

For General Release

REPORT TO:	CABINET 16 MARCH 2015
AGENDA ITEM:	11
SUBJECT:	Transport Vision: Croydon's Transport Future
LEAD OFFICER:	Jo Negrini: Executive Director – Place
CABINET MEMBER:	Cllr Bee: Cabinet Member for Transport and Environment
WARDS:	All

CORPORATE PRIORITY/POLICY CONTEXT:

The Transport Vision expands on the ambition expressed within the Croydon Promise plan for regeneration previously approved by Cabinet (Minute reference A79/14):

'We want Croydon to have a transport system that ranks alongside the most sustainable and 'liveable' cities in the world, where it is easy to get around by tram, train, bus, rail, bicycle or on foot. We will improve the transport network across the borough, providing genuine alternatives to the private car. We will embrace new technologies which make travel easier and promote Croydon as a 'Smart City'.

It also supports Key Corporate Plan priorities:

Compete as a Place: The importance of Croydon's transport connections to Croydon fulfilling its potential as south London's economic hub and accommodating a significant part of London's growing economic activity, sits at the fore of the Vision.

At the heart of the Transport Vision there is the clear understanding that the way people and goods currently travel in and through Croydon impacts on our residents and communities, as well as on our economy and environment. What we want to achieve is a future Croydon that is liveable, safe, walkable and attractive to investment. Implemented successfully, the Transport Vision will make a significant positive contribution to environmental quality, introduce sustainable travel options, and reduce carbon emissions, noise and improve air quality.

Manage Need and Grow Independence: The Transport Vision shows how a healthier future for Croydon's residents can become a reality, where walking and cycling will be amongst the most convenient and attractive transport options. Croydon's environment will promote a wider sense of wellbeing amongst residents, and people will be aware of the impact of their actions on others. Safety and comfort within the public realm and on Croydon's roads and streets will be maximised.

Protect Residents Priorities: The Vision shows how Croydon's urban realm can be safe, clean, accessible and attractive – a place which responds to the needs of all of our residents.

AMBITIOUS FOR CROYDON & WHY ARE WE DOING THIS:

The Croydon Promise explains that:

As Croydon grows, pressure on the transport network will increase as more people travel to access jobs and services. How those journeys are made can have profound impact on quality of life. We are developing a Transport Vision in partnership with TfL. The emerging vision looks to a future for Croydon that is liveable, walkable and where the transport network is both an enabler and a driver of growth. With improved network operation but also managed demand and minimising the need for travel.

The Vision is intended to help achieve ambitions for Croydon including:

- work for a sustainable transport system;
- improve access and safety for cyclists, disabled people and pedestrians;
- significantly increase the number of journeys in Croydon by bicycle by undertaking a fundamental review of how the Council supports cycling.

FINANCIAL IMPACT

There is no financial impact arising directly for this report. The Vision will steer transport plan and programme making in Croydon and resulting improvements, rather than delivering specific interventions directly.

FORWARD PLAN KEY DECISION REFERENCE NO: This is not a key decision

The Leader of the Council has delegated to the Cabinet the power to make the decisions set out in the recommendations below

1. RECOMMENDATION

- 1.1. The Cabinet is recommended to agree the 'Transport Vision' (printed separately) to guide the development and delivery of Place Plans plus transport related strategies, plans and programmes (including the Local Implementation Plan, Cycling Strategy and Walking Strategy) and lobbying activities.

2. EXECUTIVE SUMMARY

2.1. A 21st Century city demands a transport system that integrates movement systems and infrastructure with spatial planning, housing, employment and quality environment. With public health, urban planning and local transport planning all now the Council's responsibility there is a real opportunity in Croydon to set out our vision of how a healthy, safe and sustainable transport system could be developed to meet the needs of what will become a thriving, modern city. The Transport Vision (the Vision) will also help drive change and support the wider development of Croydon's places, environment, and economy. A key part of this will be managing demand and encouraging more sustainable and active methods of travel.

2.2. The Transport Vision will:

- Emphasise the need to improve Croydon's connectivity to ensure Croydon fulfils its economic potential.
- Articulate a transformative vision for the next 20 years, bringing together 'movement' and 'place' considerations.
- Draw inspiration from visions of a better London and Croydon set by the Croydon Promise and the Mayor of London.
- Align with the London Plan (2011), Croydon Local Plan Strategic Policies (2013), and Croydon Promise (2014).
- Show how important transport is to quality of place and to health and wellbeing.
- Articulate how public realm, safe walking and safe cycling are part of the transport solution.
- Explain the part played by public and private transport in our future transport system.

3. CROYDON TRANSPORT VISION

3.1. Transport systems are crucial to the effective functioning of a modern city. They deliver workers to their workplaces, children to their schools, carers to the cared for, goods to shops, and they enable us to travel to meet, to do business, to talk, plan, eat and socialise. Despite the advances in technology, particularly in communications, modern cities are becoming more important, not less. Businesses that thrive on the application of knowledge and ideas tend to gravitate towards city centres and benefit from the close proximity to clients, competitors and collaborators. According to a recent report by the Centre for Cities "*these [knowledge based] jobs [have] driven overall jobs growth in recent years – between 2003 and 2008 they accounted for one in every two net jobs created – they also tend to be some of the highest paid, highest skilled jobs. Patterns of globalisation mean that these trends are likely to persist in the coming decades.*" These concentrations (or agglomerations as they are known) drive further growth in retail, food and restaurants. Transport systems play a crucial role in linking

people to workplaces and businesses to their clients, and service and professional partners.

- 3.2. Transport systems also impact the way communities and places develop. Systems that prioritise private cars and swift transit through to other areas can stifle growth and the development of a diverse and interesting cultural, retail and community offer to residents and businesses. If pedestrians and cyclists find it difficult and unpleasant to travel to and through a place, then all but the die-hards will choose to drive or not to travel at all. Places that are pleasant to walk through, that are permeable and put pedestrians and cyclists on a more equal footing will be on a different trajectory and will see the spillover benefits. Important amongst these are a slower pace of life, and greater interest in the local retail, cultural and food offers in the area. More active lifestyles also help tackle now common health problems including obesity and heart disease.
- 3.3. Which brings us to the part transport will play in the future development of Croydon. Our growth plan - The Croydon Promise – sets out plans for a transformative programme of regeneration over the forthcoming years which will see change on a scale not seen for several generations. This regeneration will see Croydon’s excellent connectivity enable it to fulfil its potential to be south London’s economic and cultural hub and achieve the ambition of ‘growth for all’. That change includes the Metropolitan Centre offering the most exciting shopping and leisure experience in London and the South East; our district centres being ‘neighbourhoods of choice’ and Croydon being one of London’s most enterprising boroughs.
- 3.4. The Croydon Promise also makes it clear that Croydon will become a more liveable, walkable place, where transport acts as both an enabler and a driver of growth. A key theme is transforming the environmental quality of Croydon’s places, making them more attractive and sustainable places in which to live, work, play, do business and invest. Making a joined up and attractive public realm, that is integrated with and promotes sustainable modes of transport, is fundamental to this.

WHY THE TRANSPORT VISION?

- 3.5 In order to meet the growth needs of the borough, and make better not just bigger places, ‘movement’ needs to be an integral consideration to what makes a successful ‘place’. Also that movement needs to cater for greater numbers of Croydon residents, workers and learners. A key challenge will be improving the relationship between transport and place in the context of increasing traffic levels and public transport demand.
- 3.6 Croydon’s position in Outer London means that car ownership is higher than inner London boroughs and more people make short car journeys. However, Croydon’s characteristics are not typical of an Outer London Centre. Croydon is fairly unique within greater London. It has a retail heart, a diverse commercial offer, an extensive public transport network and strategic connections that are more like a medium sized city. Growth offers the opportunity to increase the vitality and viability of Croydon’s district centres,

allowing them in turn to better serve everyday needs locally. It also enables more people to live and work by Croydon's public transport hubs.

- 3.7 Proposed developments both in the metropolitan centre and districts will change the nature of travel within Croydon. Improved town centre environments, with revitalised networks of safe pedestrian and cycle routes will reconnect people to their urban environment. This in turn will create the environment whereby residents recognise that walking and cycling are viable options, empowering them to make the move away from the car to healthier, cheaper modes of travel.
- 3.8 The Transport Vision will inform, guide and steer our future proposals and discussions. It sets out objectives to make Croydon a more positive environment for the people of Croydon, including:
- Promoting cheap and efficient transport that is accessible to all;
 - Promoting the enhancement of the urban environment;
 - Promoting measures to improve the safety and security of users;
 - Promoting measures to reduce air and noise pollution, greenhouse gas emissions and energy consumption; and
 - Promoting innovative measures to improve the efficiency and cost-effectiveness of the transportation of people and goods.

GETTING STARTED ON DELIVERY

- 3.9 Delivery of these objectives is dependent on ensuring we have the right structures in place. The new Council structure creates the place department, with a focus upon improving the metropolitan and district centres, the residential neighbourhoods, the employment and business sector, and the infrastructure - schools, green spaces, leisure and cultural amenities, retail facilities. Together, they provide the recipe for a vibrant and successful town catering to a diverse population with modern-day aspirations. Transport is central to delivering these aspirations, it is key to unlocking development, fostering growth and creating neighbourhoods where people seamlessly interact with the urban infrastructure. The Vision sets the direction over the forthcoming years, and will guide us as we continue to review our strategies and plans to ensure that they remain fit for purpose.
- 3.10 The Vision draws together the five key themes of 'Increasingly Connected', 'Better Places', 'Safer and Calmer', 'Mixed Modality' and 'Healthy City', stating what the council and others will do to help achieve the Vision.

3.11 The Vision is framed around the following objectives:

- Increasingly connected
 - Further enhancing our national and international links.
 - Ensuring Croydon is a place that is easy to get to, and move through, strengthening connections to our south London neighbours and growing places of Croydon.
- Better places
 - Turning challenges into opportunities.
 - Enhancing Croydon's places.
- Safer and calmer
 - Safety on Croydon's streets will be our priority.
- Mixed modality
 - Achieving a walking Croydon.
 - Relieving all of the need to own a car and ensuring equality of access to the car.
- A healthy city
 - Ensuring clean air is enjoyed by all.
 - Ensuring active travel is available to all.

4. CONSULTATION

4.1 The Transport Vision draws on other visions developed and consulted on including the 'Roads Task Force Vision and Direction for London's Roads and Streets'.

4.2 Officers from across the Council and from within TfL and the GLA were engaged with during development and drafting of the Vision. However, formal endorsement of the Vision has not been sought from TfL or the GLA.

5 FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS

5.1 There are no financial implications arising directly from this report.

1 Revenue and Capital consequences of report recommendations

	Current year	Medium Term Financial Strategy – 3 year forecast		
	2014/15 £	2015/16 £	2016/17 £	2017/18 £
Revenue Budget available				
Expenditure				
Income				
Effect of decision from report				
Expenditure				
Income				
Remaining budget	_____	_____	_____	_____
Capital Budget available	_____	_____	_____	_____
<u>Total Expenditure</u>				

Effect of decision from report				
Expenditure	0			
Remaining budget	0	_____	_____	_____

2 The effect of the decision – This report is producing a transport vision for the council and so there are no direct financial impacts of this decisions

3 Risks – There are no risks associated with this report and decision.

4 Options There are no alternative options to consider.

5 Future savings/efficiencies – There are no direct future financial impacts of this report

(Approved by: *Dianne Ellender, Head of Finance and Deputy 151 Officer*)

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 Corporate Law on behalf of the Council Solicitor and Monitoring Officer)

7. HUMAN RESOURCES IMPACT

- 7.1 There are no human resources implications arising from this report.

(Approved by: Adrian Prescod, HR Business Partner, for and on behalf of Director of Human Resources, Chief Executive Department.)

8. EQUALITIES IMPACT

- 8.1 An initial equality analysis has been completed for the “Transport Vision: Croydon’s Transport Future” The equality analysis assesses the likely impact the proposed transport vision for Croydon would have on equality / community groups that share a “protected characteristic”.
- 8.2 The analysis indicates that the Transport Vision should help the Council in advancing equality of opportunity between people who belong to certain protected groups and those who do not. The transport vision is likely to affect specific protected groups on the basis of ‘Age’ (specifically young and older people), ‘Disability’ (specifically people with a disability affecting independent travel), ‘Pregnancy and Maternity’, ‘Race’ and ‘Sex’ (specifically women) in the following ways:
- Age – In general there will be a positive impact in terms of promoting accessible design for all age groups, but in particular younger and older people, with the Transport Vision supporting a shift to a more ‘liveable’ environment. The vision also highlights the heavily curtailed independent mobility, play and hence activity amongst children and young people, and the link to health inequalities, seeking to address all these inequalities
 - Disability – The Transport Vision aims for a safer, pleasanter and more accessible public realm and movement network for the COA.
 - Gender – The Transport Vision will propose steps to improve levels of safety, security and passive surveillance in the public realm.
 - Pregnancy and Maternity –The Transport Vision will promote steps towards a safer, pleasanter and more accessible public realm and movement network.

- Race – The Transport vision aims to create more pleasant and animated streets with more natural surveillance and will work towards reducing concerns over race hate crimes

8.3 The equality analysis will be further developed and updated by October 2015 as the projects / programmes to deliver the transport vision are planned and delivered. It will include the use of existing and new (if needed) evidence, research and consultation to assess where the Transport Vision is likely to have any adverse impact on people who share a protected characteristic and those who do not and mitigating actions will be taken where needed. These actions will be delivered and monitored at the programme and project level.

8.4 The equality analysis will enable the Council to ensure that it meets the statutory obligation in the exercise of its functions to address the Public Sector equality duty (PSED). This requires public bodies to ensure due regard to the need to advance equality of opportunity; foster good relations between people who share a “protected characteristic” and those who do not and take action to eliminate the potential of discrimination in the provision of services.

9. ENVIRONMENTAL IMPACT

9.1 The Vision is intended to guide Croydon towards more sustainable development by moving towards a transport system where active travel is prioritised and there is a significant modal shift away from the private car.

10. CRIME AND DISORDER REDUCTION IMPACT

10.1 Whilst the Transport Vision does not propose individual specific projects, the objectives articulate a series of implications for the reduction/prevention of crime, including:

- Increasing the number of pedestrians and cyclists on Croydon’s streets, helping to provide passive surveillance and footfall which in turn can reduce the risk of crime.
- Improving the urban environment, creating a greater sense of stewardship and territorial responsibility amongst residents and businesses.
- A greater focus on providing a safe, attractive and well used public transport network, which more people will use, further improving passive surveillance.

11. HEALTH IMPACT

11.1 A Health Impact Assessment was undertaken on the emerging draft Vision document. It concluded that ‘*Croydon’s Transport Vision creates many*

opportunities to improve population health, particularly through active travel. However, as noted in the introduction the vision is aspirational and needs a strong implementation strategy to achieve its aims'. The Impact Assessment report remains as a draft to be concluded when the strategies, plans and programmes flowing from the Vision are prepared, that preparation to be informed by the Impact Assessment.

12. REASONS FOR RECOMMENDATIONS/PROPOSED DECISION

- 12.1 The Transport Vision is an important vehicle to crystallise the Council's key objectives for the future of 'movement' to and through Croydon and the balance to be struck with quality of 'place'. Croydon is on the verge of a renaissance, and its transport network has to work with economic and place related objectives to ensure an attractive and cohesive urban environment, economic prosperity and a sustainable future.

13. OPTIONS CONSIDERED AND REJECTED

- 13.1 Croydon faces a transport choice. The Croydon Promise explains '*As Croydon grows, pressure on the transport network will increase as more people travel to access jobs and services. How those journeys are made can have profound impact on quality of life*'. Croydon can continue to rely heavily on the private car and other motorised travel for even short journeys and seek to try and manage the congestion, environmental and health impacts. Alternatively people can be helped to change the way they travel to use more active travel and public transport. The Transport Vision rejects the former and promotes the latter.

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BACKGROUND PAPERS - LOCAL GOVERNMENT ACT 1972

Croydon Transport Vision, Equalities Assessment, 2015

Croydon Transport Vision, Health Impact Assessment (draft), 2014

Appendix: Transport Vision document