## **Annex F: LIP Annual Spending Submission - 2019/20**

	Transport
V	for London

Contact Number

London Boro	h of Barking and Dagenham
Local Implen	ntation Plan (LIP) 2019/20 Annual Spending Submission and Programme of Investment Form
Borough office	ontact details
Managa	'

Financial Summary Info	rmation			
Year			Major Schemes / Liveable Neighbourhoods	Total
2019/20	onfirmed Allocation £k	1,477	0	1477
2013/20	Submission £k	1,517	0	1,517
2020/21	Indicative Allocation £k	0	0	0
2020/21	Submission £k	0	0	0
2021/22	Indicative Allocation £k	0	0	0
2021/22	Submission fk	0	0	0

Mayoral Priority	no.	Mayoral Outcomes
	1	Active: London's streets will be healthy and more Londoners will travel actively
Healthy Streets &	2	Safe: London's streets will be safe and secure
healthy people	3	Green: London's streets will be clean and green
	4	Efficient: making more efficient use of our street network
	5	Connected Public Transport: more people will travel on an expanded public transport network
A Good Public Transport Experience	6	Quality Public Transport: journeys by public transport will be fast, comfortable and reliable
	7	Accessible Public Transport: public transport will be affordable and accessible to all
New Homes & New	8	Unlocking: support delivery of homes and provide better access to jobs, customers and suppliers
Jobs	9	Good Growth: developments are sustainable, supported by public transport and active travel options

<u>Programme</u>			Funding	Portal ID of an	Scheme Location and Extent.	Funding £000's	Outcome Mapping - Please indicate w hich (inc. combinations) Healthy Streets Outcomes each scheme delivers		Does the scheme	Does the scheme		Would you following to be by Tfl	carried out
	Scheme Title	Scheme Description	Funding Source (list multiple)	on going scheme	Coordinates and/or description	FY 19/20 FY 20/21 FY 21/22 Sub-Total Grand Total	impact on the TLRN or involve bus route	Will the scheme be LCDS compliant	Casualty Data monitoring. (TADS) Bus Journey Times monitoring	Press coverage			
Corridors Neighbourhoods and Supporting Measures	Barking Station Imporovements	Contribution to redevelopment costs of Barking Station to improve accessibility and passenger safety and relieve overcrow ding. A key priority is the provision of step-free access between the station concourse and platforms. Improvements to be delivered by December 2019 in line with C2C franchise requirements.	LIP Allocation		Station Parade, Barking	900 900	yes yes yes yes	City Streets (M2/P3)	No	No	N/A	No No	Yes

					Outcome Mapping - Please indicate which (inc. combinations) Healthy Streets Outcomes each scheme delivers						_		Does the scheme	Does the scheme			ld you lik g to be ca by TfL?	arried out					
<u>Programme</u>	Scheme Title	Scheme Description	Source (list multiple)	on going scheme	Coordinates and/or description	FY 19/20	FY 21/22	Sub-Total		Active	Green	Efficient	Connected PT Quality PT Accessible PT		Unlocking	Good Growth	Street Type	impact on the TLRN or other TfL infrastructure	involve bus route diversions permanent or temporary?	Will the scheme be LCDS compliant	Casualty Data monitoring (TADS)	Bus Journey_ Times monitoring	Press coverage
Corridors Neighbourhoods and Supporting Measures	The Heathway 'Healthy Streets' Corridor Improvements	Development and delivery of range of 'Healthy Streets' measures identified in recent scoping reports produced by Sustrans and Living Streets with the aim of addressing a range of safety issues and road user conflicts in the area and increasing levels of walking and cycling to this major District centre. A key focus will be on the provision of safe, accessible facilities for pedestrians and cyclists; introduction of measures to tackle localised congestion and improve air quality; and the delivery of enhancements to the public realm. Two-year collaborative design and build scheme with main works undertaken in 2020/21.			The Heathway - Between Reede Road and Church Em Lane	50		0	50 y	es ye:	s yes	yes	- уе	es yes			City Hubs (M3/P3)	Infrastructure	No	Yes	Yes	Yes	Yes
Corridors Neighbourhoods and Supporting Measures	Station Access Improvements Programme – Upney Station	Continuation of our station access improvements programme aimed at providing high quality, attractive approaches to our key transport interchanges. Focusing on Upney station the scheme will deliver improved walking, cycling and bus access to the station; improved safety and security and an enhanced public realm. Utilising our preferred approach of collaborative design and build, scheme delivery will be undertaken in 2020/21.	LIP Allocation		Upney Lane - Westrow Drive and Ripple Road	50		0	50 y	es ye	s yes	yes	- ye	es yes	-		Connector (M2/P1)	Infrastructure	No	Yes	Yes	Yes	Yes
Corridors Neighbourhoods and Supporting Measures	Marks Gate – Chadwell Heath Cycling Link	Introduction of a dedicated cycle route linking the Marks Gate Estate to the Elizabeth Line (Crossrail) station at Chadw ell Heath, as a means of encouraging healthy, sustainable travel in the area. It is proposed to better utilise the existing quiet, green routes of St. Chad's Park to provide a safe, direct cycle link, whilst seeking to address some of the key barriers/accessibility issues present in the wider area.	LIP Allocation		East Road/St. Chad's Park	100		0	100 y	es ye	s yes	yes			-	-	Local Streets (M1/P1)	No	No	Yes	Yes	No	Yes

			Funding	Portal ID of an	Scheme Location and Extent.	<u>F</u> (	unding £	:000's	<u>(i</u>	Outcome Mapping - Please indicate v (inc. combinations) Healthy Streets Ou each scheme delivers				Street	ts Outo			Does the scheme	Does the scheme			ld you lik g to be ca by TfL?	arried out
<u>Programme</u>	Scheme Title	Scheme Description	Source (list multiple)	on going scheme	Coordinates and/or description	FY 19/20	FY 20/21	Sub-Total	Grand Total	Safe	Green	Efficient	Connected PT	Quality PT	Unk	Good Growth	Street Type	impact on the TLRN or other TfL infrastructure	involve bus route diversions permanent or temporary?	Will the scheme be LCDS compliant	Casualty Data monitoring (TADS)	Bus Journey Times monitoring	Press coverage
Corridors Neighbourhoods and Supporting Measures	Road Safety and Access Improvement Programme	Small-medium scale, site specific road safety and access improvements in support of our LIP objectives of reducing the number of casualties on our roads, improving access for all and promoting healthy/sustainable travel; and to complement our various corridor/neighbourhood initiatives. Priorities the, but likely to focus on proposals for new neighbourhood 20mph zones, filtered permeability schemes and 'school gate' road safety/access improvements.	LIP Allocation		Various Locactions	150		0	150 y	es ye	s yes	yes	- )	/es -		-	Local Streets (M1/P1)	No	No	Yes	Yes	No	No
Corridors Neighbourhoods and Supporting Measures	Borough-wide Healthy/Active Travel Programme	Continuation of work with borough schools, businesses and residents to promote healthy, active and sustainable travel practices. Funding earmarked for:  *Provision of cycle training to cyclists of all ages and the delivery of walking events/initiatives to promote cycling and walking as healthy/sustainable modes of travel;  *Beview/update of school and workplace travel plans, including funding for promotional events and small-scale physical measures (e.g. cycle parking). Includes contribution towards the cost of employing London Riverside Travel Plan Coordinator.	LIP Allocation Public Health Grant		Various Locations	127 40		0	167 y	es ye	s yes	s yes				yes	Not Applicable	No	No	NA	No	No	Yes
		Investigative studies to inform future LIP Corridor and Liveable Neighbourhood schemes. Focus will be on promoting healthy, active travel and on securing road safety and accessibility improvements.	LIP Allocation		Various Locations	60		0	60 y	es ye	s yes	s yes	yes y	ves ye	es yes	s yes	Not Applicable	No	No	<b>N</b> /A	No	No	No
	Minor Works (Local Transport Fund)	Ad-hoc measures such as pedestrian access improvements; small-scale public realm enhancements; implementation of cycle parking; review s of parking and waiting/loading restrictions; etc.	LIP Allocation		Various Locations	40		0	40 y	es ye	s yes	s yes	- )	ves ye	es -	-	Local Streets (M1/P1)	No	No	N/A	No	No	No

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