

# LONDON BOROUGH OF CROYDON

<b>REPORT:</b>	<b>CABINET</b>	
<b>DATE OF DECISION</b>	25th JANUARY 2023	
<b>REPORT TITLE:</b>	LOCAL IMPLEMENTATION PLAN HEALTHY STREETS FUNDING: 2022/23 – 2024/25	
<b>CORPORATE DIRECTOR / DIRECTOR:</b>	NICK HIBBERD, CORPORATE DIRECTOR OF SUSTAINABLE COMMUNITIES, REGENERATION AND ECONOMIC RECOVERY HEATHER CHEESBROUGH, DIRECTOR OF PLANNING AND SUSTAINABLE REGENERATION STEVE ILES, DIRECTOR OF SUSTAINABLE COMMUNITIES	
<b>LEAD OFFICER:</b>	IAN PLOWRIGHT, HEAD OF STRATEGIC TRANSPORT CONTACT DETAILS Email:ian.plowright@croydon.gov.uk Telephone: 020 8726 6000	
<b>LEAD MEMBER:</b>	COUNCILLOR SCOTT ROCHE, CABINET MEMBER FOR STREETS AND ENVIRONMENT	
<b>KEY DECISION?</b> Ref. Number 7022EM.	Yes	REASON: Decision incurs expenditure of more than £1,000,000
<b>CONTAINS EXEMPT INFORMATION?</b>	No	Public
<b>WARDS AFFECTED:</b>	All	

## 1 SUMMARY OF REPORT

- 1.1 The report explains that:
- the Covid19 Pandemic resulted in erratic stop-start funding from Transport for London (TfL); and
  - TfL has been looking to return London local authorities to a longer term ‘Healthy Streets’ investment funding programme, similar to the former LIP (Local Implementation Plan) Funding programme.

In looking to reset the local authority funding programme, TfL has emphasised that local authority Delivery Plans must:

- deliver the ‘Healthy Streets’ objective; and

- be evidence based and data led

but can/should also respond to local priorities. The report describes the 'Strategic Data' set provided by TfL to underpin new LIP Healthy Street Delivery Plans. It recommends agreement of the Delivery Plan 2022/23 element, and agreement to a Delivery Plan for 2023/24 and 2024/25.

## **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 Healthy Streets delivery programme for 2022/23 including:

- Healthy Neighbourhoods (£574,000)
- School Streets (£249,000)
- Road Safety (£125,000)
- Active Travel (£3,150,000)
- Bus Priority (£508,000)
- Transport Strategy (£30,000)
- Station Capacity Improvements (£90,000)
- Cycle Training (£56,000)
- Cycle Parking (£34,000)

set out at Appendix 1 of this report and forming the LIP Healthy Streets Delivery Plan for 2022/23 made up of TfL LIP/Healthy Streets Funding and other funding.

### **2.2** to agree the programme at appendix 2 as the basis of a draft LIP Healthy Streets Delivery Plan 2023/24-2024/25 made up of TfL LIP/Healthy Streets Funding and other funding.

### **2.3** 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 LIP Healthy Streets Delivery Plan 2023/24-2024/25 for submission to TfL, in order to release 2023/24 LIP Healthy Streets Funding, making any necessary adjustments to the programme prior to and post submission, without incurring additional expenditure commitments for the Council.

### **2.4** to agree the expenditure in 2023/24 set out in this report and appendix 2, 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 relates to funding provided to Croydon Council by TfL in stages during the current financial year. This funding was provided by TfL in response to the Spending Submission/Programme agreed by Cabinet in January 2022, Cabinet also agreeing to expenditure of TfL funding in 2022/23 on delivery of the Programme (Decision Ref: 4821CAB). Funding provided early in this financial year had to be committed to projects by tight/early deadlines set by TfL. The large part of the funding was announced at the end of September, with the requirement that the projects it is to help deliver, be reported to TfL by the end of October.
- 3.2** Recommendation 2.2 ensures Croydon Council adheres to TfL's 'Guidance on developing Borough Healthy Streets Delivery Plans 2023/24-24/25' and is consequently able to access the funding offered by TfL. Recommended Appendix 1 and 2 form the Local Implementation Plan (LIP) Delivery Plan for the period 2022/23-2024/25.
- 3.3** Council officers are engaged with TfL on the content and wording of the Delivery Plan/Programme. Recommendation 2.3 is to allow the Delivery Plan to be adjusted (if necessary) in the light of any further feedback from TfL. It is also to allow adjustment for other reasons. For example, the Delivery Plan/Programme includes/anticipates a significant amount of Levelling Up Funding (LUF). At the time of writing this report, a decision on the Council's LUF bid is still awaited.

### **4 BACKGROUND AND DETAILS**

- 4.1** Each London local authority is required to produce a Local Implementation Plan (LIP) setting out how it will implement London's Transport Strategy within its area. Whilst the LIPs cover the lifetime of the Strategy, TfL requires each LIP to contain a Delivery Plan covering a three-year period. The Croydon LIP (approved by TfL on behalf of the Mayor of London in March 2019) included a Delivery Plan for the period 2019/20-2021/22.
- 4.2** TfL has traditionally chosen to support local authorities implement proposals in their Delivery Plans, by providing LIP Funding. However, the Covid19 Pandemic struck early in the period of the Delivery Plan. Lockdown brought TfL to the brink of bankruptcy due to the loss of income from fares and the congestion charge. TfL became reliant on financial support from central government. Therefore, TfL ceased providing LIP funding in May 2020. Instead, it provided funding for an initial few months with which to deliver the Covid19 Pandemic related Streetspace Plan, and central government's Active Travel priorities. Since then, there has been a series of very short-term funding allocations to local authorities, from the DfT, TfL or the DfT administered by TfL. There have been gaps within financial years when no funding was provided to London local authorities by either TfL or the DfT.

**4.3** In July 2021, Croydon officers sought to remake a delivery programme in the light of both the broken funding regime and changed priorities of central government and TfL. A new programme was recommended to Cabinet, subject to funding being provided by TfL (Decision Ref: 3621CAB). In parallel, TfL was looking to return London local authorities to a longer term 'Healthy Streets' investment funding programme, to support implementation of measures in LIP Delivery Plans. In looking to reset the local authority transport investment funding programme, TfL has emphasised that new Delivery Plans must:

- deliver the 'Healthy Streets' objective; and
- be evidence based and data led.

but can/should also respond to local priorities. In anticipation of successfully negotiating a longer-term funding deal with central government for 2022/23 onwards, TfL issued Guidance (October 2021) to local authorities on developing LIP/Healthy Streets Delivery Plans for 2022/23-2024/25. Due to funding uncertainties and the challenges of planning in the Covid19 emerging recovery, TfL required only draft Delivery Plans be prepared, drafts based on past LIP Funding amounts.

**4.4** At its January 2022 meeting, Cabinet agreed (Decision Ref: 4821CAB) a Spending Submission to TfL to form both:

- the funding request to TfL for 2022/23 LIP/Healthy Streets Funding; and
- the basis of the draft LIP/Healthy Streets Delivery Plan 2022/23 – 2024/25

However, no long-term funding settlement was agreed between TfL and central government, within the timeframe anticipated by TfL.

**4.5** At the July meeting of Mayor in Cabinet, a report on Croydon's Levelling Up Fund bid was considered. The bid sought to bring external funding to deliver infrastructure investment that would help in the wider regeneration of Croydon's Town Centre (this supported the Executive Mayor's manifesto commitment to put the Town Centre development back on track, and to bring in much needed investment to provide a mixed use of jobs, homes, retail, education and culture.) The report highlighted the need to secure investment in the Town Centre, which would realise long-term held ambitions to create a vibrant town centre that matched the needs of Croydon residents and businesses. It was acknowledged that the Levelling Up Fund was a great opportunity to bring in funding for the Town Centre, and had a wealth of support behind it from the Borough's business community. The bid and report were prepared in the early part of this financial year, when there was no long-term financial settlement agreed between central government and TfL, and hence no LIP Funding to local authorities confirmed. The required match funding for the LUF bid was to be provided via Growth Zone funding, Developer S106 planning agreement financial contributions, and Council Capital borrowing etc. The transport elements (i.e. not the Fairfield frontage element) of the LUF bid / programme are incorporated into the recommended Delivery Plan at appendix 1 and 2.

**4.6** Local authorities were required to submit confirm their programme for July-March 2022/23 to TfL by 28th October. Recommendation 2.1 of this report seeks the Mayor's agreement of that 2022/23 Programme, and with elements now in delivery or delivered. Recommendation 2.2 is to agree a programme for the following two years as the basis of a draft LIP Healthy Streets Delivery Plan 2023/24-2024/25.

4.7 TfL has provided a 'Strategic Data Set', to inform the making of the new LIP Healthy Streets Delivery Plans. It includes the:

- Casualty harm (road danger) and excess harm analysis
- Strategic bus analysis (bus journey time and reliability)
- Strategic neighbourhood analysis (identifying areas where Healthy Neighbourhoods should be considered)
- Strategic walking analysis (identifying the top 10 per cent locations with the highest potential to grow walking within each borough, based on data about current walking and short car journeys that could be reasonably walked instead)
- 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)

4.8 TfL highlights a number of focus areas for Healthy Streets delivery through the new LIP Delivery Plans/Programmes, with a preference for schemes contributing to multiple objectives. Those focus areas (plus example measures indicated by TfL), are in Figure 1 below.:

**Figure 1. TfL Recommended Focus Areas**

<p>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</p> <p><b>Primary deliverables</b></p> <ul style="list-style-type: none"> <li>• Tackling high risk locations for Vision Zero</li> <li>• New or upgraded cycle routes aligned to the Strategic Cycling Analysis</li> <li>• Connectivity enhancements e.g., permitting two-way cycling on one-way streets, cycle-contrafloes crossings, local links and removal/upgrade of access controls.</li> <li>• Low Traffic Neighbourhoods (LTNs) and 'Bus and cycle only' streets</li> <li>• 20mph and compliance measures</li> <li>• New or upgraded pedestrian and/or cycle crossings including at signalised junctions where no current pedestrian crossing facilities exist. Upgrade of pedestrian refuges to zebra or parallel crossings.</li> <li>• Improving access to transport interchanges for active modes</li> </ul>	<p>Enhancing and expanding London's bus priority network to enable faster and more reliable buses, making them a compelling offer for Londoners</p> <p><b>Primary deliverables</b></p> <ul style="list-style-type: none"> <li>• New bus lanes aligned to the priority locations for bus performance enhancement, as well as new bus gates and 'bus and cycle only' streets (with appropriate timings)</li> <li>• Increases in operational hours of existing bus lanes to operate 24/7</li> <li>• Extensions to existing bus lanes</li> <li>• Transformational junction redesigns to prioritise buses and sustainable modes</li> <li>• Signal priority for buses (delivered with the TfL Network Performance team)</li> </ul>
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Alongside these primary measures, boroughs may deliver supporting measures such as:

- School streets and accompanying measures to promote active travel to school
- Reallocation of parking and carriageway space to walking, cycling and public realm e.g., parklets
- Pedestrian improvements such as footway widening
- Enhancements to pedestrian accessibility
- Upgrades and improvements to existing signed Cycleways as discussed with TfL Portfolio Sponsor, including enhancements to cycle route accessibility e.g., access barrier removal
- Upgrading the experience and accessibility of the Walk London network

Alongside these bus priority deliverables to improve bus speeds, boroughs may deliver supporting measures such as:

- Bus stop accessibility enhancements
- Improved conditions at and around stops focused on safety and security
- Improvements to the accessibility and experience of walking routes to bus stops
- Rationalised kerbside activity to limit interference with bus and cycle progression

**4.9** The 2022/23 and 2023/24 projects for each element are summarised below along with the proposed total funding. The breakdown of the total recommended funding amounts is detailed in appendices 1 and 2. Appendix 2 also indicates funding for 2024/25 (funding for that year still to be confirmed by TfL).

**4.10 Experimental Healthy Neighbourhoods (£574,000 in 2022/23 and £685,000 2023/24))**

4.10.1 Funding supporting the monitoring and engagement around the current Experimental Healthy Neighbourhoods:

- Holmesdale Road HN
- Albert Road HN
- Elmers Road HN
- Dalmally Road HN
- Kemerton Road HN
- Broad Green HN
- Sutherland Road HN

4.10.2 As well as the above, feasibility work will continue to identify other potential Healthy Neighbourhood schemes where community support and the potential benefits of schemes are clearly identified. Areas were work to assess both the level of community support and the potential benefits would be undertaken, include Sydenham Road and Dagnall Park and a large area just east of the Town Centre at Addiscombe West-East.

#### **4.11 School Streets (£249,000 in 2022/23 and £225,000 in 2023/24)**

4.11.1 This element of the programme supports the current implementation of Healthy School Streets including:

- The Crescent Primary School & Brit School
- G4 HSS21 Rockmount Primary
- G4 HSS14 Elmwood Schools (Infant & Junior)
- G3 HSS 3 South Norwood Primary School
- G3 HSS 4 St Cyprians Greek Orthodox Primary School
- G3 HSS 5 Howard Primary School
- G3 HSS 6 Oasis Shirley Park
- G3 HSS 7 Good Shepherd Catholic School
- G3 HSS 8 Kenley Primary School
- G4 HSS 9 Gonville Academy
- G3 HSS 10 Park Hill Junior & Infants School
- G4 HSS22 St. James the Great Primary
- G4 HSS18 Kensington Primary & Norbury High
- G4 HSS17 Harris Academy South Norwood, Beulah Hill Campus (as amended)
- G4 HSS20 Oasis Academy Byron (as amended)
- G4 HSS24 St. Peter's Primary
- G4 HSS19 Minster Schools
- G4 HSS15 Harris Academy Crystal Palace
- G4 HSS16 Harris Academy Invictus

4.11.2 As well as the implementation of the above during 2023/24 onwards, feasibility work will continue on other potential School Streets where community support and the potential benefits of schemes can be clearly identified.

#### **4.12 Road Safety (£125,000 in 2022/23 and £295,000 in 2023/24)**

4.12.1 Due to the late award of funding, it is not possible to implement Safety schemes in 2022/23. It is therefore proposed to use the funding for localised speed control measures, to design schemes and to consult on proposals ready for implementation in 2023/24, including:

- Selsdon - Pixton Way Safety Scheme
- Grasmere Road Safety Scheme
- Auckland Road / Cypress Road Zebra Crossing

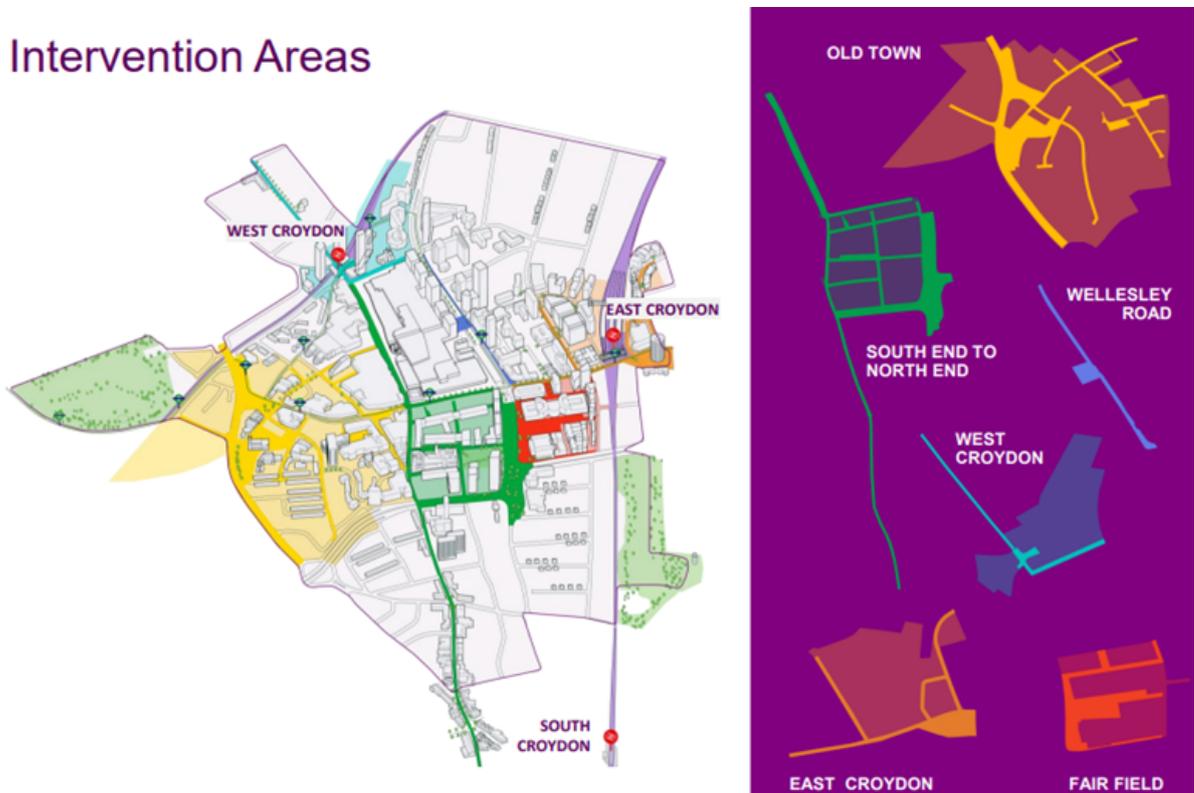
4.12.2 As well as the implementation of the above schemes from 2023/24 onwards, feasibility work will continue on further Safety schemes.

#### **4.13 Active Travel including Levelling Up Fund Programme (£3,150,000 in 2022/23 and £5,435,000 in 2023/24)**

4.13.1 The Delivery Plan includes active travel measures (pedestrian improvements and segregated cycle tracks) together with associated

public realm improvements. This is focussed on creating improved connectivity to and across a walkable (and cyclable) Town Centre. Approximately £40m of active travel benefits have been identified and are key to the business case for the application for Levelling Up Funding.

**Figure 2. LUF Programme Intervention Areas**



4.13.2 The implementation planned as part of the 2022/23 programme includes early parts of the Levelling Up proposals. They are very much a test for the Council's ability to implement active travel infrastructure to the required standards. Active Travel England will assess all applications for active travel funding (including the Levelling Up Fund), and award funding to schemes only if they meet the standards and principles set out in Local Transport Note 1/20. Active Travel England are also beginning to inspect and publish reports on highway authorities for their performance on active travel and identify particularly dangerous failings in their highways for cyclists and pedestrians, linking future transport investment to performance against these standards. In London TfL is fulfilling a similar role in addition to Active Travel England. Scheme implementation in 2022/23 includes:

- Improvements to the High Street, Dingwall Road and London Road;
- Completing implementation of the experimental active travel segregated cycle track and walking environment scheme on Brighton Road;
- Construction of the previously consented proposals for a cycle and walking route along Ampere Way.

4.13.3 These 2022/23 delivery projects are focussed on the Town Centre and the priority cycle corridors (identified by TfL) leading to it. Due to the late award of TfL funding, the Ampere Way scheme is brought forward as a priority scheme as it is ready for delivery (having Traffic Management Orders agreed and designs at the 'Issue for Construction' stage). The scheme will also implement a key link on the Croydon Town Centre – Mitcham corridor, helping to develop an alternative to cycling on the Mitcham Road and avoiding the Lombard Roundabout.

**Table 1. LUF Projects at the Town Centre**

Intervention Area	Scheme	2022/23	2023/24	2024/25
West Croydon	CRO051 LONDON RD TFL LIP GZ BLEN	£716,817	£1,080,789	£62,200
	CRO051 LONDON RD IFG280	£16,347	£0	£0
	CRO044 WEST CROYDON STATION CAPACITY ENHANCEMENTS IFG 311	£30,000	£10,000	£132,781
Old Town	CRO040 MITCHAM RD IFG281	£19,625	£100,000	£250,000
	CRO080 OLD TOWN MITCHAM RD TFL LN GZ	£162,476	£2,405,415	£3,609,815
	CRO061 OLD TOWN CYCLE CONTRAFLOWS	£52,000	£150,000	£150,000
	CRO061 OLD TOWN CYCLE CONTRAFLOWS -DRUMMOND RD S1 IFG180	£0	£59,876	£0
Wellesley Road	(Includes removal of the pedestrian subway and construction of a surface level pedestrian crossing on the Wellesley Road by Lansdowne Road) CRO061 WHITEHORSE ROAD TFL BUS PRIORITY IFG277	£247,535	£1,434,400	£1,109,315
East Croydon	CRO064 EAST CROYDON BUS PRIORITY REL1129B IFG298	£12,269	£77,005	£0
	CRO049 DINGWALL ROAD IFG291	£85,514	£0	£0
	CRO050 DINGWALL ROAD TfL DFT GZ	£298,723	£0	£0
	CRO043 EAST CROYDON STATION CAPACITY IMPROVEMENTS IFG 309	£60,000	£1,455,965	£188,658
Fairfield	CRO053 FAIRFIELD IFG174	£12,696	£59,774	£150,000
	CRO057 COLLEGE ROAD IFG290	£30,000	£600,324	£250,000
South End to North End	CRO049 HIGH STREET DFT ATEF IFG287	£267,139	£0	£0

	CRO049 HIGH STREET -NORTH END IFG287	£51,401	£0	£0
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4.13.4 In line with the Council's Network Management Duty, successful delivery of schemes needs to take into account real-world feedback particularly around access for businesses. This means schemes should be retained and adjusted to make them work. TfL (overseen by the DfT) will also inspect new Active Travel infrastructure to ensure schemes meet these new standards and principles, and require funds to be returned for any which have not been completed as promised, or not started or finished within the agreed timeframe.

4.13.5 Feasibility work is continuing on further Active Travel schemes to be delivered from 2023/24 onwards as part of the continuing work on Levelling Up proposals for the Town Centre and along the priority cycle corridors. On the ground delivery of new schemes in 2023/24 will be largely confined to LUF related projects at the Town Centre. Beyond the Town Centre, the focus will largely be on monitoring and engagement at already implemented experimental schemes, and assessment and engagement associated with possible future schemes. Given the uncertainty regarding exact levels of external grant funding from the Levelling Up Fund and other sources, lower funding would necessitate adjustments to the programme to match spend with available funding.

#### **4.14 Bus Priority (£508,000 in 2022/23 and £1,882,000 in 2023/24)**

4.14.1 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. These schemes start to help bring forward associated public realm improvements in the Town Centre which are key to the business case for the Levelling Up proposals, particularly along the Wellesley Road – Whitehorse Road corridor, including removal of the pedestrian subway and construction of a surface level pedestrian crossing on the Wellesley Road by Lansdowne Road.

4.14.2 Due to the recent stop start nature of TfL funding, it is not possible to progress schemes to implementation in 2022/23. Feasibility work is continuing on schemes intended for delivery from 2023/24 onwards (subject to funding from TfL and other sources).

#### **4.15 Transport Strategy (£30,000 in 2022/23 £63,000 in 2023/24)**

4.15.1 Strategic Transport Modelling is being conducted with TfL in 2022/23 to assess the impact of Purley Way and Croydon Town Centre growth on the highway and public transport networks. 2023/24 funding is proposed for a Parking Management and Control of On-street Parking Plan/Strategy.

#### **4.16 Station Capacity Improvements (£90,000 in 2022/23 and £1,490,000 in 2023/24)**

4.16.1 Feasibility work is underway around East and West Croydon Stations to identify interim measures needed to deal with current access and capacity constraints. Proposals identified will be delivered from 2023/24 onwards (subject to funding from TfL and other sources). Active Travel and public realm proposals in and around the Stations are also part of the continuing work on Levelling Up proposals for the Town Centre. As with other parts of the programme, given the uncertainty regarding exact levels of external grant funding from the levelling Up Fund and other sources, lower grant funding would necessitate adjustments to the programme to match spend with the available funding.

#### **4.17 Cycle Training (£56,000 in 2022/23)**

4.17.1 Cycle Training funding has been allocated by TfL in the current year to ensure that cycle training is available to adults and children. Each London borough has been allocated a base level of funding of £56,000 for this financial year.

#### **4.18 Cycle Parking (£34,000 in 2022/23 and £36,000)**

4.18.1 TfL intends to supplement 'Safe Corridors and Neighbourhoods' funding with 'Cycle Parking' funding, where cycle parking projects will be delivered in accordance with criteria set by TfL. The 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.

**Railway station cycle parking** – Kenley Station Cycle Hub in 2022/23

## **5 ALTERNATIVE OPTIONS CONSIDERED**

- 5.1 A variety of options exist for the programme which match the activity within the programme to the available levels of funding for the programme. Options considered include the level of support from Council sources. Reductions in the available levels of this funding would have an impact on the ability to deliver on objectives of the Mayor's Business Plan, particularly the ability to attract inward investment. In order to attract grant funding, core funding is needed to develop the pipeline of projects so that they are feasible, costed and deliverable. Investment in the borough via the LIP programme also creates confidence for others to invest in Croydon.

## **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 The proposals in the recommended Delivery Plan work with the grain of the findings of that consultation. However, that consultation was clearly some time ago. The projects within this report / within the recommended the Delivery Plan / Programme, will each be the subject of new consultation and / or other engagement.

## **7. CONTRIBUTION TO COUNCIL PRIORITIES**

- 7.1 As well as implementing proposal supporting the Croydon Local Implementation Plan, the recommended Delivery Plan / Programme supports achievement of objectives of the Croydon Opportunity Area Planning Framework, and Town Centre Masters 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.
- 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 (eg Levelling Up Funding at the time of drafting this report), may necessitate adjustments to the programme to match spend with available funding.
- 8.1.3** Under normal circumstances TfL provides annual funding to support delivery of the LIP programme. This year (as in the previous two years) TfL has provided funding in a series of smaller short term packages. Following the September settlement from central government, London's local authorities have been informed (27 September) of more substantial core funding from TfL through the 'Neighbourhoods and Corridors' programme, allocated on a formula basis. TfL has also provided additional funding for further programmes including Bus Priority and Cycleways Network Development. Appendix 2 / the recommended Delivery Plan is the 'bid' into these additional discretionary funding streams. Where available, TfL has provided details of this additional funding into 2023/24 although the full programme of potential support from TfL remains uncertain and also dependent on the outcome of the 'bid'.
- 8.1.4** Funding has also been allocated to the programme from the Council's Growth Zone, Section 106 contributions, the Greater London Authority, the Friends of Croham Hurst, and from the Council's Capital Borrowing. Further substantial funding has been sought from the Government's Levelling Up Fund which is included in the forecast below. 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.
- 8.1.5** 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.

## 8.1.6 Revenue and Capital consequences of report recommendation

	Current Year	Medium Term Financial Strategy – 3 year forecast		
	2022/23 £'000	2023/24 £'000	2024/25 £'000	2025/26 £'000
<b>Revenue Budget Available</b>				
Expenditure (TfL)	£56,000			
<b>Effect of decision from report</b>				
Income (TfL)	£56,000			
<b>Remaining Budget</b>	£0			
<b>Capital Budget</b>	<b>available</b>	<b>proposed</b>	<b>proposed</b>	
Expenditure	£4,777,637	£10,112,119	£9,708,512	
<b>Effect of decision from report</b>				
Income (TfL)	£2,129,000	*£3,434,000	**£4,415,000	
Income (LUF)	£363,434	£4,271,569	£3,131,330	
Income (GLA)	£277,695			
Income (other)	£3,406			
Growth Zone Capital (CAP39)	£900,000	£900,000	£900,000	
Borrowing Capital (CAP50)	£160,000			
Borrowing Capital (CAP50)	£500,000	£500,000	£500,000	
Borrowing S106	£444,102	£1,006,550	£762,182	
<b>Remaining Budget</b>	£0	£0	£0	

\* NB Thus far TfL has only indicated the provision of £1,355K formula based 'Safer Corridors and Neighbourhoods' funding plus £36K 'Cycle Parking' funding. The figure of £3.434M includes amounts of 'Bus Priority' and 'Cycleways Network Development' etc funding which the recommended Delivery Plan seeks TfL to allocate and release to Croydon

\*\*NB 2024/25 is beyond the period of the current financial agreement between central government and TfL. Consequently, TfL has not indicated a funding figure for 2024/25. The figure of £4.415M is the total amount of funding the recommended Delivery Plan seeks TfL to allocate and release to Croydon

**8.1.7** Comments approved by, Interim Head of Service, Finance on behalf of the Corporate Director of Resources. (Date 12/01/2023)

## **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. 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.
- 8.2.2** 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.
- 8.2.3** 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.
- 8.2.4** 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.
- 8.2.5** The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 prescribe the procedure to be followed in making these types of orders.
- 8.2.6** Each of the projects within the LIP Delivery Programme for July to March 2022/23, and within the LIP Delivery Plan 2023/24 – 2024/25, have been or will be the subject of separate reports, which will set out any relevant legal implications.
- 8.2.7** Comments approved by Sandra Herbert, Head of Litigation & Corporate Law on behalf of the Director of Legal Services and Monitoring Officer. (Date 12/01/2023)

## **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 will outline equality implications on protected characteristics including mitigation where applicable.

**8.3.3** Comments approved by Denise McCausland, Equality Programme Manager. (Date 13/12/2022)

## **OTHER IMPLICATIONS**

### **8.4 RISKS**

**8.4.1** Failure to follow TfL's guidance and agree a Delivery Plan, would most likely result in TfL not providing transport investment funding for the remainder of 2022/23 and for subsequent years. This could potentially impact on the Council's ability to secure inward investment from other sources.

**8.4.2** There is a risk that the Delivery Plan/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.

**8.4.3** Due to delays in the latest 2022/23 funding allocations provided by TfL there is a risk that all of this year's TfL allocation cannot be spent by the end of the financial year. TfL are continuing discussions with Central Government to agree that the use of funding can be continued into 2023/24. In the meantime, we are working with the Highways supply chain to ensure that the work programme can meet the current financial deadlines.

**8.4.4** If TfL fails to become financially sustainable following the end of the support from central government next year, there could be a resulting reduction or withdrawal of LIP Funding to the boroughs. This would require the scaling back of the planned programme for Croydon. The programme would then be adjusted, focusing on highest priority projects, and continuing to make use of the other available funding sources.

**8.4.5** Comments approved by, Interim Head of Service, Finance on behalf of the Corporate Director of Resources. (Date 13/12/2022)

## **8.5 FUTURE SAVINGS/EFFICIENCIES IMPLICATIONS**

**8.5.1** 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.

**8.5.2** Comments approved by, Interim Head of Service, Finance on behalf of the Corporate Director of Resources. (Date 13/12/2022)

## **8.6 HUMAN RESOURCES IMPLICATIONS**

**8.6.1** There are no immediate HR impact issues arising out of this report. If any should arise these will be managed under the Council's Corporate HR policies and procedures.

**8.6.2** Approved by: Jennifer Sankar, Head of Housing Directorate & SCRER Directorate, for and on behalf of Dean Shoesmith, Chief People Officer (Date 05/12/2022)

## **8.7 ENVIRONMENTAL IMPLICATIONS**

**8.7.1** The Delivery Plan / Programme supports the Executive Mayor's Business Plan priority 'Lead action to reduce carbon emissions in Croydon', as well as supporting reducing emissions of locally important air pollutants from vehicles in Croydon.

## **8.8 HEALTH IMPLICATIONS**

**8.8.1** By seeking to help people choose to travel more actively (gaining exercise whilst traveling), and tackling road danger, the recommended programme supports the Executive Mayor's Business Plan outcomes of a safer and healthier place, and a borough where people can lead healthier and independent lives for longer.

## **9. APPENDICES**

Appendix 1 – Recommended 2022/23 Programme  
Appendix 2 – Recommended 2023/24-2024/25 Programme  
Appendix 3A – Map of project locations (North)  
Appendix 3B – Map of project locations (South)

## **10. BACKGROUND DOCUMENTS**

'March 2022 Funding Allocation' Letter from TfL Head of Network Sponsorship to Croydon Chief Executive, 23 March 2022

LIP Funding letter from TfL Head of Network Sponsorship to Croydon Chief Executive, 27 September 2022

'Guidance on developing Borough Healthy Streets Delivery Plans 2023/24-24/25', TfL, October 2022