

LONDON BOROUGH OF CROYDON

REPORT:	CABINET	
DATE OF DECISION	6th DECEMBER 2023	
REPORT TITLE:	TRANSPORT FOR LONDON LOCAL IMPLEMENTATION PLAN HEALTHY STREETS FUNDING AND PROGRAMME 2024/25	
CORPORATE DIRECTOR / DIRECTOR:	NICK HIBBERD, CORPORATE DIRECTOR OF SUSTAINABLE COMMUNITIES, REGENERATION & ECONOMIC RECOVERY HEATHER CHEESBROUGH, DIRECTOR OF PLANNING AND SUSTAINABLE REGENERATION KAREN AGBABIKA, INTERIM DIRECTOR OF STREETS & ENVIRONMENT	
LEAD OFFICER:	IAN PLOWRIGHT, HEAD OF STRATEGIC TRANSPORT	
LEAD MEMBER:	COUNCILLOR SCOTT ROCHE, CABINET MEMBER FOR STREETS & ENVIRONMENT	
KEY DECISION?	Yes	Key Decision reference: REASON: Decision incurs expenditure of more than £1,000,000
CONTAINS EXEMPT INFORMATION?	NO	
WARDS AFFECTED:	All	

1 SUMMARY OF REPORT

1.1 This report recommends the 2024/25 Local Implementation (Transport) Plan (LIP) delivery programme to be submitted to Transport for London to release Safe and Healthy Streets Funding (formally known as LIP Funding). The report is an update to that considered by the Mayor in Cabinet in January 2023, and recommends a revised delivery programme forming the third year of the current Delivery Plan of the LIP. The recommended programme continues the focus on the Town Centre and its regeneration. It would be funded through TfL Safer and Healthy Streets Funding, Croydon Growth Zone Funding, Developer Planning Obligation S106 Funding and Council Capital Funding.

1.2 The recommended programme helps further several of the Mayor’s Business Plan aims, including:

- Support the regeneration of Croydon's town and district centres, seeking inward investment and grants;
- Lead action to reduce carbon emissions in Croydon;
- Make Croydon safer and more inviting for all Croydon residents and visitors;
- Work with partners and the voluntary, community, and faith sector to promote independence, health and wellbeing.

2 RECOMMENDATIONS

For the reasons set out in the report and its appendices, the Executive Mayor in Cabinet is recommended:

2.1 To agree the Local Implementation Plan delivery programme for 2024/25 including:

- Central Croydon (£1,800,000)
- Corridors (£1,025,000)
- Neighbourhoods (£375,000)
- School Streets (£250,000)
- Road Safety (£200,000)
- Active Travel (£394,000)
- Bus Priority (£550,000)
- Cycle Parking (£100,000)
- Cycle Training (£130,000)

as set out at in the Appendix A to this report and forming the third year of the Local Implementation Plan Delivery Plan to be submitted to Transport for London to release Local Implementation Plan (LIP) Funding for 2024/25.

2.2 To agree that the Corporate Director, Sustainable Communities, Regeneration and Economic Recovery (in consultation with the Mayor and the Cabinet Member for Streets and Environment) finalise and approve the Local Implementation Plan 2024/25 delivery programme for submission to Transport for London, making any necessary adjustments to the programme prior to and post submission.

2.3 To agree the expenditure in 2024/25 set out in this report and Appendix A, subject to funds having been confirmed and allocated by external funders and Council funding agreed by Budget Council.

3 REASONS FOR RECOMMENDATIONS

3.1 Recommendation 2.1 is to approve the 2024/25 delivery programme, that programme having been adjusted since previously considered by the Mayor in Cabinet in January 2023, and TfL having now indicated LIP Funding allocations for London for 2024/25. Based on the London wide allocations, the funding ask to Transport for London is an ambitious one, not all requests for project funding are likely to be met in full.

- 3.2 The 2024/25 delivery programme is to be submitted to Transport for London for its comment then approval. The delegation in Recommendation 2.2 is to allow the programme to be adjusted in the light of feedback from Transport for London and the actual funding settlement provided by Transport for London. It is also to allow adjustment during delivery (subject to the agreement of Transport for London).

4 BACKGROUND AND DETAILS

- 4.1 All London local authorities are required (GLA Act 1999 S145(1)) to make LIPs to implement the Mayor of London's Transport Strategy within their respective areas. Transport for London requires LIPs to contain a Delivery Plan covering a three-year period. The current LIP was agreed in outline by Cabinet October 2018 with an indicative programme of investment for the three years from 2019/20 up to 2021/22. The LIP lasts as long as the Mayor of London's Transport Strategy – i.e. up to 2041, unless the Strategy is reviewed or remade before then.
- 4.2 Transport for London has traditionally chosen to provide funding to support local authorities to deliver measures within each LIP Delivery Plan. After an extended period during and beyond the Covid Pandemic (when Transport for London funding to local authorities was severely curtailed and highly erratic), Transport for London published (October 2022) updated guidance covering submissions to be made to release Local Implementation Plan funding to support implementation of LIP Delivery Plans.
- 4.3 Additional impetus for the programme had come from Statutory Guidance on 'Traffic Management Act 2004: network management to support active travel'.¹ The Guidance explained that it provides advice, 'In particular, it may guide authorities to help meet the ambitions set out in 'Gear Change,' The Statutory Guidance was withdrawn as the Plan for Drivers² was being published by central government. 'Gear Change: A Bold Vision for Cycling and Walking'³ remains in place as the Cycling and Walking Plan for England and appears to have equivalent status to The Plan for Drivers.
- 4.4 In January 2023, the Mayor in Cabinet considered the report 'Local Implementation Plan Healthy Streets funding: 2022/23 – 2024/25', agreeing the programme to form the basis of the draft Local Implementation Plan Delivery Plan 2023/24-2024/25. This report and recommendations revise the 2024/25 programme.

¹ [\[Withdrawn\] Traffic Management Act 2004: network management to support active travel - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/714447/traffic-management-act-2004-network-management-to-support-active-travel.pdf)

² [The plan for drivers - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/714447/the-plan-for-drivers.pdf)

³ [Cycling and walking plan for England - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/714447/cycling-and-walking-plan-for-england.pdf)

4.5 The recommended 2024/25 programme:

- Maintains the focus on the Mayor's Business Plan aim '*Support the regeneration of Croydon's town and district centres*'.
- Enables each scheme to be well planned. It moves away from the hurried nature of delivery instigated in response to the Covid Pandemic.
- Provides the time for stronger engagement with residents and ward councillors of development and delivery.
- Seeks to achieve (over time) a demonstrable improvement to the public realm and general environment – rather than simply an intervention on the highway (such as introducing a cycle lane or a bus lane). The programme generally (and the intended ongoing programme) aims to deliver improvements to the public realm and general environmental improvements alongside transport and highways measures.

4.6 As well as delivering Croydon Mayor and Council aims, the programme supports those of Transport for London and London's Transport Strategy. Transport for London's Guidance on Healthy Streets funding highlights several focus areas for Healthy Streets delivery (with a preference for schemes contributing to multiple objectives and deliverables). These deliverables include active travel, enhancing and expanding bus priority and Vision Zero (no killed or seriously injured road casualties).

4.7 The Council was informed by DLUHC on Monday 20th November that it has been provisionally awarded up to £18,498,777 for its Levelling Up Fund Bid under Round 3 of the programme. The Bid called 'Reconnected Croydon' is for a range of public realm, active travel and greening improvements which include the closure of several subways with the provision of surface level crossings within the town centre. The proposed 2024/25 LIP programme as set out in this report contain some elements from some of these Bid projects in their initial phases. Further work on the LUF programme will be undertaken in coming weeks to confirm its final content in view of the Bid having been submitted over a year ago, with the need to adjust for inflation and other delivery factors. It will however, allow the acceleration of many substantial projects which meet transport and movement objectives in the town centre and so further its regeneration.

4.8 Appendix A provides a breakdown of the total recommended funding amounts in 2024/25. The projects summarised below along with the proposed total funding for 2024/25.

4.9 Central Croydon (£1,800,000)

4.9.1 This element of the Delivery Plan is focussed on creating a demonstrable improvement to the quality of the public realm and the general environment in Central Croydon (alongside improvements to connectivity to and across a walkable (and cyclable) Town Centre). Improvements to bus priority, road safety, waiting and loading are also envisaged as part of a more integrated approach to LIP and other Town Centre regeneration projects. There will also be stronger engagement with residents, businesses, and ward councillors at each stage of development and delivery. This includes:

- Further improvements to the High Street and Dingwall Road.
- New schemes on College Road / George Street, Reeves Corner, and Poplar Walk / North End are also proposed.

4.9.2 The projects will continue to promote public transport and active travel and will help improve connectivity by fixing missing links in the public realm and cycle network. As envisaged in the Opportunity Area Planning Framework, this will increase the accessibility and viability of existing commercial space and help unlock sites for development. The development potential of several key regeneration sites could be unlocked by improvements to their surrounding public realm, making areas more attractive for new businesses or residents by providing a high-quality setting that will attract investment and places that people will want to spend time in.

4.10 Corridors (£1,025,000)

4.10.1 Croydon has identified key ‘movement’ corridors serving Croydon Town Centre and the surrounding area. Substantial development, improved transport links, and public realm improvements are expected to deliver major changes to these corridors. It is essential that for any changes to their design, that the priority afforded to each transport mode is balanced, responding appropriately to the future needs of Croydon Town Centre, whilst also taking into account localised priorities.

- For Wellesley Road we will change the character of the corridor. This is to help knit the public realm of the Croydon Opportunity Area back together and improve the quality of the public realm. The proposal is to replace the pedestrian underpass with a surface level crossing to reduce the severance the road creates.
- London Road and Brighton Road corridors are both of a more traditional ‘High Street character. The recommended 2024/25 programme proposes that these projects will review and assess interventions to date, engage with the community through co-design and seek to balance the different modes as part of a more integrated approach to these projects. Improvements to bus priority, road safety, waiting and loading, parking for local traders, active travel and public realm are envisaged. Key to this will be a process of stronger engagement with residents, businesses, and ward councillors at each stage of development and delivery.

4.11 Neighbourhoods (£375,000)

4.11.1 Improving our neighbourhoods is a key part of creating cleaner, safer and healthier places. This responds to the Mayor of Croydon’s Business Plan’s aim to make Croydon a borough we’re proud to call home. In line with the Mayor’s listening to Croydon pledge, we will work with the local community to develop and deliver a shared vision for each neighbourhood scheme.

4.11.2 It is envisaged that any retained neighbourhood schemes and any new schemes will continue to promote active travel benefits, the benefits will be evidenced based. Improvements to bus priority, road safety, waiting, and loading are also envisaged as part of a more integrated approach to such projects. We will also work with the community groups through community street audits to identify and implement localised public realm improvements. All proposed improvements would be subject to engagement with residents, businesses, and ward councillors at each stage of

development and delivery. There would be a focus on tree planting and other greening creating a 'garden city' environment to help clean our air and support the health and wellbeing of residents.

4.11.3 In the area east of the Town Centre at Addiscombe West/East, feasibility work is underway with the local community to develop proposals for a neighbourhood scheme which has community support and TfL approvals, with delivery planned for 2024/25.

4.11.4 The assessment of the legacy experimental 'Healthy' Neighbourhoods is to be concluded shortly, and recommendation on their future made. Where schemes continue, we would seek input from the local community on how to improve these schemes further, including identifying opportunities to create more balanced schemes and to improve the public realm within these neighbourhoods. These schemes are:

- Holmesdale Road Area
- Albert Road Area
- Dalmally Road Area
- Elmers Road Area
- Kemerton Road Area
- Parsons Mead Area
- Sutherland Road Area

4.11.5 Further projects in other neighbourhood areas are not included in the recommended and reduced programme for 2024/25, as part of seeking to ensure a better delivered, sharper focused programme.

4.12 School Streets (£250,000)

4.12.1 The January 2023 Cabinet report included feasibility work continuing to identify other potential School Street schemes and complementary measures where community support and the potential benefits of schemes are clearly identified. School Streets Groups 2-4 are being implemented in 2023-24.

4.12.2 It is proposed to continue in 2024-25 with the feasibility and implementation of School Streets Group 5 onwards. We are engaging with 6 schools this year. It is likely 4 of these will be taken forward as experiments, next year. The reduced scope of the recommended programme for 2024/25, is part of seeking to ensure a better delivered sharper focused programme.

4.13 Road Safety (£200,000)

4.13.1 The January 2023 Cabinet report included work to develop a road safety programme. This element of programme is continuing to be developed in 2024/5. The reduced scope of the recommended investment for 2024/25, is a result of seeking to ensure a better delivered sharper focused programme. Collision data has been analysed and Stage 1 reviews to include the top 30 clusters in the borough being conducted. Where possible road safety projects will be integrated into other projects within the LIP. An anticipated 10 road safety schemes would be taken forward in 2024/25.

4.14 Active Travel (£394,000)

- 4.14.1 Where possible active travel (walking, cycling and wheeling) projects will be integrated into other projects within the LIP (Croydon Town Centre, Corridors, and Neighbourhoods) as part of seeking to ensure a better delivered sharper focused programme.
- 4.14.2 Engagement with Members has identified opportunities to implement cycling routes through wider 'quietways' network away from more heavily used parts of the Highway network. This would require investment in well considered cycle infrastructure adjacent to the tram system in 2024/25 and investigation in quieter streets.
- 4.15 Bus Priority (£550,000)
- 4.15.1 Where possible Bus Priority projects will be integrated into other projects within the LIP programme as part of seeking to ensure a better delivered sharper focused programme (primarily Croydon Town Centre and Corridors projects).
- 4.15.2 The 2024/25 delivery programme proposes the implementation of the A2022 Kent Gate Way/Lodge Lane Roundabout, Addington Village scheme as a freestanding bus priority project. This project will create a new right-hand turn into interchange off Lodge Lane into Addington Village Interchange.
- 4.16 Cycle Parking (£100,000)
- 4.16.1 Transport for London typically supplements 'Safe Corridors and Neighbourhoods' funding with 'Cycle Parking' funding, where cycle parking projects will be delivered in accordance with criteria set by Transport for London. The value of this allocation in 2024/25 is not currently known and is agreed in consultation with TfL. The reduced scope of the recommended programme for 2024/25, is part of seeking to ensure a better delivered sharper focused programme.
- 4.17 Cycle Training (£130,000)
- 4.17.1 Cycle Training funding has been allocated by TfL in previous years and for 2024/25 to ensure cycle training is available to adults and children.

5 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 Not applying for LIP Healthy Streets funding was an option considered. The funding is there to support LIP measures which are to deliver the Mayor of London's Transport Strategy objectives locally. However, the LIP funding enables delivery of objectives important to Croydon.
- 5.2 Additionally, Section 152 of the GLA Act 1999 provides that if the Mayor of London considers that a council has not carried out any proposal in its LIP satisfactorily and according to the timetable in the plan, he will be able to exercise the appropriate powers of the council, at their expense, in order to fulfil the strategy.

6 CONSULTATION

6.1 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:

- 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.

6.2 This consultation occurred in a very different time for Croydon. The projects within this report / within the recommended the Delivery Plan / Programme, will each be the subject of new consultation and / or other engagement. In line with the Mayor of Croydon's Priority to become a council which listens to, respects and works in partnership with Croydon's diverse communities and businesses we will work to increase opportunities for residents to get involved in decisions and improvements that affect their lives and put local voices at the heart of the Council's work. We will ensure that all residents are treated fairly, with respect and dignity. Engagement will also happen via the newly established Forum on Active, Sustainable and Accessible Transport.

7. CONTRIBUTION TO COUNCIL PRIORITIES

7.1 As well as implementing proposals supporting the Croydon LIP, the recommended Delivery Plan / Programme supports achievement of objectives of the Croydon Opportunity Area Planning Framework, and Town Centre Master Plans, especially the West Croydon and Old Town Masterplans. It supports Priorities of the Mayor's Business Plan including 'Support the regeneration of Croydon's town and district centres, seeking inward investment and grants' and 'Lead action to reduce carbon emissions in Croydon'.

8 IMPLICATIONS

8.1 FINANCIAL IMPLICATIONS

8.1.1 The Delivery Plan recommended to the Mayor in Cabinet is in part an application to release funding from TfL (matched with other grant funding) to invest in the transport network in Croydon. Funding from TfL comes with some financial risk arising from an allocation process in recent years which has lacked certainty and consistent timings. Committed funding can also be subject to TfL claw back if TfL consider that outputs and outcomes are not in alignment with their requirements, even when the work has been

committed. However, if a borough does not prepare and implement a LIP, TfL can step in and undertake this requirement at the borough's expense.

8.1.2 Spend will be subject to the advice of the Corporate Director of Resources and Spending Control Panel approvals. Allocations of Croydon Council funds are indicative until recommendations have been agreed by Budget Council this year. Uncertainty regarding exact levels of external grant funding in future years may necessitate adjustments to the programme to match spend with available funding.

8.1.3 Funding has also been allocated to the programme from the Council's Growth Zone, Section 106 contributions, and from the Council's Capital Borrowing. Funding from LIP, Growth Zone and Section 106, will always be used before Capital Borrowing to minimise Council Borrowing. Given the uncertainty regarding exact levels of external grant funding in future years, lower funding will necessitate adjustments to the programme to match spend with available funding.

8.1.4 If agreed, the recommendations will permit (subject to advice of the Corporate Director of Resources) the spending of external funding provided to the Council with which to deliver elements of the Mayor of Croydon's business plan through the continued implementation of the LIP. This includes improving our public realm, supporting regeneration, securing inward investment, reducing carbon emissions.

8.1.5 Revenue and Capital consequences of report recommendation

	Current Year	Medium Term Financial Strategy – 3 year forecast		
	2023/24 £'000	2024/25 £'000	2025/26 £'000	2026/27 £'000
Revenue Budget	Available	Proposed		
Expenditure (TfL)	110	130	110	110
Income (TfL)	110	130	110	110
Effect of decision from report				
Expenditure (TfL)		130		
Income (TfL)		130		
Remaining Budget	0	0	0	0
Capital Budget	Available	Proposed	Proposed	Proposed
Expenditure	4569	4694	4050	4050
Income (TfL)	2162	3194	2350	2350
Income (Growth Zone)	900	1150	900	900
Income (S106)	1007	25	300	300
	500	325	500	500

Income (Capital Borrowing)				
Remaining Budget	0	0	0	0

8.1.6 Comments approved by Nish Narendran, Finance Manager on behalf of the Director of Finance. (Date 09/10/2023)

8.2 LEGAL IMPLICATIONS

8.2.1 The Mayor's Transport Strategy (MTS) provides the framework for the development of Local Implementation Plans (LIPs) by London boroughs; it also provides the basis for the assessment of grant applications. Under the Greater London Authority Act 1999 (GLA Act) Section 145, each London borough council must prepare a Local Implementation Plan (LIP) containing its proposals for implementing the MTS.

8.2.2 Under the GLA Act, the Mayor is empowered, through TfL, to provide grants to London Boroughs to assist with the implementation of the Transport Strategy. TfL are charged with responsibility of ensuring that the key rationale for allocating grants is the delivery of the MTS. In addition, the Mayor has "default" powers under Section 147-152 of the GLA Act, which broadly permit the Mayor to prepare a LIP or a revised LIP if a London Borough Council fails to do so, and permit the Mayor to implement a LIP if a London Borough Council fails to do so at that Council's expense.

8.2.3 The Climate Change Act 2008 requires the Secretary of State to ensure the net UK carbon account for 2050 is at least 100% lower than the 1990 baseline.

8.2.4 The Road Traffic Regulation Act 1984 (RTRA 1984) provides powers to regulate use of the highway. In exercising powers under the RTRA 1984, Section 122 (1) imposes a duty on the Council to exercise its functions under the Act so far as practicable to secure the "expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway". Decisions by the Courts show that this duty needs to be balanced in substance against the factors which may point in favour of imposing a restriction on that movement specified in Section 122(2). Broadly, these factors are, the desirability of securing and maintaining reasonable access to premises, the effect on the amenities of any locality affected, including the importance of regulating and restricting heavy commercial vehicles, the national air quality strategy, the importance of facilitating public service vehicles, and the safety and convenience of people using or wanting to use such vehicles, and any other matters appearing to the authority to be relevant.

8.2.5 Section 9 of the RTRA 1984 enables the Council, as the relevant traffic authority for the area, to make experimental traffic orders which can continue in operation for a maximum of 18 months. Section 10 of the RTRA 1984 makes provision for experimental traffic orders to be modified if necessary. Section 6 of the RTRA enables the Council to make permanent orders.

8.2.6 The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 prescribe the procedure to be followed in making these types of orders.

- 8.2.7 Each of the projects within the LIP Delivery Programme have been or will be the subject of separate reports, which will set out any relevant legal implications.

Comments approved by the Head of Litigation & Corporate Law on behalf of the Director of Legal Services and Monitoring Officer. (Date 05/10/2023)

8.3 EQUALITIES IMPLICATIONS

- 8.3.1 The Council, must in carrying out their functions, give due regard to the need to achieve the objectives set out under s149 of the Equality Act 2010 which are to:

- Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010.
- Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

- 8.3.2 Each project within this report will be the subject of a further report / recommendation at project or programme level. The programmes within this report such as the Healthy Schools Streets and Healthy Neighbourhood programmes, will also be the subject of Equalities Analysis with the findings included within the reports. The reports to confirm Traffic Orders will outline equality implications on protected characteristics including mitigation where applicable.

- 8.3.3 Comments approved by Naseer Ahmad on behalf of the Equalities Manager. (Date 16/11/2023)

9 APPENDICES

- 9.1 **Appendix A Local Implementation Plan (LIP) Proposed Delivery Programme 2024/25**

10 BACKGROUND DOCUMENTS

- 10.1.1 [Mayor of Croydon's business plan: 2022 to 2026](#)
- 10.1.2 [Croydon's Third Local Implementation Plan](#)
- 10.1.3 ['Guidance on developing Borough Healthy Streets Delivery Plans 2023/24-24/25', TfL, October 2022](#)
- 10.1.4 'Borough Healthy Streets 2024/25 programmes' letter from Penny Rees, Transport for London Head of Safe and Healthy Streets, 13 September 2023.

Appendix A Local Implementation Plan (LIP) Proposed Delivery Programme 2024/25

Proposed Expenditure

TfL Project Number	LBC Project Number	Project	TfL Proposed Spend in 2024/25	Proposed Match Spend in 2024/25	Phases to be Delivered	Notes
Central Croydon			£925,000.00	£875,000.00		
CRO050	ST0010 CMC West S1	High Street	£275,000.00	£275,000.00	Design and Build Design £50k Build £500k	Prioritisation exercise: Scarbrook Rd south stepped track with loading bay Resurface from Fell Rd to Scarbrook Rd junction Public realm improvements: Based on footway and c/way areas/SUDS and using different materials
CRO051	ST0016 CMC East S3	Dingwall Road	£275,000.00	£275,000.00	Design and Build Design £50k Build £500k	Stepped track on Dingwall Road south Public realm improvements: Based on footway and c/way areas/SUDS and using different materials
CRO057	ST0010 CMC West S3	Poplar Walk / North End	£50,000.00		Design & Consult	Next stages from Gateway 2 Link with North End Quarter via Regen Team
CRO053	ST0016 CMC East S2/3	College Road / George Street	£275,000.00	£275,000.00	Design and Build	George St crossing and delineated cycle space in 101 George St space plus design in College Road
CRO060	ST1004 Old Town LN 3b?	Old Town	£50,000.00	£50,000.00	Design and Consult	Footway level cycle track Reeves Corner Build in 2025-26
Corridors			£560,000.00	£465,000.00		
CRO061	ST3003 S8	Wellesley Road Crossing	£150,000.00	£175,000.00	Design and Consult	Wellesley Crossing: TfL traffic modelling to be completed Highways design to be started Subway infill design to be started Stats relocations Trams engagement and design consideration
CRO049	ST1001 S2	Brighton Road	£100,000.00	£50,000.00	Design, engagement, amendments to ETRO	Scheme to be reviewed back to GW1 design stage: Riddlesdown jct redesign Opportunities for parking to support retail Waiting/loading/bus stops Public Realm improvement
CRO066	ST3022 ???	Brighton Road north	£60,000.00	£40,000.00	Design and model and build crossing	Crossing at Whitgift Residential Home modelling work for the Southbridge Road bus priority
CRO052	ST1002 S2??	London Road	£250,000.00	£200,000.00	Design and build	Co Design exercise/engagement Side road parking Public realm improvement

						Additional zebra crossings
Neighbourhoods			£375,000.00			
CRO001		Holmesdale Road Area	£100,000.00			If made permanent, cost of doing so and small improvements following on from the Community Street Audit, plus further engagement
CRO002		Albert Road Area	£10,000.00			Funding to make permanent or to remove. If made permanent, then start engagement on further improvement.
CRO003		Elmers Road Area	£10,000.00			
CRO004		Dalmally Road Area	£10,000.00			
CRO005		Davidson Road / Kemerton Road Area	£10,000.00			
CRO006		Parsons Mead Area	£25,000.00			
CRO007		Sutherland Road Area	£10,000.00			
CRO010		Addiscombe East / West Area	£200,000.00			Continued engagement and technical approvals plus implementation of first solution(s)
School Streets						
CRO012		School Streets Implementation (Group 5 onwards)	£125,000.00	£125,000.00		Engaging with 6 schools this year. Likely 4 of these will be taken forward as experiments.
Road Safety						
CRO038		Road Safety Feasibility and Implementation	£200,000.00			10 Vision Zero Schemes
Active Travel			£359,000.00	£35,000.00		

CRO039	ST0008 NCN232 S1c	Mitcham Common to Wandle Park	£279,000.00		Design and Build	Section south of Ampere Way, a) Ikea Toucan crossing, b) woodland path / the bund Ampere Way to Waddon Marsh Tram Stop detailed design and build of the easier sections Design further sections and construct S1c
CRO054	ST0008 NCN232 S2a-b	Lloyd Park to Addington Park	£80,000.00		Design	Path along / adjacent to Coombe Road, designed in outline Work through design stages via Gateway process
CRO058		Lloyd Park to South Norwood Country Park (NB other improvements in SNCP)		£35,000.00	Design	Development of concept designs. Work through design stages via Gateway process
Bus Priority						
CRO067	ST3008 AVI	Addington Village Interchange	£550,000.00		Build	Project to shorten the route buses take to enter the interchange. Very high benefit cost ration. TfL proposed project from several years ago Build as long as all design and approvals complete in FY23/24 and Q1 FY24/25
Cycle Parking						
CRO082		Cycle Parking	£100,000.00			Installation of 20 Cycle Hangars
Cycle Training						
CRO083		Cycle Training	£130,000.00			
Highways Maintenance						
		Principal Road Maintenance	TBC			
TOTAL			£3,324,000	£1,500,000		

Local Implementation Plan (LIP) Proposed Funding for 2024/25

Proposed Funding

Funding Source	TfL Proposed Spend in 2024/25	Proposed Match Spend in 2024/25
TfL Corridors and Neighbourhoods	£1,385,000.00	
TfL Bus Priority	£550,000.00	
TfL Borough Cycling	£1,159,000.00	
TfL Cycle Parking	£100,000.00	
TfL Cycle Training	£130,000.00	
Growth Zone		£1,150,000
Croydon Capital CAP 50		£200,000
Croydon Capital CAP39		£125,000
Section 106 Projects		£25,000