

PROPOSED LIP PROGRAMME 2018-19

CORRIDORS	SCHEME DESCRIPTION	18/19 Proposed	Comments
Freemasons Road Corridor Scheme	To develop a scheme to improve movement by all modes on this important north-south corridor and maximise sustainable movement to Custom House Crossrail interchange, so as to maximise the benefits of Crossrail over a wider area.	200	Full scheme to be delivered post 2019 with Enterprise Zone or TfL Liveable Neighbourhoods funding (with S278 contributions from regeneration scheme TBC)
Green Street Corridor Scheme	To develop a scheme to address safety and improve the quality and appearance of the pedestrian environment along Green Street to enhance the shopper environment and increase visitation rates	200	Scheme to be developed and consulted upon in 2018/19 with delivery in 2019/20 (subject to consultation outcome). A possible Liveable Neighbourhoods bid could be made, depending on the degree of support for any scheme option.

TOTAL CORRIDORS	400
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NEIGHBOURHOODS	SCHEME DESCRIPTION	18/19 Proposed	Comments
Traffic Management Schemes	Councillor-led schemes, often identified by resident correspondence, which improve sustainable travel, safety and/or vehicle progression/speed by addressing known issues (i.e. speeding, safety concerns, poor parking of private vehicles, difficult crossing points etc)	450	This allows the Council to be responsive to traffic and safety issues raised by Members which cannot be funded through Keeping Newham Moving. Often this budget will be used to 'top-up' Keeping Newham Moving resurfacing schemes with new crossings, traffic calming, entry treatments etc.
Small cycle connectivity and permeability schemes - urban Newham	20 point 'No-Entry's and small severances made cycle permeable per year. Audit of one way streets for either contraflow or returning to two way. Audit of side roads 'rat runs' with accident data for cycle permeable traffic calming. Initial focus on 'urban Newham' where the potential for short cycle trips in the Borough is the largest	100	These minor schemes which allow for quieter streets to be connected as alternative routes for non-confident cyclists are shown to have a significant impact on cycling levels, and will encourage greater amounts of active travel
Gallions Roundabout Walking and Cycling Connectivity	Provision of improved pedestrian and cycle facilities at the roundabout for UEL and emerging new development (including potential ferry relocation). Pump priming with S106 to follow	150	For the provision of 3 new Toucan crossings. S.106 funding will be sought from new development in the area - if successful, LIP money will be re-allocated
Legible London	Legible London waymarking across the Borough - with focus turning to Forest Gate, Manor Park, Plaistow, Canning Town, North Woolwich and Beckton	100	S.106 funding will be used to supplement delivery programme
Permanent Creative Lighting Schemes	Permanent creative lighting schemes in regeneration areas to enhance poorly lit public realm and underneath highway structures, including Wanstead Park, Canning Town, Beckton Interchange (Member-led schemes)	100	The schemes undertaken thus far have been well-received and are relatively inexpensive. Locations will be focussed in key 'Gateway' locations to the borough, for maximum impact.
Decluttering	Removal of redundant signage, poles, guardrailling etc.	54	An ongoing programme to remove redundant street paraphernalia
Barking Road / Green Street Junction	Junction re configuration with new public realm created (This is NOT related to the relocation of the Champions Statue) - and is part of an overall £800k scheme with a further £600k to be sought from a number of sources in 2018/19)	200	A scheme option has been identified which retains the statue close to its current location, so any re-location off-site is NOT a requirement of this scheme. However, should a decision be taken to relocate the statue to the new stadium on the QEOP, a different public realm treatment could be applied to that area, perhaps with alternative public art
Small area public realm enhancement schemes	To improve streetscape quality in small areas of key locations, eg town centres, LUL stations etc	100	These schemes can enhance Keeping Newham Moving resurfacing improvements by creating small yet high quality public spaces, with landscaping and planting, to enhance the streetscene.

TOTAL NEIGHBOURHOODS	1254
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SMARTER TRAVEL	SCHEME DESCRIPTION	18/19 Proposed	Comments
Electric Vehicle Charging Points	Borough contribution to Go Ultra Low Cities Scheme	50	To secure external funding of £200k+, we are required to make our own contribution to the Go Ultra Low Cities Scheme
Road Safety Education	Year 1: Commission an in depth Casualty report to identify vulnerable road users, hotspots and trends Year 2: Develop and deliver a range of campaign/ resources to target identified groups; Pre & post monitoring Year 3: Reevaluate casualty data and focus on developing and delivering a range of road safety campaigns that are evidence based	60	Continuing a successful programme of road safety targetted at vulnerable groups, such as school children, moped users, uninsured drivers etc. This an important annual intervention which is very well supported by parents and road safety organisations
Newham Hit and Run casualty reduction strategy	To develop a co-ordinated campaign to tackle the very high numbers of hit and run accidents in the Borough. Includes communication campaign and change to parking permit requirements / enforcement	100	Newham has a particular problem with hit and run accidents - there have been over 800 in a 3 year period which is the highest for any Borough in London. This funding is to develop a targetted multi-agency road safety and education programme, and also including a change to the document requirements to obtain a parking permit to include insurance certificates
School Travel Plans	Assisting schools with the tailored preparation of travel plans to promote active, healthy and sustainable travel programmes	50	An ongoing programme of school travel planning, to ensure school travel in the Borough is safe, sustainable and contributes positively to children's health
Cycle Training	National standard training for schools and adults. This is complemented by 186K over three years from the Borough Cycling Programme 2014/15 - 2016/17 (59K in 14/15, 59K in 15/16, and 68K in 16/17).	100	The aim of National Standard cycle training is to teach the control skills and awareness of the risks faced by cycling on-road, with evidence suggesting that children undertaking training have a greater ability to perceive hazards and reduce their risk. In recent monitoring by Transport for London, there was an increase in people cycling to work and for leisure and other purposes after participating in training; three months after the session 40% had started commuting by bike (TfL, 2016a). The London Borough of Newham has delivered National Standard cycle training (also known as 'Bikeability') to school children, families, and adults since 2006.
Residential Cycle Parking provision and Membership schemes	To deliver cycle lockers and to support subsidised lockers for residents and other membership schemes (including cycle hire)	60	To respond to an increasing number of residential requests for cycle hangars to be implemented to increase secure cycle parking provision across the Borough and to encourage bike ownership.
Bike-It Officer (0.5 FTE match fund)	Cycling activities and promotion at a cluster of one secondary school and five 'feeder' primary schools per 0.5 FTE Bike-It Officer. This is complemented by an additional 0.5 FTE (£105K over three years equivalent) from the Borough Cycling Programme 2014/15 - 2016/17. Thus totalling 1 FTE Bike-It Officer 2014/15 - 2016/17.	40	Acknowledging the barriers that parents face in allowing children to cycle to school (not least the low cycling mode share amongst adults themselves), the Sustrans 'Bike-It' project 2014-2017 has been working with groups of Newham schools intensively to break down these barriers and increase cycling amongst the whole school community. By the end of the first year of the project (the 2014/15 academic year) the number of pupils regularly cycling to school in the 11 intensively engaged (first year of project) Newham schools increased from 3% to 15%. In addition, tailored projects for under-represented groups, such as the 'Girls on Bikes' project saw regular cycling amongst the targeted pupils rise from 0% to 7%.
Safety Measures for Schools, including local timed road closures	Continuing our programme of physical measures to address safety issues around schools, including nuisance parking, excessive speeds etc. Includes school-led and developed measures. Also to include school timed road closures at a number of trial sites	200	An ongoing programme of safety measures at schools. However, this year, the proposals will be extended to include trials of timed road closures around selected schools to address existing problems with parent drop-off and pick-up.
Play Streets	Funding to develop an applications process and guidance for Play Streets. Also to deliver signage and TRO's for Play Street applications across the Borough	100	To respond to an increasing number of residential requests for occasional residential road closures to allow for play streets to be implemented. Play streets are shown to have a positive impact on children's play and also help build social cohesion
TOTAL SMARTER TRAVEL		760	

PRINCIPAL ROAD RENEWAL		18/19 Proposed	Comments
Woolwich Manor Way	Tollgate Road roundabout to Savage Gardens Roundabout	254	carriageway resurfacing only - contribution to Keeping Newham Moving programme
Romford Road	From Salisbury Road to Hampton Road	103	carriageway resurfacing only - contribution to Keeping Newham Moving programme
Upton Lane	From Ham Park Road to Plashet Grove	407	carriageway and footway resurfacing - Keeping Newham Moving
Traffic Management costs	all 3 locations	46	

TOTAL PRINCIPAL ROAD RENEWAL	810
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TOTAL: CORRIDORS, NEIGHBOURHOODS and SMARTER TRAVEL	2414
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