



Transport and Environment Cabinet Member Bulletin Councillor Stuart King January 2018

20mph Roll-out Update

On Monday 15 January 2018, the Council will go live with the 20mph speed limit in area 4 covering the south east area of the borough.

Progress is also being made on the development and introduction of area 5, covering the southwest area of the borough, which is due to be introduced by the end of March 2018.

This will then complete the Council's ambitions to introduce 20mph speed limits in residential roads across the borough to help improve road safety, discourage through traffic, encourage walking and cycling, and to provide a safer and more pleasant environment for people to live and work in.

Winning the FTA Logistics Award

Groundbreaking work in the fields of construction site controls and the management of delivery vehicle movements were key factors in Croydon Council's pollution team winning a top industry award this month.

At the Freight Transport Association Logistics Awards, the three-strong team had beaten 100 candidates to make it onto a shortlist of four, which also included Hackney Council. Croydon's team won and were awarded Logistics Champion of the Year for Public Services.

The awards celebrate supply-chain leadership and excellence, and recognise leaders who have made a significant contribution to the industry, either as individuals or as businesses.

In 2005, the team was behind the launch of the South London Freight Quality Partnership which went on to pioneer guidance and regulation for construction logistics plans (CLP). The partnership's documents have since become the industry standards and are used, copied and rebranded by many bodies, including other London local authorities.

The first major Croydon development to benefit from having a CLP was the council's headquarters building, Bernard Weatherill House, in 2013. The plan became responsible for:

- 26% fewer vehicle delivery or collection visits to site during the build and fit-out phases in comparison to the initial prediction;
- fewer vehicle movements resulting in less congestion, a reduction in carbon dioxide emissions, 2.7kg less particulates, and 266kg less nitrous oxide;

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- waste minimisation and management, resulting in 94% recycling of site waste;
- on-time delivery performance measured at 97%, compared to an industry norm of approximately 85%; and
- better control of subcontractors through the use of a contractors' handbook and embedded contractual requirements for subcontractors.

In 2016, the team started a developers' forum for Croydon town-centre CLPs. The group meets six times a year and is attended by major developers, haulage operators, consultants, TfL, utilities operators, transport officers, planners, and pollution officers to share knowledge and give guidance, instruction and communication.

This year has seen the council become part of the pioneering Low Emissions Logistics project. This partnership of Croydon, Lambeth, Southwark and Wandsworth councils has seen many other London councils expressing an interest in joining.

The project aims to combine supplier deliveries and bulk purchase materials across all four councils. And work is under way to look at the feasibility of setting up a single centre to which large deliveries can be made before distribution to individual businesses using smaller, zero-emission vehicles, leading to reduced traffic congestion and less air pollution.

Growth Zone Projects

In December, the cabinet approved a programme of £4m of works for the Growth Zone (essentially our town centre) in 2018/19. The schemes will support and enable growth (i.e. jobs and housing) in Croydon including increasing the capacity of the public transport network and improvements to the streets.

Grouped into 5 categories the schemes next year include:

- A package of measures to manage and co-ordinate the construction related traffic relating to development sites in central Croydon.
- Schemes that support improvements to the transport network including progressing designs for Fiveways junction and a tram route along Dingwall Road, cycling and walking schemes in and around the town centre, improvements along London Road, Brighton Road and Mitcham Road, bus priority measures and designs for a rebuilt West Croydon station.

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- In the town centre work will continue to improve the streets and ensuring they link with proposals associated with major developments such as the redevelopment of the Whitgift Centre. Measures including more seating, improved lighting and events and activities are all planned.
- A review of the existing Controlled Parking Zone to reduce the impact of parking arising from the town centre on nearby residential streets.
- Development of energy projects including a District Energy scheme in Wandle Road and work with local communities to develop localised energy projects.

Air Quality Action Plan (AQAP) final consultation details

The final consultation on our draft Air Quality Action Plan went live on the website on the 4 December with the closing date being 5th February 2018.

This final version of the AQAP has been sent to statutory consultees such as:

- All neighbouring local authorities
- Transport for London and the Mayor of London (who will provide a joint response)
- Secretary of State
- Environment Agency – response received.
- Other public authorities as appropriate
- Internal and external plasma screens
- bodies representing local business interests and other organisations as appropriate
- residents
- businesses
- Schools



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Cycle Strategy

In January Cabinet is being recommended to adopt a Cycling Strategy for Croydon. The Strategy aims to release the significant cycling potential in Croydon (greater than any other London borough) identified by TfL. It aims to overcome three major barriers to cycling namely 'Safety', 'Availability' and 'Topography'.



Whilst there is little we can do about Croydon's hills, we can advise people on the type of bike to buy to help them climb the hills, and we will be promoting and encouraging the use of E-bikes. We will widen the availability of bikes by expansion of cycle hire and providing cycle storage on estates and on streets for residents who want to own a bike but do not have space to keep one. The main means of improving safety and the feeling of safety will be a network of high quality cycle routes focussed on the Town Centre. We are looking to fund implementation to the tune of £20m, mostly from Growth Zone funding but

also from other sources including funding from Transport for London.

The Strategy ultimately aims to develop a stronger cycling culture in Croydon and one that is inclusive. It aims for anyone and everyone to be able to consider cycling and to get cycling and to enjoy the access, health and economic benefits of doing so.

Transport for London LIP funding

Croydon Council and every other London local authority is required to make, maintain and deliver a plan to implement the Mayor of London's Transport Strategy within its area. This is known as the Local Implementation Plan (LIP). TfL provides modest (in terms of TfL's overall budget) but much needed funding to help local authorities deliver their LIPs. LIP funding is provided via different streams including 'Principal Road Maintenance' and 'Bridge Assessment and Strengthening' funding to help maintain important transport assets, and 'Corridors, Neighbourhoods and Supporting Measures' which is the main funding source local authorities use to deliver much of their LIPs. TfL previously indicated to each local authority the level 'Corridors' and 'Principal Road' funding each should expect in 2018/19. On the basis of this, Croydon Cabinet agreed in September the allocation of funding across 2018/19 projects in order to release 2018/19 LIP funding from TfL. In December



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however TfL announced a cut in LIP funding to most London Boroughs – its response to the fact that the Government is no longer providing revenue funding for TfL. In effect, Government cuts to TfL have been passed down to us.

These cuts will inevitably impact on our ability to deliver projects across the borough although we are seeking ways to minimise the impact of this.

Cuts are also being applied by TfL to funding for Bridge Assessment and Strengthening. However after strong lobbying by Croydon, I am pleased to report that TfL has confirmed that it will still fund the Blackhorse Lane bridge works.