

LONDON BOROUGH OF CROYDON

REPORT:	CABINET	
DATE OF DECISION	3 DECEMBER 2025	
REPORT TITLE:	TRANSPORT FOR LONDON LOCAL IMPLEMENTATION PLAN FUNDING 2026/27	
CORPORATE DIRECTOR / DIRECTOR:	<p>Venetia Reid-Baptiste, Corporate Director of Sustainable Communities, Regeneration and Economic Recovery</p> <p>Mark Baigent, Director of Planning and Sustainable Regeneration</p>	
LEAD OFFICER:	<p>Fred Raphael, Head of Strategic Transport Email: Fred.Raphael@croydon.gov.uk Telephone: 28339</p>	
LEAD MEMBER:	<p>Cllr Scott Roche, Cabinet Member Streets & Environment</p>	
REPORT FOR: (Noting or Decision/Approval):	Decision / Approval	
KEY DECISION?	Yes	<p style="text-align: right;">KD Number: 2325CAB</p> <p style="text-align: center;">Decision incurs expenditure, or makes savings, of more than £1,000,000 or such smaller sum which the decision-taker considers is significant having regard to the Council's budget for the service or function to which the decision relates.</p> <p style="text-align: right;">and</p> <p style="text-align: center;">Decision significantly impacts on communities living or working in an area comprising two or more Wards.</p>
CONTAINS EXEMPT INFORMATION?	No	N/A
WARDS AFFECTED:	All	

1. EXECUTIVE SUMMARY

- 1.1 At Cabinet Wednesday 20th November 2024 the Executive Mayor and Cabinet, resolved to agree the 2025/26 to 2027/28 (three years) Local Implementation Plan (LIP) Delivery Plan.
- 1.2 This report provides an update on the programmes and schemes in the LIP Delivery Plan, and the proposed funding submission to Transport for London (TfL) to request LIP funding for 2026/27. The Council is seeking LIP funding of £3,358,000 for financial year 2026/27 and provisional LIP funding of £3,603,000 for 2027/28, totalling £6,961,000 across the two-year period.
- 1.3 The LIP Delivery Plan is about transformation. It is about ensuring that Croydon's town centre thrives as a hub of regeneration and opportunity. It is about giving businesses the infrastructure they need to grow, whilst cutting carbon emissions and offering residents transport choices that are modern and reliable..
- 1.4 The LIP Delivery Plan is aligned with the Executive Mayor of Croydon's Business Plan and the Mayor of London's Transport Strategy, ensuring that every pound invested delivers on the Executive Mayor's priorities:
 - A Croydon of opportunity—where business, earning, and learning flourish.
 - A Croydon of pride—a cleaner, safer, healthier borough that every resident can call home.
- 1.5 The LIP Delivery Plan also supports the Croydon Growth Plan 2025, the Council's Air Quality Action Plan, and Climate Action Plan.
- 1.6 The recent granting of the Development Consent Order (DCO) for Gatwick's Northern Runway marks a significant milestone in regional infrastructure planning. The scheme will enable dual-runway operations and increase airport capacity to up to 80 million passengers annually. This has implications for Croydon's transport network, particularly in terms of surface access, economic growth, and freight movement. The LIP Delivery Plan positions Croydon to respond proactively to the changing demand arising from Gatwick Airport, ensuring that local transport infrastructure is connected, resilient and future-ready.
- 1.7 In parallel, the Brighton Main Line Upgrade (BML) Programme—including the Croydon Area Remodelling Scheme (CARS)—represents a major opportunity to address long-standing rail bottlenecks at East Croydon and the Selhurst Triangle. These upgrades are essential to unlocking capacity, improving reliability, and supporting the delivery of new homes and jobs in the Croydon Opportunity Area The LIP Delivery Plan ensures Croydon remains strategically aligned and ready to leverage future rail infrastructure improvements.
- 1.8 Whilst there is a statutory duty under the GLA Act 1999 to deliver the Mayor of London's Transport Strategy, the Council is doing this because Croydon deserves nothing less than world-class transport infrastructure to support its growth. This is not just about meeting TfL's "core measures". It is about delivering safer streets, healthier communities, and a transport system that underpins growth and opportunities in Croydon.

- 1.9 This Delivery Plan contributes positively to building a Croydon that is greener, fairer, and more prosperous. A Croydon that works for every resident, every business, every community.

2. RECOMMENDATIONS

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

- 2.1 Agree the 2026/27 funding submission for Local Implementation Plan funding as attached in Appendix A, to be submitted to Transport for London to grant Local Implementation Plan (LIP) funding for 2026/27.
- 2.2 Delegate authority to the Corporate Director of Sustainable Communities, Regeneration & Economic Recovery (in consultation with the Executive Mayor and the Cabinet Member for Streets and Environment), to finalise and approve the 2026/27 LIP funding submission to TfL, making any necessary adjustments following TfL's feedback and prior to final submission by the Council to TfL.
- 2.3 Agree to continue to implement the 2025/26 to 2027/28 (three year) LIP Delivery Plan subject to confirmation of TfL funding being granted.

3. REASONS FOR RECOMMENDATIONS

- 3.1 Croydon has a statutory duty under the GLA Act 1999 (sections 145-153) to implement the London Mayor's Transport Strategy (MTS) through a document called the Local Implementation Plan (LIP) which sets out how each borough delivers the MTS.
- 3.2 The LIP Delivery Plan helps deliver the transport infrastructure to support the growth of the borough as outlined in the Local Plan and the accompanying Infrastructure Delivery Plan. The [National Planning Policy Framework](#) (NPPF) requires local planning authorities (LPAs) to work with other authorities and providers to assess the quality and capacity of infrastructure (including transport infrastructure) and its ability to meet forecast demand.
- 3.3 The LIP Delivery Plan will allow significant external funding to be utilised for the benefit of Croydon's residents and businesses. It plays a critical role in supporting the Croydon Growth Plan 2025, which sets out a strategy for regeneration, investment and economic development for the borough, with particular focus on Croydon Town Centre. The transport schemes within the LIP Delivery Plan are designed to support the revitalisation of the town centre, by enhancing connectivity and access.
- 3.4 In addition to supporting the Croydon Growth Plan 2025, the LIP Delivery Plan supports the Air Quality Action Plan and the Climate Action Plan
- 3.5 Approval of the proposed LIP funding submission is essential to ensure continued access to LIP funding, which represents a major source of capital investment for transport infrastructure in Croydon. Without Cabinet approval, the Council risks losing up to £3 million external funding annually, which would significantly constrain its ability

to deliver key transport schemes. This would not only impact the borough’s ability to meet statutory obligations under GLA Act 1999, but it also undermines the delivery of the Croydon Growth Plan 2025, regeneration objectives, and wider strategic priorities. It should be noted however, as set out below, receipt of funding is contingent upon delivery of “core measures” (see paragraph 5.5) and a number of the programmes to which application is recommended to be made, are discretionary funding programmes.

4 CONTRIBUTION TO EXECUTIVE MAYOR PERRY’S BUSINESS PLAN

Outcome 1: The Council balances its books, listens to residents and delivers good sustainable services.	Outcome 2: Croydon is a place of opportunity for business, earning and learning.	Outcome 3: Children and young people in Croydon have the chance to thrive, learn and fulfil their potential.	Outcome 4: Croydon is a cleaner, safer and healthier place, a borough we’re proud to call home.	Outcome 5: People can lead healthier and independent lives for longer.
✓	✓	✓	✓	✓

5. BACKGROUND AND DETAILS

- 5.1** Section 159 of the Greater London Authority Act 1999 allows for Transport for London (TfL) to provide financial assistance to support the delivery of safe, integrated, efficient and economic transport facilities or services. To access TfL funding, London’s local authorities are required to prepare and agree with TfL a Local Implementation Plan (LIP). The LIP sets out an evidence-base for an overarching longer-term programme and informs the preparation of more detailed periodic submissions including delivery plans covering three-year periods. There are then annual submissions setting out details of schemes for each year.
- 5.2** The London Borough of [Croydon’s Third Local Implementation Plan](#) was approved in April 2019 and is still in effect, and it provides the framework for ongoing TfL LIP funding submissions.
- 5.3** Proposals for the most recent three-year LIP Delivery Plan were submitted to Transport for London following agreement by the Executive Mayor and Cabinet on Wednesday, 20th November 2024. Adjustments to the Delivery Plan were made following TfL’s feedback. These adjustments were agreed by the Corporate Director of Sustainable Communities, Regeneration & Economic Recovery (in consultation with the Executive Mayor and the Cabinet Member for Streets and Environment) on 25 June 2025.
- 5.4** A summary of Croydon’s 2026/27 funding submission for Local Implementation Plan funding is presented in this report as attached in Appendix A, to be submitted to TfL to grant LIP funding for 2025/26. It should be noted that the delivery of certain projects within the LIP programme is supported by proposed match funding from Section 106 agreements (developer contributions used to mitigate the transport impacts of a new

development on the local communities). Approval for Section 106 funding allocations to support the delivery of LIP schemes will be the subject of a separate Cabinet report.

- 5.5** LIP funding is dependent on the delivery of ‘core measures’ as defined by TfL in their guidance document ([Guidance on Developing Borough Healthy Streets Delivery Plans 2025-28](#)). These core measures are designed to ensure the outcomes of the Mayor of London’s Transport Strategy are delivered and vary from funding stream to funding stream.

SAFER CORRIDORS & NEIGHBOURHOODS

- 5.6** A set amount of Safer Corridors & Neighbourhoods funding is allocated to each London Borough. The amount for each borough is determined by a standard formula which TfL use to align these allocations with the outcomes of the Mayor of London’s Transport Strategy. TfL funding is tied to the delivery of ‘core measures’ identified in LIP guidance. Core measures in this pot are focussed around reducing traffic speeds and volumes and supporting high quality conditions for walking.
- 5.7** The Safer Corridors & Neighbourhoods funding request continues the funding of the Addiscombe East – West, and Healthy Neighbourhood projects as previously identified in the 2025/26 to 2027/28 (three year) LIP Delivery Plan. Proposals for School Streets funding have been amended to instead support safer crossings to schools and improving active travel to school (including cycle and scooter parking and behaviour change measures).

SAFER STREETS

- 5.8** Safer Streets is a discretionary funding programme. This means that Transport for London have flexibility in the level of funding awarded to each borough. Funding is again tied to the delivery of ‘core measures’ which meet the outcomes of the Mayor of London’s Transport Strategy. This funding is targeted at delivering schemes that will have the greatest road safety benefit at the highest priority locations for road danger.
- 5.9** The Safer Streets funding request continues Croydon’s work on the Portland Road scheme as outlined in the 2025/26 to 2027/28 (three year) LIP Delivery Plan.

SAFER CYCLEWAYS NETWORK DEVELOPMENT (CND)

- 5.10** Safer Cycleway Network Development is a discretionary funding programme. This means that Transport for London have flexibility in the level of funding awarded to each borough. Funding is again tied to the delivery of ‘core measures’ which meet the outcomes of the Mayor of London’s Transport Strategy. Core measures in this pot relate to existing or new Cycleway schemes meeting the New Cycleway Quality Criteria (CQC).
- 5.11** The Safer Cycleway Network Development funding request continues Croydon’s approach of providing cycle routes through parks, along the tram system and on quieter residential streets as previously identified in the 2025/26 to 2027/28 (three year) LIP Delivery Plan.

BUS PRIORITY PROGRAMME (BPP)

- 5.12** This is a discretionary funding programme. This means that Transport for London have flexibility in the level of funding awarded to each borough. Funding is again tied to the delivery of ‘core measures’ which meet the outcomes of the Mayor of London’s Transport Strategy. Core measures within this pot include new bus lanes, extensions to

existing bus lanes, new bus gates, 'bus and cycle only' streets, rationalising kerbside activity, increases in operational hours of existing bus lanes, upgrading bus lanes to meet minimum widths, and bus stop accessibility enhancements.

- 5.13** The Bus Priority Programme funding request continues work on the projects previously identified in the 2025/26 to 2027/28 (three year) LIP Delivery Plan.

CYCLE PARKING

- 5.14** Croydon receives funding from Transport for London to implement cycle parking. Each borough has been allocated a base level of funding of £54,000. The remaining funding is allocated to boroughs through supplementary funds to support and promote investment in infrastructure. This is allocated to boroughs based on the availability cycling infrastructure in each borough, as well as the estimated cycling potential and levels of deprivation. Croydon has received £43,000 of additional funding above the base allocation, bringing the total cycle parking allocation to £97,000.

- 5.15** The Cycle Parking funding request continues the delivery of cycle parking as previously proposed in the 2025/26 to 2027/28 (three year) LIP Delivery Plan, albeit with a higher level of funding. Locations are selected based on requests from local residents and need to meet Transport for London's eligibility criteria as set out in their LIP guidance. Local demand is a key factor in providing and locating hangars. The Council reviews the usage of current hangars as well as providing additional hangars in areas of high demand. Where hangars are deemed to be underutilised, relocation to sites with higher demand is considered.

MICROMOBILITY

- 5.16** The Micromobility Parking Programme funds mandatory, non-docked parking bays for rental e-bikes and e-scooters. The aim of this programme is to provide consistent, co-ordinated, designated parking for rental e-bikes and e-scooters. The funding criteria is in support of a potential single contract and the current trial of e-scooters. Funding for micromobility bays will be allocated on a need-based basis, with boroughs invited to submit proposals up to a value of £75,000. When allocating funding, TfL will seek a fair distribution across boroughs, taking in consideration funding allocated in previous year and delivery records.

- 5.17** The Micromobility funding request is to investigate a limited extension of the TfL Micromobility Trial into the north of the borough, focussing on Crystal Palace. LB Southwark and LB Lambeth are currently in the trial and working with LB Lewisham and LB Bromley. The proposal is to explore a potential extension into LB Croydon to create a consistent provision across the Crystal Palace area aiming to benefit residents and businesses in the area. This is a new proposal not previously identified in the 2025/26 to 2027/28 (three year) LIP Delivery Plan.

CYCLE TRAINING

- 5.18** The TfL Cycle Training Programme is managed separately from the LIP process and Boroughs do not need to apply to receive their funding allocation. However, boroughs can request funding for additional cycle training as a supporting behaviour change measure through the Safer Corridors & Neighbourhoods programme.

- 5.19** The funding provided covers adult and children cycle training. The base allocation is the same for all boroughs. Each borough has been allocated a base level of funding of £76,000 for financial year 2025/26. The remaining funding is allocated to boroughs

through supplementary funds to support and promote investment in infrastructure. This is allocated to boroughs based on the availability of cycling infrastructure in each borough, as well as the estimated cycling potential and levels of deprivation. In previous years Croydon has received no additional funding above the base allocation. At this time the proposed allocation for 2026/27 is not known.

6. ALTERNATIVE OPTIONS CONSIDERED

NOT SUBMITTING A REQUEST FOR LIP FUNDING

- 6.1 This would prohibit the utilisation of circa £2.2- £3m of external grant funding per year to assist delivery of objectives important to Croydon.
- 6.2 This is not the recommended option as it would not realise an opportunity for proactive regeneration and investment for the borough. Croydon would not be performing the statutory duties as identified in the Greater London Authority Act 1999 (GLA Act1999) and could also negatively impact the partnership working needed for the Council's 2025 Growth Plan.

APPLYING FOR A SMALLER ALLOCATION OF LIP FUNDING

- 6.3 This would prohibit the utilisation of a proportion of the circa £2.2- £3m of external grant funding available each year to assist delivery of objectives important to Croydon. This is not the recommended option as it would not realise an opportunity for maximising proactive regeneration and investment for the borough.
- 6.4 This option would also have a similar risk to the previous option in that Croydon may not be performing the statutory duties as identified in the (GLA Act1999) and could also negatively impact the partnership working needed for the Council's 2025 Growth Plan.

INCREASED BORROWING TO MAKE UP ANY SHORTFALL OF EXTERNAL GRANT FUNDING

- 6.5 Whilst this would increase the opportunity for proactive regeneration and investment in the borough this option is not recommended as it would increase the Council's borrowing and would be in conflict with the Council's Stabilisation Plan proposals.

7. CONSULTATION

- 7.1 The LIP Three-Year Delivery Plan sets out how the Council will continue to deliver against the outcomes and priorities in the Croydon Third Local Implementation Plan 2019, which was subject to public consultation prior to publication. In developing the three-year Delivery Plan there has been consultation with: The Executive Mayor of Croydon, the Cabinet Member Streets and Environment, and officers at Transport for London. Further to these consultations the delivery plan has been refined to ensure alignment with the Executive Mayor's Business Plan and the Mayor of London's Transport Strategy together with other Council initiatives including the Town Centre Regeneration Strategy.
- 7.2 The Council's 2025/26 to 2027/28 (three-year) LIP Delivery Plan provides an overarching framework for the development and delivery of specific infrastructure schemes. As schemes are progressed there will be both targeted engagement with

businesses and residents, representative organisations and groups as well as statutory consultation as required (for example in respect of Traffic Orders for individual schemes).

- 7.3** In addition, it should be noted that any projects that impact on public transport, the Transport for London Road Network (TLRN) or Strategic Road Network (SRN), or require changes to traffic signals, will require engagement with TfL at an early stage, regardless of funding source in line with TfL's statutory duties as a Strategic Transport Authority under the Traffic Management Act 2004. TfL manages this engagement through the Traffic Management Act Notification process (TMAN). Notifications are required to be undertaken pursuant to requirements under Section 301A of Highways Act 1980 or section 121B of the Road Traffic Regulation Act 1984, depending on the nature of the project and these are in addition to any statutory public consultation which may be required.

8. IMPLICATIONS

8.1 FINANCIAL IMPLICATIONS

- 8.1.1.** The indicative scale of the TfL grant funding being provided is between £2.2m to £3m per annum. This funding is subject to annual approval by TfL so is budgeted for on an annual basis. At £2.2m (which includes provisional funding of £0.2m), the funding awarded for the Financial Year 2025-26 was in line with this expectation.
- 8.1.2.** Whilst the funding is primarily intended to support the delivery of infrastructure schemes and is provided as capital, it can be utilised for revenue activities including complementary measures (such as cycle training), scheme design and development, as well as staffing costs.
- 8.1.3.** Where opportunities have been identified for match funding using other funding sources such as Section 106 and Growth Zone funding, this will be secured separately using established approval processes.
- 8.1.4.** In terms of financial risks, it should be noted that failure to meet the requirements of the grant could require the Council to fund the resulting overspend. This should be mitigated by ensuring that there is robust financial management and reporting.
- 8.1.5.** It is noted that this risk must be balanced against the benefits for the Council of securing significant external funding to invest in Croydon.
- 8.1.6.** Comments approved by Greta Abeineran, Finance Manager on behalf of the Director of Finance. (Date 29/09/2025)

8.2 LEGAL IMPLICATIONS

- 8.2.1** Section 144 of the Greater London Authority Act 1999 ("the 1999 Act") places a duty on each London Local Authority to have regard to the Mayor of London's Transport Strategy when exercising any function.
- 8.2.2** Section 145 of the 1999 Act requires each London Local Authority to prepare a Local Implementation Plan (LIP) containing proposals for implementing the Mayor of London's

Transport Strategy (MTS) in its area. The London Borough of Croydon's third LIP was approved in April 2019 and sets out the priorities proposals to support and implement the Transport Strategy. The current report relates to the three-year delivery plan (25/26-27/28) which sets out how it is proposed to support the approved LIP (and the implementation of the MTS) in the upcoming three-year period. A borough can revise its approved LIP but where wishes to do so it must consult TfL and the other persons set out in section 145 1999 Act (Commissioner of Met Police, TfL, such organisations representative of disabled persons as the council considers appropriate, each other London borough council whose area is, in the opinion of the council preparing the local implementation plan, likely to be affected by the plan, and any other body or person required to be consulted by virtue of a direction given to the council by the Mayor under section 153).

- 8.2.3** Section 159 of the 1999 Act allows for Transport for London (TfL) to provide financial assistance by way of a grant, loan or other payment to provide safe, integrated, efficient and economic transport facilities or services to, from or within Greater London. This provision includes financial assistance in respect of any expenditure incurred or to be incurred by the authority in discharging any function of a highway authority or traffic authority (such as the London Borough of Croydon) to support the delivery of the Transport Strategy.
- 8.2.4** In exercising its powers under Section 159, TfL may have regard to any financial assistance previously given and the use made by the authority of such assistance. TfL may also impose conditions on any financial assistance it provides, including conditions for repayment in whole or in part in specified circumstances.
- 8.2.5** In preparing the LIP Three Year Delivery Plan, the Council needs to comply with the with the requirements of the 1999 Act and submit funding bids in accordance with current TfL Guidance on developing borough Healthy Streets delivery plans 2025/26-27/28, dated August 2024.
- 8.2.6** Any projects that impact on public transport, the Transport for London Road Network (TLRN) or Strategic Road Network (SRN), or require changes to traffic signals, will require engagement with TfL at an early stage, regardless of funding source in line with TfL's statutory duties as a Strategic Transport Authority under the Traffic Management Act 2004. TfL manages this engagement through the Traffic Management Act Notification process (TMAN). Notifications by the Council are required to be undertaken pursuant to requirements under Section 301A of Highways Act 1980 or section 121B of the Road Traffic Regulation Act 1984, depending on the nature of the project and these are in addition to any statutory public consultation which may be required.
- 8.2.7** The proposals within the funding bid makes provision for a number of measures across a range of Council functions, including in relation to traffic management and highways. The various individual projects will need to be progressed and implemented in accordance with the parameters which govern those functions including all legal and constitutional requirements including undertaking equalities impact assessments and data protection impact assessments, following the relevant decision making and approval processes, undertaking statutory consultation and consideration of the outcome of those consultations before decisions are taken. As these proposals are further developed and sought to be implemented, compliance with the relevant decision-making process for the specific projects will be required.

Comments approved by Kiri Bailey, Head of Commercial Housing and Litigation Law & Deputy Monitoring Officer on behalf of the Director of Legal Services and Monitoring Officer. (Date 02/10/25)

8.3 EQUALITIES IMPLICATIONS

8.3:1 An Equalities Impact Assessment (EQIA) has been undertaken for the proposed LIP Three-Year Delivery Plan and is attached at Appendix B. The Council has a statutory duty to comply with Section 149 of the Equality Act 2010. In exercising this duty, due regard has been given to the need to:

- (a) Eliminate discrimination, harassment, victimisation and any other conduct prohibited by the Act;
- (b) Advance equality of opportunity between people who share a relevant protected characteristic and those who do not; and
- (c) Foster good relations between people who share a relevant protected characteristic and those who do not.

8.3:2 The EQIA demonstrates a thorough and balanced approach to meeting the Council's duties under Section 149 of the Equality Act 2010. It reviews impacts across all nine protected characteristics. It identifies both positive opportunities (such as safer school crossings, enhanced bus stop accessibility, and targeted investment in deprived wards with high reliance on public transport) and potential risks (such as safety concerns for visually impaired residents linked to micromobility schemes). Appropriate mitigations are set out, including accessibility design standards, targeted engagement, and scheme-level adjustments.

8.3:3 Integrating TfL's strategic objectives with Croydon's local context reflects good practice in aligning transport policy with equality outcomes. The EQIA also supports the Council's anti-racism commitments by recognising structural inequalities in transport access faced by racially minoritised communities, and by recommending co-production of schemes with those communities, particularly in areas of higher deprivation.

8.3:4 Monitoring and evaluation are embedded into the Delivery Plan, with annual reviews aligned to the LIP delivery cycle to ensure emerging disparities are identified and addressed promptly. This includes equality monitoring with a focus on accessibility, safety, and equitable investment. This is important to identify at a neighbourhood scale to help understand any inequalities in transport access for different communities, particularly as these inequalities can be localized.

8.3:5 Overall, the EQIA confirms that the proposed LIP Delivery Plan makes a positive contribution to building a transport system that is inclusive, accessible, and fair. Adoption of these measures ensures compliance with the Council's Public Sector Equality Duty, strengthens Croydon's anti-racism practice commitments, and supports the strategic ambition of creating a borough where all residents can benefit equitably from sustainable transport investment.

8.3.6 Comments reviewed by Philip Conteh, Equality Lead: Policy, Programmes and Performance Division on behalf of the Head of Strategy and Policy. (Date 29/09/2025)

8.4 OTHER IMPLICATIONS

CRIME AND DISORDER REDUCTION IMPACT

8.4.1 The council has a statutory duty, in the exercise of its functions under S17 of the Crime and Disorder Act 1998, to consider the crime and disorder implications of their activities and functions, and to do all they reasonably can to reduce these problems. This duty extends to preventing crime, disorder, drug misuse, re-offending, and serious violence. This requires consideration of both the positive and negative impacts of their decisions on crime and disorder. The Council will work with partners to ensure that the public realm and transport elements of the programme support the reduction of crime and anti social behaviour within the borough. This includes Community Safety strategy priorities (in particular the focus on high priority neighbourhoods) and working with the Metropolitan Police to address those crimes that cause death and serious injury, and any other behaviour that causes harm on the borough's roads.

DATA PROTECTION IMPLICATIONS

8.4.2 A Data Protection Impact Assessment (DPIA) has been undertaken and submitted to the Information Management Team to ensure that data will be managed under the guidance of Croydon Council's Information Management procedures and policies. The approved DPIA is contained in Appendix C.

8.4.3 Approved by: Fred Raphael, Head of Strategic Transport on behalf of the Director of Planning and Sustainable Regeneration (Date 19/11/2025).

9. APPENDICES

9.1 *Appendix A Proposed 2026-27 Funding Submission*

9.2 *Appendix B Equalities Impact Assessment*

9.2 *Appendix C Data Protection Impact Assessment*

10. BACKGROUND DOCUMENTS

10.1 None

11. URGENCY

11.1 N/A

Appendix A Croydon's Proposed FY2026-27 LIP Delivery Plan Funding Submission to Transport for London.

Scheme Name	Requested TfL Funding FY2026-27	Requested TfL Funding FY2027-28	TOTAL	COMMENTS
SAFER CORRIDORS & NEIGHBOURHOODS				
Addiscombe East -West	£500,000.00	£500,000.00	£1,000,000.00	
Healthy Neighbourhoods	£420,000.00	£420,000.00	£840,000.00	
School Streets	£435,000.00	£435,000.00	£870,000.00	
SAFER STREETS				
Portland Road	£500,000.00	£150,000.00	£650,000.00	
SAFER CYCLEWAY NETWORK DEVELOPMENT				
Mitcham Common - Wandle Park	£100,000.00	£400,000.00	£500,000.00	
Lloyd Park - Addington Park	£500,000.00	£500,000.00	£1,000,000.00	
Lloyd Park - South Norwood Country Park	£100,000.00	£400,000.00	£500,000.00	
BUS PRIORITY				
Kent Gateway	£270,000.00	£0.00	£270,000.00	
Davidson Road	£115,000.00	£0.00	£115,000.00	
Rolling Programme	£170,000.00	£550,000.00	£720,000.00	
MICROMOBILITY				
Micromobility	£75,000.00	£75,000.00	£150,000.00	
CYCLE PARKING				
Cycle Parking	£97,000.00	£97,000.00	£194,000.00	
CYCLE TRAINING				
Cycle Training	£76,000.00	£76,000.00	£152,000.00	Revenue funding
TOTALS	£3,358,000.00	£3,603,000.00	£6,961,000.00	