

Croydon Council

For general release

REPORT TO:	TRAFFIC MANAGEMENT CABINET COMMITTEE 9TH FEBRUARY 2011
AGENDA ITEM:	13
SUBJECT:	PROGRAMME OF TRANSPORTATION AND HIGHWAYS PROJECTS LOCAL IMPLEMENTATION PLAN FUNDING 2011/2012
LEAD OFFICER:	EXECUTIVE DIRECTOR PLANNING, REGENERATION AND CONSERVATION
CABINET MEMBER:	COUNCILLOR PHIL THOMAS, CABINET MEMBER FOR ENVIRONMENT & HIGHWAYS COUNCILLOR JASON PERRY, CABINET MEMBER FOR PLANNING, CONSERVATION & CLIMATE CHANGE COUNCILLOR SIMON HOAR, CABINET MEMBER FOR REGENERATION & ECONOMIC DEVELOPMENT
WARDS:	ALL
CORPORATE PRIORITY/POLICY CONTEXT: Projects & proposals within the “Local Implementation Plan (LIP) Funding Application” address the following corporate priorities: <ul style="list-style-type: none">• Safer, Stronger & more Sustainable Communities• Achieving Better Outcomes for Children & Young People• Promoting Economic Growth & Prosperity• Improving Health & Well-being• Improving the Environment	
LOCAL AREA AGREEMENT (LAA) TARGETS:	
FINANCIAL SUMMARY: Transport for London (TfL) has confirmed the allocation of £3.297m through its Local Implementation Plan (LIP) funding programme for 2011/12 to deliver projects in Croydon relating to the ‘Corridors, Neighbourhoods and Supporting Measures’ programme. It has also confirmed £462,000 ‘Principal Road Maintenance’ LIP funding in response to a bid from Croydon Council and has confirmed provision of £100,000 ‘Borough Discretionary’ LIP Funding allocation for 2011/12. TfL has still to respond to bids for ‘Maintenance’ LIP funding for bridges.	

FORWARD PLAN KEY DECISION REFERENCE NO.:

Not a key decision

1. RECOMMENDATIONS

The Cabinet Committee is recommended to:

- 1.1 Note the 2011/12 transportation and highways projects of the 2011/12-2013/14 draft Local Implementation Plan programme to be delivered with Local Implementation Plan funding now confirmed by Transport for London.
- 1.2 Agree that for the reasons detailed in para.4.4 the Director of Economy and Sustainability, in consultation with the Cabinet Member for Environment and Highways and Transport for London, be given delegated authority to make variations to the programme.
- 1.3 Note that those more complex projects and those requiring the making of a Traffic Regulation Order, will continue to be submitted to the Cabinet Committee for more detailed consideration and approval prior to implementation.

2. EXECUTIVE SUMMARY

- 2.1 This report outlines the process by which Transport for London (TfL) provides funding to local authorities to support delivery of proposals within Local Implementation Plans (LIPs). It sets out the LIP funding to be provided by TfL to Croydon Council for 2011/12 and presents the current list of projects to be delivered with that funding.

3. INTRODUCTION AND BACKGROUND

- 3.1 Each London local authority is required to prepare a LIP to implement the London Mayor's Transport Strategy (the Strategy) within its area. The London Mayor must be satisfied that the proposals, resources and timescales within each LIP are adequate to deliver his Strategy. TfL provides each local authority with funding to support delivery of proposals within its LIP when satisfied that those proposals will help deliver the objectives of the Strategy. TfL no longer requires local authorities to submit bids for most of the LIP funding. Instead, TfL now allocates the majority of the funding to each local authority based on a formula.

3.2 The London Mayor published his Transport Strategy in May 2010 and required each local authority to draft its LIP and submit the draft to TfL by December 2010. Each local authority is required to set out in its LIP its 2011/12 -2013/14 programme to implement the Strategy. To enable local authorities to develop their programmes, TfL has indicated the level of ‘Corridors, Neighbourhoods and Supporting Measures’ LIP funding it intends to allocate to each authority for each of the years. The Croydon Council (post Comprehensive Spending Review) allocation for each of the three years is:

£3,297m - 2011/12 (confirmed)
 £3,163m - 2012/13
 £2,712m - 2013/14

In order to release each year’s allocated funding, each local authority must submit / confirm to TfL (in the preceding October) the detail of projects it proposes to implement with LIP funding.

3.3 At its meeting on 11th October 2010 (Minute A116/10), Cabinet agreed the Council’s submission of projects to be included in the LIP funding programme submission for 2011/12. The submission included project proposals to release allocated Corridor and Neighbourhood LIP funding, along with bids for ‘Maintenance’ funding for Bridges and Principal Roads. Following the recent Comprehensive Spending Review, TfL reduced the total amount of LIP funding available to London local authorities. This has been reflected within the programme in the draft Croydon LIP and the 2011/12 element of the programme set out in this report. Croydon’s 2011 / 12 LIP Funding settlement from TfL (excluding Maintenance funding for Bridges) is set out below.

Funding Block	(£000s)
Corridors, Neighbourhoods and Supporting Measures	£3,297
Principal Road Maintenance	£462
Borough Priority Fund	£100
Total	£3,859

The following section outlines the projects in 2011/12 to be delivered with ‘Corridors, Neighbourhoods and Supporting Measures’ LIP Funding.

4. 2011/12 LIP FUNDED PROJECTS

4.1 The 2011/12 element of the LIP programme includes:

- A comprehensive scheme for public realm improvements to Addiscombe Local Centre at an anticipated cost of £1.00M;
- Walking and Cycling initiatives including cycle training to total value of £0.5M;
- A series of Road Safety and Speed Management projects;
- A series of 'Smarter Travel' initiatives aimed at encouraging travel by more sustainable means.

4.2 The list of projects in the Appendix to this report has been developed to support the overall aims of the Mayor's Transport Strategy. The programme largely reflects that submitted to TfL in October 2010 following agreement by Cabinet. Some amendments have been made to take account of the reduced allocation following the Comprehensive Spending Review, in consultation with the Cabinet Member for Environment and Highways. More recently some of the projects have been drawn into the current financial year (in consultation with the Cabinet Member for Environment and Highways and with TfL) to make an earlier start and to release some 2011/12 LIP funding to complete delivery of the 2010/12 Purley public realm project in 2011/12. The projects are listed in the Appendix.

4.3 For the more complex projects the current practice of submitting separate reports for detailed consideration by the Cabinet Committee prior to implementation will continue. Projects to be considered separately in this way will normally be those involving significant alteration to the layout of the highway, traffic flow patterns and/or use of permanent Traffic Regulation Orders.

4.4 The support of and/or acceptance by residents is critical to the success of traffic management proposals and good practice is to engage the public as proposals are developed. It is also important that the Council can be responsive to traffic and safety problems on the network which may arise during the life of the programme. Also, not all proposals will be capable of being progressed as originally programmed. TfL acknowledges that programmes need to be managed and adjusted. TfL and Croydon Council officers meet regularly to discuss programme delivery and to agree programme adjustments. For these reasons it is important to have flexibility and delegated authority to make such changes to the programme is sought for the Director of Economy and Sustainability, in consultation with the Cabinet Member for Environment and Highways and TfL.

5 FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS

5.1 Revenue and Capital consequences of report recommendations

	Current year	Medium Term Financial Strategy – 3 year forecast		
	2010/11 £'000	2011/12 £'000	2012/13 £'000	2013/14 £'000
Revenue Budget available				
Expenditure				
Income				
Effect of decision from report				
Expenditure				
Income				
Remaining budget	0			
Capital Budget available				
Effect of decision				
- LIP expenditure	3,859			
- TfL funding	3,859			
	0			

5.2 The effect of the decision

The decision will enable the continuation of the programme of implementing Highway and Transportation LIP projects to meet the priorities of the Council within the overall framework and priorities of the MTS.

5.3 Risks

An historic risk has always been the need to implement a programme of works which is consistent with the MTS. However, the greater flexibilities awarded to boroughs in the new allocation mechanism will help ensure local priorities are being met in conjunction with the priorities set out in the MTS.

A further risk is the timescale for implementation. Expenditure can only be claimed from TfL for work completed by 31st March 2012. The lead in times for traffic management projects, particularly the need to undertake effective consultation on proposals, means timescales are challenging. The complexity of the Addiscombe public realm improvement scheme means that further

technical risks are likely to emerge as the detailed design develops. These risks will be mitigated by:

- Pro-active project and programme management of all work
- Maintaining ongoing dialogue with TfL on progress of the programme
- Developing other schemes to hold 'in reserve' against slippage in the programme
- Adjustments to the programme by the Director of Economy and Sustainability in consultation with the Cabinet Member for Economy and Sustainability

5.4 Options

There are no other options available for obtaining funding for these traffic and transportation projects.

5.5 Future/savings and efficiencies

There are no future savings or efficiencies anticipated from this report.

(Approved by: Ian Geary, Head of Finance, Planning, Regeneration and Conservation)

6. COMMENTS OF THE COUNCIL SOLICITOR AND MONITORING OFFICER

6.1 The Council Solicitor comments that there are no direct legal implications arising from this report.

(Approved by: Gabriel Macgregor, Head of Legal Services (Corporate) on behalf of the Council Solicitor and Monitoring Officer)

7. HUMAN RESOURCES IMPACT

7.1 There are no direct Human Resources implications to consider at this stage.

(Approved by: Chris Baldwin, HR business partner, on behalf of the Director, Human Resources & Organisational Effectiveness)

8. CUSTOMER IMPACT

8.1 Implementation of the programme will have a positive impact on road users and residents in the borough.

9. EQUALITIES IMPACT ASSESSMENT (EIA)

8.1 Many of the projects are aimed at improving access for people, including those with mobility problems, as well as improving the safety of vulnerable road

users. Preparation of the LIP is subject to a process of Equality Impact Assessment.

10. ENVIRONMENTAL AND DESIGN IMPACT

10.1 Many of the projects are aimed at improving the priority of more sustainable modes of transport as well as improving the environment and air quality through the reduction of congestion and the encouragement of the use of more sustainable modes of transport. A number of the projects are also aimed at enhancing the quality of the public realm.

11. CRIME AND DISORDER REDUCTION IMPACT

11.1 There are no crime and disorder considerations arising from this report.

12. HUMAN RIGHTS IMPACT

12.1 There are no human rights considerations directly arising from this report.

13. FREEDOM OF INFORMATION/DATA PROTECTION CONSIDERATIONS

13.1 The LIP programmes and details individual schemes and projects are likely to be accessible in respect of any request made under the Freedom of Information Act subject to the application of any relevant exemptions.

CONTACT OFFICER: Ian Plowright
Head of Strategic Transport

Chris Ktorides
Strategic Transport Advisor

BACKGROUND DOCUMENTS:

Report to Cabinet 11th October 2010 entitled 'Transport and Highway Projects – Local Implementation Plan Annual Spending Submission 2011/2012'

'Local Implementation Plan (LIP) Funding - 2011/12' Letter from TfL Head of Borough Projects & Programmes, 16 December 2010

'Local Implementation Plan Funding for 2011/12 to 2013/14' Letter from TfL Head of Borough Projects & Programmes, 4 November 2010

Appendix Croydon Council - LIP Settlement 2011/12 - Transportation and Highways Projects

Programme Scheme Description		LIP funding contribution £
Corridors, Neighbourhoods & Supporting Measures		
CYCLING & WALKING		
WIDER "CONNECT 2" WALKING AND CYCLING ROUTES		300,000
BOROUGH WIDE CYCLING STRATEGY	*	30,000
CYCLE TRAINING		120,000
THORNTON HEATH / EAST CROYDON - CYCLE ROUTE	*	30,000
ST JAMES RD / WEST CROYDON CYCLE ROUTE	*	25,000
PROMOTION OF WALKING AND CYCLING		20,000
PEDESTRIAN FACILITIES		
CHURCH ROAD PEDESTRIAN CROSSING FACILITY		20,000
FOXLEY LANE/PLOUGH LANE PEDESTRIAN CROSSING FACILITY	*	15,000
FOXLEY LANE (BY PEAKS HILL) - REFUGE ISLAND	*	15,000
SHIRLEY HILLS ROAD (NR JUNCTION WITH SUNKEN ROAD) PEDESTRIAN CROSSING FACILITY	*	35,000
CHIPSTEAD VALLEY ROAD (BY PORTNALL ROAD) - PUFFIN CROSSING	*	50,000
COOMBE ROAD - PEDESTRIAN REFUGE TO CONDUIT LANE		20,000
LOCAL AREA ACCESSIBILITY		
LOCAL AREA ACCESSIBILITY - BOROUGH WIDE		60,000
WOODCOTE VALLEY ROAD WEIGHT RESTRICTIONS		15,000
ROAD SAFETY SCHEMES		
ROUTE ACTION - LOWER ADDISCOMBE ROAD TO CHERRY ORCHARD ROAD	*	40,000
ROUTE ACTION - COUNTY ROAD TO THORNTON HEATH HIGH STREET	*	25,000
JUNCTION ACTION - KENT GATE WAY TO LODGE LANE	*	25,000
AD HOC ROAD SAFETY MEASURES - BOROUGH WIDE		25,000
FEASIBILITY/ADVANCED PROGRAMME BUDGET		20,000
ROUTE ACTION - A235 HIGH STREET CROYDON FROM KATHARINE STREET TO COOMBE ROAD	*	25,000
SPEED MANAGEMENT		
GREEN LANE SPEED MANAGEMENT		12,000
MOBILE SPEED VISORS		20,000
SPEED MANAGEMENT - BOROUGH WIDE		40,000
DOWNS ROAD SPEED MANAGEMENT		25,000
TRAFFIC SIGNAL SCHEMES		
CHIPSTEAD VALLEY ROAD/LION GREEN ROAD - JUNCTION IMPROVEMENT		140,000
BRIGHTON ROAD/WARHAM ROAD - JUNCTION IMPROVEMENT		15,000
WELLESLEY ROAD/STATION ROAD - PEDESTRIAN FACILITIES		16,000
MITCHAM ROAD/SUMNER ROAD - PEDESTRIAN FACILITIES		21,000
CHURCH ROAD BY UPPER BEULAH HILL - ZEBRA TO PUFFIN CONVERSION		55,000
JUNCTION IMPROVEMENTS		
OLD FARLEIGH ROAD/SANDPIPER ROAD - JUNCTION IMPROVEMENTS		33,000
BRIDLE ROAD/SHIRLEY WAY - JUNCTION IMPROVEMENTS		10,000
FOXLEY LANE - ROUNDABOUT IMPROVEMENTS	*	32,000
TENNISON ROAD/BIRCHANGER ROAD ROUNDABOUT - ROAD SAFETY MEASURES		12,000
LODGE ROAD/ELMWOOD ROAD - JUNCTION IMPROVEMENT		28,000
LORNE AVENUE/GLADESIDE - JUNCTION IMPROVEMENT		10,000
CONTROLLED PARKING ZONES/PARKING SCHEMES		
DUNLEY DRIVE SLIP ROAD/PARKING		12,000
CONTROLLED PARKING ZONES INCLUDING NORBURY CPZ		13,000
FREIGHT MANAGEMENT		
CONSTRUCTION LOGISTICS PLAN		80,000
PUBLIC REALM PROPOSALS		
SOUTHBRIDGE ROAD AND SOUTH END PUBLIC REALM IMPROVEMENTS		150,000
ADDISCOMBE PUBLIC REALM IMPROVEMENTS		1,000,000
CROYDON METROPOLITAN CENTRE - WELLESLEY ROAD PHASE 1	*	267,000
TRAVEL PLANS (NON SCHOOL)		
ENVIBE INITIATIVES		30,000
CARBON MONITORING SOFTWARE		12,000
STAFF TRAVEL SURVEY AND SERVICE PLAN		5,000
CAR CLUBS WITHIN THE BOROUGH		8,000
ROAD SAFETY EDUCATION, TRAINING AND PUBLICITY		
CROYDON YOUNG DRIVER AWARENESS SCHEME		25,000
TRANSITIONAL PACKAGE		11,000
JUNIOR ROAD SAFETY OFFICER SCHEME		30,000
PRE-SCHOOL ACTIVITIES		15,000

Programme	LIP funding contribution £
Scheme Description	
THEATRE IN EDUCATION	30,000
SCHOOL TRAVEL PLANS	
CONTRIBUTION TO STP CO-ORDINATOR POST	40,000
SMALL GRANTS PROGRAMME FOR SCHOOLS WITH STPs	50,000
SUPPLY COVER TO ENABLE STPs REVIEWS AND REWRITES	15,000
STPs IMPLEMENTATION SCHEMES FOR SCHOOLS WITH STPs	120,000
Total Corridors, Neighbourhoods & Supporting Measures	3,297,000
Borough Priority Fund	100,000
Principal Road Maintenance	
WOODCOTE GROVE ROAD	462,000

* Start of project brought forward to 2010/11