of the Croydon Town Centre, in response to:

- calls from the H.O.M.E Residents Association to address traffic volume and speed; and
- TfL's 'Strategic Neighbourhood Analysis'

The project is technically challenging and the funding proposed for 2022/23 is principally for technical assessment / design and local engagement / co-design. The draft programme also indicates funding for 'further Healthy Neighbourhood area engagement and design' and 'further Healthy Neighbourhood implementation', funding indicated as being significant in years 2 and 3 of the draft programme. This is to:

1. use the Healthy Streets approach<sup>1</sup>, to guide further improvements within any Experimental Healthy Neighbourhoods which are made permanent, and on streets adjacent to them/bounding them (eg greening by planting street trees and creating pocket parks etc); and
2. undertake engagement and design on possible further Healthy Neighbourhoods.

### 3.8.2 **Healthy Streets and Cycling** (£545,100)

This element of the draft programme would deliver cycle route improvements in addition to those delivered through the 'Borough Cycling Programme' (see further below). The 2022/23 proposal is a cycle route along College Road connecting the Dingwall Road cycle route to the Park Lane (Fairfield) frontage cycle lane. The programme also includes a small allocation towards parking controls, in part to support the Mitcham Road, Tram Paths and Ampere Way cycle schemes in the 'Borough Cycling Programme'.

### 3.8.3 **Healthy School Streets** (£570,000)

This element of the draft programme would implement further Healthy School Streets / School Pedestrian Zones. Implementation would be accompanied by, Bikeability cycle training, safety schemes, cycle parking, cycle routes etc, travel behaviour change activities and associated School Travel Planning etc. TfL has stipulated that new School Streets must be delivered as part of wider package of Active Travel infrastructure such as Healthy Neighbourhoods and/or cycle routes. LIP Funding cannot be used to deliver School Streets as 'stand-alone' measures. A number of schools have expressed the desire to be part of the Healthy School Streets programme but have not yet been included due to technical challenges posed by the streets in question. Solutions will be sought with a view to including such schools with the three year programme within the final version of the three year Delivery Plan.

### 3.8.4 **Vision Zero programme** (£385,000)

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<sup>1</sup> <https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/healthy-streets>

This draft programme element includes junction/gateway treatments, extension of 20mph speed limits, traffic calming, vehicle activated speed indicator signs, and improved pedestrian crossings, as part of an evidence/data led approach to road danger reduction and safer streets. This is supported by a package of travel behaviour change initiatives including cycling/driver training and safety awareness/campaign work targeted at vulnerable road user groups.

### 3.8.5 **Cycle parking** (£150,000)

TfL has indicated that it intends to supplement 'Corridors and Neighbourhood' funding with up to £150,000 of 'Cycle Parking' funding per local authority, where cycle parking projects will be delivered in accordance with criteria set by TfL. The draft programme includes:

- **Cycle hangars** – continued rollout of secure cycle parking hangars in residential areas, with a focus on housing estates and areas with high levels of deprivation that are close to an existing/planned cycle routes.
- **Town centre cycle parking** – installation of further Sheffield stands, where there is high demand. For supplementary funding, this should be focused in the vicinity of existing/proposed cycle routes.
- **School cycle parking** – improving cycle parking at schools. The schools must be STARS<sup>2</sup> accredited or engaged in the process. They must also be either within an existing/planned HN or School Street, or within 400m of an existing/planned cycle route.
- **Railway station cycle parking** – TfL has identified stations with the greatest need for more cycle parking (Norbury, Reedham, Woodmansterne, Purley Oaks, Riddlesdown, Thornton Heath and West Croydon).

### 3.8.6 **Urban mobility** (£15,000)

Subject to results of trials taking place across London, this draft programme element includes investigating:

- the introduction of dockless and hub based e-bike and e-scooter share schemes; subject to and including ways to ensure that e-scooters are used in accordance with the law.
- 'Mobility Hubs' at key destinations, hubs that co-locate a range of sustainable travel facilities such as public transport stops, cycle parking, e-bikes, e-scooters, car clubs, and EV charging points.

## 3.9 **Local Transport Funding** (£100,000)

The Local Transport Funding programme supplements the funding provided through the Corridors and Neighbourhoods programme to deliver local authority initiatives aligned with the Mayor's Transport Strategy. The recommended programme supports delivery of the Council's car club and electric vehicle charging strategies, continuing the expansion of Car Clubs and electric vehicle charging infrastructure in Croydon.

## 3.10 **Borough Cycling Programme** (£1,275,000)

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<sup>2</sup> <https://stars.tfl.gov.uk/>

This programme falls outside of the core Corridors and Neighbourhoods programme. The draft Delivery Plan includes cycle route improvements (mostly segregated), aligned with the Priority Cycle Corridors identified by TfL. The two schemes for implementation in 2022/23 are a segregated cycle track along Ampere Way and the London Road 'Healthy Streets Corridor'<sup>3</sup> scheme. Schemes for design in 2022/23 are the Cherry Orchard Road / Altyre Road cycle scheme and the Mitcham Road/Tram Paths scheme.

### **3.11 Cycle Parking Programme (£150,000)**

TfL has indicated that it will supplement cycle parking proposals within the 'Corridors and Neighbourhoods' programme, with £150k of extra cycle parking funding. The same criteria will be more rigorously applied.

### **3.12 Bus Priority Programme (£730,000)**

This programme incorporates schemes designed to improve bus journey time and reliability, such as installation/extension of bus lanes, parking restrictions to ensure a smoother flow for buses. It also includes measures such as the conversion of hail-and-ride route to a standard bus route, with formal bus stops and bus stop accessibility improvements.

### **3.13 Liveable Neighbourhoods (£800,000)**

Schemes that formed part of the Reconnecting Old Town Liveable Neighbourhood are to be put forward, including a 'quick win' project on Roman Way, improvements to the Old Town roundabout and Old Town cycle route improvements.

## **4. CONSULTATION**

- 4.1 The consultation draft LIP was published in December 2018. Consultation on the draft LIP included an online questionnaire to which there were just under one thousand responses. Summary findings were:

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<sup>3</sup> [London Road Corridor | Croydon Council](#)

- 86% of respondents agreed that traffic levels are too high in Croydon.
- 44% of respondents agreed that traffic speeds are too high, with 37% disagreeing, 19% were not sure.
- Less than 5% agreed that the street environment encouraged them to cycle, whilst 77% disagreed, with over 52% disagreeing strongly.
- Over 55% agreed that children should be able to play in residential streets, 26% disagreeing.
- 74% stated that they are concerned about air quality.
- 72% agreed that traffic levels need to be lower.
- 64% stated they would use public transport more if it was convenient.
- 61% would travel by car less if the alternatives were better.
- 78% agreed that less vehicles would mean better air quality

4.2 Generally the projects within the Delivery Plan / Programme would each be the subject of pre-implementation consultation, unless implemented on an experimental basis when consultation would be undertaken during/as part of the experiment.

## **5 PRE-DECISION SCRUTINY**

5.1 Meeting dates for the Scrutiny Streets, Environment & Homes Sub-Committee were such that this report and the draft Delivery Plan could not be considered at a scheduled meeting. Therefore, a briefing was held to update the Sub-Committee on the proposals set out in the report. The Sub-Committee did not raise any major concerns with the proposed decisions.

## **6 FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS**

6.1 Following approval of the LIP in 2019, the three year Delivery Plan component now needs replacing. Given the challenge of financial planning within the current pandemic, TfL is asking local authorities to develop new Delivery Plans in two stages. The initial draft of the Delivery Plans need only focus on 2022/23, with the Delivery Plan covering the full three years expected to be finalised spring/summer 2022.

6.2 TfL is currently unable to confirm the level of funding that will be available to local authorities over either the next year or next three years. For the purpose of drafting the Delivery Plan and associated Spending Submission, TfL has asked local authorities to plan on the basis of their previous 2019/20 LIP allocation. This means that £2,362,100 could be available to Croydon in 2022/23 via the 'Neighbourhoods and Corridors' programme, with additional funding potentially available through the Local Transport Funding, Bus Priority, Borough Cycling and Liveable Neighbourhoods components.

6.3 Cabinet is recommended to approve the Spending Submission as an application to release potential funding from TfL for 2022/23; and as the basis of the draft Delivery Plan. It is also recommended to approve expenditure of

resulting funding from TfL. Spend will also be subject to the advice of the Director of Finance. Given the financial uncertainty regarding central government funding of TfL, there is a risk that funding allocations to local authorities will be lower in 2022/23 than the levels TfL is suggesting. Spending Submissions and draft Delivery Plans be based on. Lower funding will necessitate adjustments to the programme to match spend with available funding.

## 6.4 Revenue and Capital consequences of report recommendations

	Current year	Medium Term Financial Strategy – 3 year forecast		
	2021/22	2022/23	2023/24	2024/25
	£'000	£'000	£'000	£'000
<b>Revenue Budget available</b>				
Expenditure		unknown	Unknown	unknown
Income				
<b>Effect of decision from report</b>				
Expenditure				
Income				
<b>Remaining budget</b>	<hr/>	<hr/>	<hr/>	<hr/>
<b>Capital Budget available</b>				
Expenditure	3,884	7,284	8,198	8,688
<b>Effect of decision from report</b>				
Grant funding	(3,884)	(5,417)	(7,472)	(8,162)
<b>Remaining budget</b>	<hr/>	<hr/>	<hr/>	<hr/>
	0	1,867	500	500
	<hr/>	<hr/>	<hr/>	<hr/>

## **6.5 The effect of the decision**

- 6.5.1 Under normal circumstances TfL provides annual funding to support delivery of the LIP programme. If TfL receives a sufficient settlement from central government, local authorities will in turn receive annual core funding through the 'Neighbourhoods and Corridors' programme, allocated on a formula basis. TfL may also provide additional funding for schemes that deliver on the Mayor's strategic priorities, such as Bus Priority and Cycling.
- 6.5.2 If agreed, the recommendations will permit (subject to advice of the Director of Finance) the spending of external funding provided to the Council with which to foster active and sustainable travel by continued implementation of LIP.

## **6.6 Risks**

- 6.6.1 If TfL fails to secure the level of funding sought from central government, there would be a resulting reduction or withdrawal of LIP Funding. This would require the scaling back of the planned programme. If there is a reduction in LIP Funding, the programme will be adjusted, focusing on highest priority projects, and continuing to make use of other funding sources such as s106 and Croydon Growth Zone funding.
- 6.6.2 Failure to follow TfL's guidance and not submit a Spending Submission or providing a draft Delivery Plan, would most likely result in TfL not providing transport investment funding for 2022/23. There is a risk that the Spending Submission programme is not approved by TfL, in which case there would be a delay in obtaining funding confirmation, as the programme is revised in the light of TfL feedback.

## **6.7 Options**

- 6.7.1 The options considered include making a much smaller application for funding. However, to have done so would impact on the ability to deliver on each of the Council's Priorities addressed at the start of the report, and the ability to act on key recommendations of the Croydon Climate Crisis Commission report.

## **6.8 Future savings/efficiencies**

- 6.8.1 The recommended Spending Submission programme is aimed at delivering safer and healthier streets in which people can choose to walk, cycle and use public transport. This is in large part to help all be more active as part of their daily travel routines, and in turn be healthier, ultimately accruing savings for the NHS and Council care services. Additionally, investment made now in limiting Climate Change, reduces the future investment required to mitigate and / or adapt to Climate Change.

Approved by: Matt Davis (Interim) Director of Finance

## **7. LEGAL CONSIDERATIONS**

- 7.1 The Head of Litigation and Corporate Law comments on behalf of the Director of Legal Services that the Council is seeking to submit proposals to maximise funding and the benefits of any such funding with regards to the different elements of transport investment and the Local Implementation Plan (LIP). The level of expenditure will be dependent on the extent as to any funding received.
- 7.2 Under the GLA Act 1999 section 145, it is a legal requirement for each London local authority to produce a LIP to implement the Mayor of London's Transport Strategy within its area. Failure to do so could result in the Mayor stepping in to implement the LIP and recharging the cost of doing so to the local authority.
- 7.3 There are no further legal considerations that requires comment upon at this stage.

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

## **8. HUMAN RESOURCES IMPACT**

- 8.1 There are no immediate Human Resources implications arising from the recommendations. However, the very small number of post within the Strategic Transport and Highways Services are largely funded from time recharging to the externally funded projects which the post holders manage and deliver. A reduction in external funding is unlikely to affect those staff. However, if funding from TfL were to cease, the impact on the staff could result in staff cuts through redundancies. If this were to occur this process would be managed under the Council Policies and Procedures.

Approved by: Jennifer Sankar, *Head of HR Place and Housing, for and on behalf, of Dean Shoesmith, the Director of Human Resources*

## **9. EQUALITIES IMPACT**

- 9.1 The Equality Act 2010 introduced the Public Sector Equality Duty. This requires all public bodies, including local authorities, to have due regard to the need to:
- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act
  - Advance equality of opportunity between people who share a protected characteristic and those who do not
  - Foster good relations between people who share a protected characteristic and those who do not

9.2 A full equality impact assessment was undertaken as part of preparing the third Local Implementation Plan (LIP3). An Equalities Analysis Form has also been undertaken for the revised Delivery Plan (see Appendix 3). More detailed Equalities Impact Assessment are also undertaken for individual projects and programmes. Care is being taken with the design of projects to ensure that any identified impacts of the proposals on more vulnerable groups and groups that share protected characteristics are mitigated. These proposals will be reviewed in more detail with key equality groups during the consultation stage and following consultation each Equalities Impact Assessment will be reviewed and developed further.

Approved by: Denise McCausland, Equalities Manager

## 10. ENVIRONMENTAL IMPACT

10.1 A Strategic Environmental Assessment (SEA) was undertaken as part of the preparation of the LIP3.

10.2 The approach of both central government and the Mayor of London to reducing emissions from road transport of locally important pollutants and globally harmful CO<sub>2</sub>, is to:

- reduce reliance on the private car and other motorised transport including through the encouragement of active travel
- reduce harmful emissions from the remaining vehicles.

Whilst advances in vehicle propulsion technology are reducing harmful emissions from each vehicle, on Croydon's and London's streets there are trends working against this positive effect as highlighted in the TfL LIP guidance issued in August 2021. DfT monitoring has also indicated that from 2009 to 2019, traffic on London's streets increased to its highest level ever at 22.6 billion vehicle miles. The increase in vehicle miles has been entirely on London's unclassified roads / minor streets. Traffic on the unclassified minor roads almost doubled between 2009 and 2019, reaching the point where London's minor roads/streets are carrying almost as much traffic as its A Road network. In 2018, vehicles on Croydon's A Roads emitted 132,000 Tonnes of CO<sub>2</sub>, whilst the emissions from vehicles on minor Roads was 129,000 Tonnes<sup>4</sup>, more than in any other London borough. As with locally important pollutants, there are two opposing trends, namely improving vehicle efficiency counteracted by increasing vehicle miles.

10.3 The programme recommended in this report seeks to deliver on the Croydon Climate Crisis Commission recommendation '**3. Greening our Neighbourhoods**: Promote public transport and active travel to become the natural first choice – including pilot approaches to Low Traffic Neighbourhoods'. The 'programme' is also intended to support recommendations '**2. Driving a green economic recovery**' and '**5. Achieving the scale of change**'.

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<sup>4</sup> <https://naei.beis.gov.uk/laco2app/>

## **11. CRIME AND DISORDER REDUCTION IMPACT**

- 11.1 Speeding and dangerous driving are possibly the crimes that directly kill or seriously injure more people in the UK than any other. In 2018/19 there were 579 police recorded 'causing death or serious injury by dangerous driving' offences in England and Wales<sup>5</sup>. This compares with a total of 671 victims of murder, manslaughter and infanticide in the same year<sup>6</sup>.
- 11.2 The recommended Spending Submission programme is in large part intended to provide safer street space in which people can choose to walk or cycle. This reduces the likelihood of people being the victims of crimes such as causing death or serious injury through dangerous or careless driving, or whilst under the influence of drink or drugs.

## **12. REASONS FOR RECOMMENDATIONS/PROPOSED DECISION**

- 12.1 Cabinet is recommended to agree the Spending Submission, in order to secure potential LIP Funding and as the basis for a replacement draft Delivery Plan. There are some maintenance programmes not addressed in the Spending Submission, which TfL has funded in the past, namely:
- Principal Road Renewal
  - Bridge Assessment and Strengthening
- Available funding amounts (if any) will not be known until later this financial year. Any addition funding request to TfL would be dealt with under the recommended delegation to the Acting Corporate Director of Sustainable Communities, Regeneration and Economic Recovery. That delegation is also sought in order that the Spending Submission programme/funding request can be adjusted, for example in the event of TfL requiring changes to it.
- 12.2 Recommendation 1.3 only relates to the expenditure of funding from TfL. Growth Zone investment funding will be the subject of a separate report and recommendation to Cabinet. Allocation of section 106 funding (funding provided through planning obligations) to projects is subject to approval by the officer level Infrastructure Financing Group. All expenditure is subject to Spending Control Panel approvals.

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

- 13.1 The option of not preparing a Spending Submission and replacement Delivery Plan, or not seeking funding from TfL up to the full amount TfL is indicating it will provide, were not considered. To do so would impact on the achievement of the Council Priorities addressed at the front of this report, and ability to act on key recommendations of the Croydon Climate Crisis Commission.

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<sup>5</sup> <https://www.statista.com/statistics/303473/death-by-dangerous-driving-in-england-and-wales-uk-y-on-y/>

<sup>6</sup>

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

## **14. DATA PROTECTION IMPLICATIONS**

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

NO

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

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

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

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<b>CONTACT OFFICER:</b>	Ian Plowright, Head of Strategic Transport
<b>APPENDICES:</b>	Appendix 1 – Recommended Spending Submission Appendix 2 – LIP3 Objectives Appendix 3 – Equalities Analysis
<b>BACKGROUND PAPERS:</b>	TfL email 'Extension of TfL funding deal to 4 February 2022' to local authorities 17 December 2022