

# Scrutiny Streets, Environment & Homes Sub- Committee Supplementary Agenda



6. **Healthy Streets and Active Travel (including Healthy Neighbourhoods, School Streets, Vision Zero, Cycling and Walking Strategy) Update** (Pages 3 - 16)
- Appendix 1. LIP Objectives, Outcomes, Indicators and Targets  
Appendix 2. School Streets

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| <b>TABLE ST07 - Borough outcome indicator targets</b>                                       |   |                       |                    |  |
|---|---|-----------------------|--------------------|--|
| <b>Objective</b>  | <b>Metric</b>   | <b>Borough target</b> | <b>Target year</b> | <b>Additional commentary</b>   |
| <b>Overarching mode share aim – changing the transport mix</b>                              |   |                       |                    |  |
| Londoners' trips to be on foot, by cycle or by public transport                             | Active, efficient and sustainable (walking, cycling and public transport) mode share (by borough resident) based on average daily trips.<br><br>Base period 2013/14 - 2015/16 for Croydon = 49% | 50%                   | 2021               | An increase of 1% sustainable mode share to 50% by 2021 is still very challenging as it is against a backdrop of falling mode share - in the 2012/13 to 2014/15 mode share was 52%         |
|   |   | 63%                   | 2041               |  |
| <b>Healthy Streets and healthy people</b>   |   |                       |                    |  |
| <b>Outcome 1: London's streets will be healthy and more Londoners will travel actively</b>  |   |                       |                    |  |
| Londoners to do at least the 20 minutes of active travel they need to stay healthy each day | Proportion of London residents doing at least 2x10 minutes of active travel a day (or a single block of 20 minutes or more).<br><br>Croydon Baseline 2013/14-16/17= 26%                         | 35%                   | 2021               | The interim target of 35% by 2021 is an increase of 10% points from the baseline in only 3 years. This is a very challenging. The long term target of 70% by 2041 means an increase of 44% |
|   |   | 70%                   | 2041               |  |

Appendix 1. LIP Objectives, Outcomes, Indicators and Targets (First 4 Outcomes)

| Objective  | Metric   | Borough target | Target year | Additional commentary   |
|--|--|----------------|-------------|---|
| Londoners have access to a safe and pleasant cycle network                             | Proportion of Londoners living within 400m of the London-wide strategic cycle network. <b>Croydon Baseline 2016 = 0%</b>   | 6%             | 2021        | There are no strategic (Cycle Superhighway or Quietway) cycle routes in the Borough therefore 0% residents are within this distance of a strategic cycle route. With the level of Cycle Network funding being provided the Growth Zone & the LIP the interim figure will be achievable. However that will be determined by TfL categorising our routes as Strategic Cycle Routes. |
|  |  | 51%            | 2041        |   |
| <b>Outcome 2: London's streets will be safe and secure</b>                             |  |                |             |   |
| Deaths and serious injuries from all road collisions to be eliminated from our streets | Deaths and serious injuries (KSIs) from road collisions, base year 2005-09 (for 2022 target) - Casualties Killed or Seriously Injured (KSIs) according to STATS19 data<br><br><b>Observed with back casting applied 2005-09 baseline = 252</b><br><br><b>Observed 2017 = 126</b> | 2022           | 88          | The target of 88 KSIs in 2022 represents a 65% reduction on the 2005-09 baseline of 252.  |
|  | Deaths and serious injuries (KSIs) from road collisions base year 2010-14 (for 2030 target).   | 2030<br>2041   | 51<br>0     | The target of 51 KSIs in 2030 represents a 70% reduction in KSIs on the 2010-14 baseline. Whilst Croydon supports the   |

Appendix 1. LIP Objectives, Outcomes, Indicators and Targets (First 4 Outcomes)

| Objective | Metric  | Borough target | Target year | Additional commentary   |
|-----------|---|----------------|-------------|---|
|           | <p><b>Observed with back casting applied 2010-14 baseline = 170</b></p> <p><i>The Metropolitan Police Service (MPS) introduced a new collision reporting system in November 2016 - the Case Overview and Preparation Application (COPA). The City of London Police also moved to the Collision Reporting And SHaring (CRASH) system in October 2015. This has had a number of impacts on the data that is available to Transport for London (TfL), and the London Boroughs in the ACCSTATS database for collision investigation. Under the new systems officers use an 'injury-based assessment' in line with DfT STATS 20 guidance and online self reporting is available. Both of these changes are expected to provide a better assessment of injury occurrence and severity but have made data collected from November 2016 onwards difficult to compare with earlier data.</i></p> |                |             | <p>Vision Zero principles the 2041 targets will be extremely challenging.</p> <p><i>TfL commissioned the Transport Research Laboratory (TRL) to undertake a back-casting exercise to enable pre November 2016 data to be compared with post November 2016 data. These initial back cast estimates include the number of people killed or seriously injured (KSI) for each borough between 2005 and 2017 and this data has been used to update borough targets to align with those contained in the Mayor's Transport Strategy, namely a 65 percent reduction in KSIs by 2022 against the 2005-09 baseline, a 70 percent reduction in KSIs by 2030 against the 2010-14 baseline and zero KSIs by 2041. The targets contained in this final version of our LIP have been set against Outcome 2 for Vision Zero to reflect the reporting changes. The level of ambition remains unchanged, despite these revised figures.'</i></p> |

Appendix 1. LIP Objectives, Outcomes, Indicators and Targets (First 4 Outcomes)

| Objective  | Metric   | Borough target | Target year | Additional commentary  |
|--|--|----------------|-------------|--|
| <b>Outcome 3: London's streets will be used more efficiently and have less traffic on them</b> |  |                |             |  |
| Reduce the volume of traffic in London.  | Vehicle kilometres in given year. Base year 2015.<br>Reduce overall traffic levels by 10%.<br><br><b>Observed annual vehicle kilometres (millions) in 2015 base year = 1,162</b> | <b>1,162</b>   | 2021        | The interim target trajectory of 1,162 represents a 0% change on the 2015 base year.   |
|  |  | <b>1,046</b>   | 2041        | The 2041 target of 1,046 represents a 10% decrease on the 2015 base year.  |
| Reduce the number of freight trips in the central London morning peak.                         | 10 % reduction in number of freight vehicles crossing into central London in the morning peak period (07:00am - 10:00am) by 2026.  | N/A            | N/A         | N/A  |
| Reduce car ownership in London.  | Total cars owned and car ownership per household, borough residents. Quarter of a million fewer cars owned in London.  | 141,200        | 2021        | Very challenging target in the context of growth of at least 36,000 new dwellings between now and 2031.  |
|  | No. of cars owned (no. of vehicles registered to Croydon addresses) <b>Baseline average 2013-2016 = 143,710</b><br><br><b>Latest year 2016 = 148,256</b>                         | 137,800        | 2041        | The 2021 interim trajectory represents a decrease of 2,510 vehicles from the 2013-2016 baseline.<br><br>The 2041 target of 137,800 vehicles represents a decrease of 5,910 vehicles from the 2013-2016 baseline. |

Appendix 1. LIP Objectives, Outcomes, Indicators and Targets (First 4 Outcomes)

| Objective  | Metric  | Borough target | Target year | Additional commentary  |
|--|---|----------------|-------------|--|
| <b>Outcome 4: London's streets will be clean and green</b> |   |                |             |  |
| Reduced CO <sub>2</sub> emissions.                         | CO <sub>2</sub> emissions (in tonnes) from road transport within the borough. | 211,300        | 2021        | The 2021 interim trajectory represents a decrease of 38,900 tonnes of CO <sub>2</sub> from the 2013 base year. |
|  | Base year 2013 = 250,200  | 56,700         | 2041        | The 2041 target represents a decrease of 193,500 tonnes of CO <sub>2</sub> from the 2013 base year.            |
| Reduced NO <sub>x</sub> emissions.                         | NO <sub>x</sub> emissions (in tonnes) from road transport within the borough. | 330            | 2021        | Interim 2021 target of 330 is a decrease in 560 tonnes of NO <sub>x</sub> from 2013 base year.                 |
|  | Base year 2013 = 890  | 40             | 2041        | 2041 target of 40 is a decrease in 850 tonnes of NO <sub>x</sub> from 2013 base year.                          |
| Reduced particulate emissions.                             | PM <sub>10</sub> emissions (in tonnes) from road transport within borough.    | 75             | 2021        | Interim 2021 target of 75 is a decrease in 13 tonnes of PM <sub>10</sub> from 2013 base year.                  |
|  | Base year 2013 = 88   | 41             | 2041        | 2041 target of 41 is a decrease in 47 tonnes of PM <sub>10</sub> from 2013 base year.                          |

Appendix 1. LIP Objectives, Outcomes, Indicators and Targets (First 4 Outcomes)

| Objective                      | Metric  | Borough target | Target year | Additional commentary  |
|--------------------------------|---|----------------|-------------|--|
| Reduced particulate emissions. | PM <sub>2.5</sub> emissions (in tonnes) from road transport within borough. | 36             | 2021        | Interim 2021 target of 36 is a decrease in 13 tonnes of PM <sub>2.5</sub> from 2013 base year. |
|                                | Base year 2013 = 49   | 20             | 2041        | 2041 target of 20 is a decrease in 29 tonnes of PM <sub>2.5</sub> from 2013 base year.         |



Appendix 1. LIP Objectives, Outcomes, Indicators and Targets (First 4 Outcomes)

Croydon Results from Most Recent TfL Monitoring/Reporting

Borough: Croydon

[Back](#)

[Back to contents](#)

[Next](#)

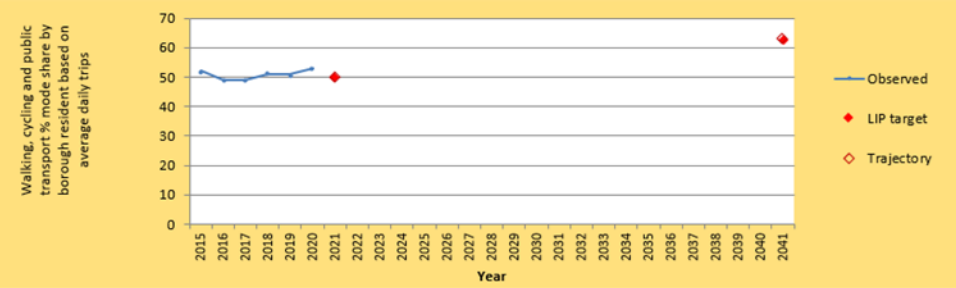
Mayor's Transport Strategy Outcomes

Overall aim: 80% walking, cycling and public transport

Active, efficient and sustainable mode share

Walking, cycling and public transport % mode share by borough resident based on average daily trips

| Observed           |                    |                    |                    |                    |                    | LIP target |      |
|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|------------|------|
| 2012/13 to 2014/15 | 2013/14 to 2015/16 | 2014/15 to 2016/17 | 2015/16 to 2017/18 | 2016/17 to 2018/19 | 2017/18 to 2019/20 | 2021       | 2041 |
| 52                 | 49                 | 49                 | 51                 | 51                 | 53                 | 50         | 63   |

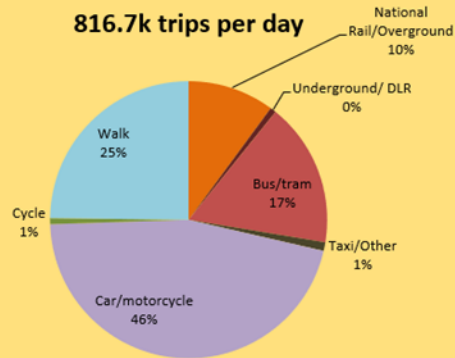


Supplementary mode share data

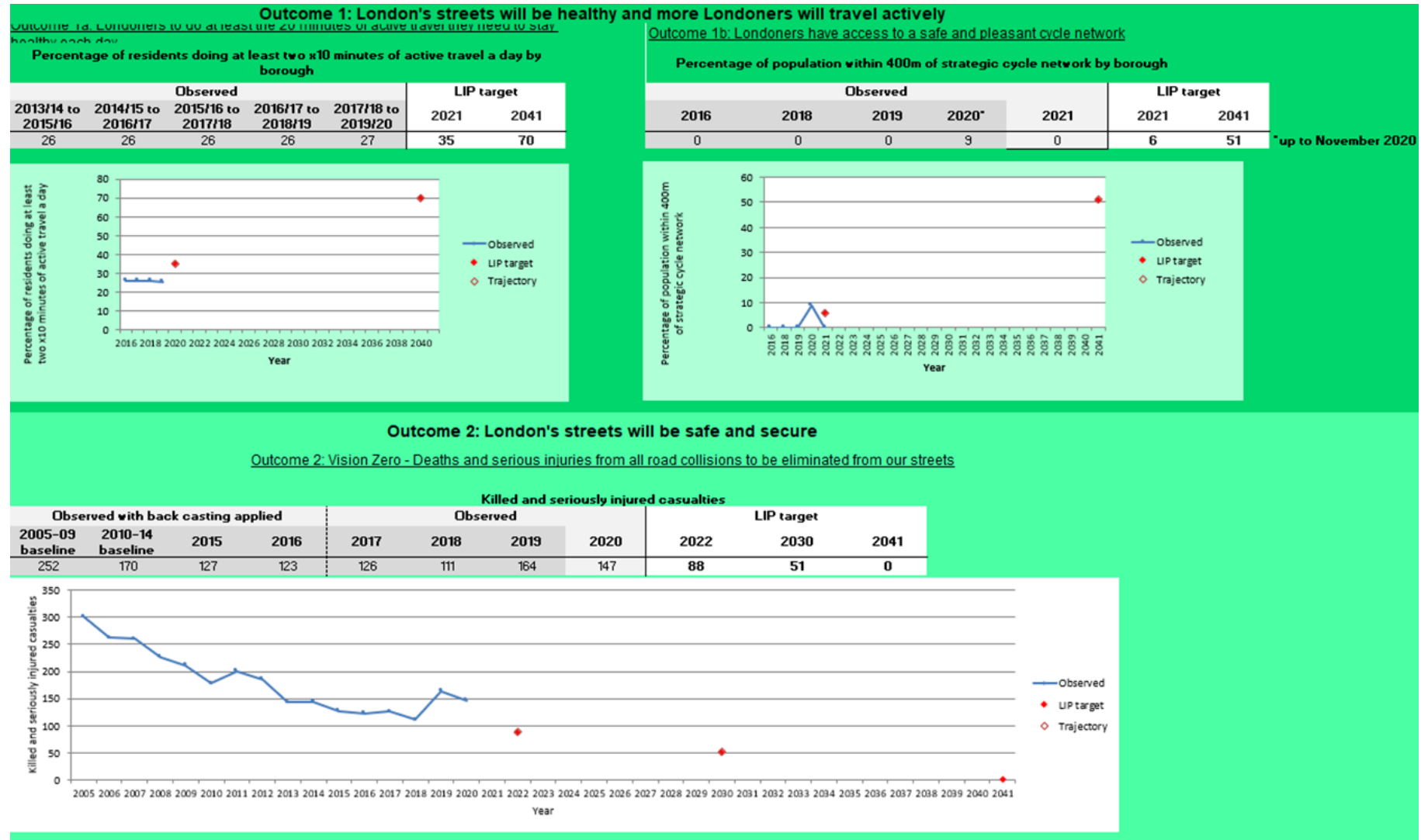
Borough residents' trips % mode share (main mode) based on average daily trips 2017/18 to 2019/20

| Trips per day | National Rail/Overground | Underground/ DLR | Bus/tram | Taxi/Other | Car/motorcycle | Cycle | Walk |
|---------------|--------------------------|------------------|----------|------------|----------------|-------|------|
| 816.7         | 10.1                     | 0.7              | 16.8     | 1          | 45.9           | 0.7   | 24.8 |

816.7k trips per day



Appendix 1. LIP Objectives, Outcomes, Indicators and Targets (First 4 Outcomes)

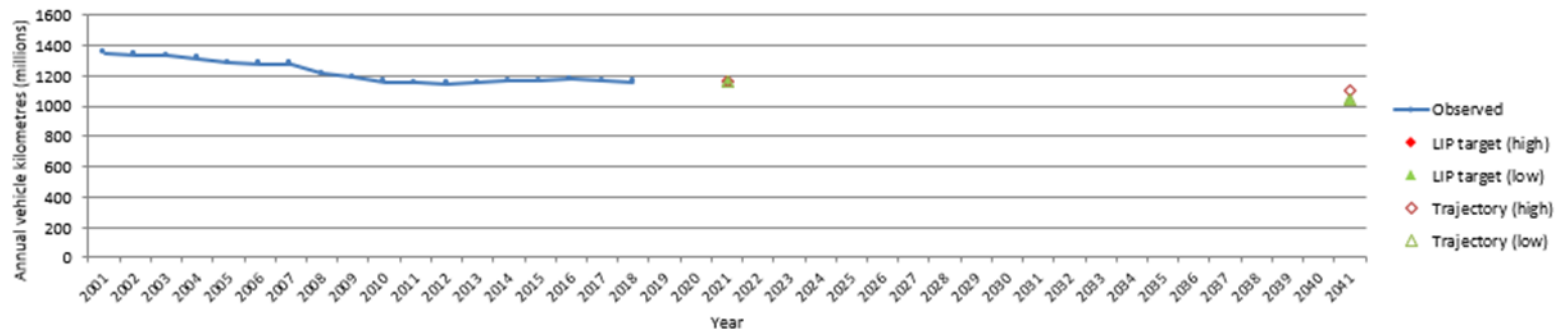


**Outcome 3: London's streets will be used more efficiently and have less traffic on them**

Outcome 3a: Reduce the volume of traffic in London

**Annual vehicle kilometres (millions)**

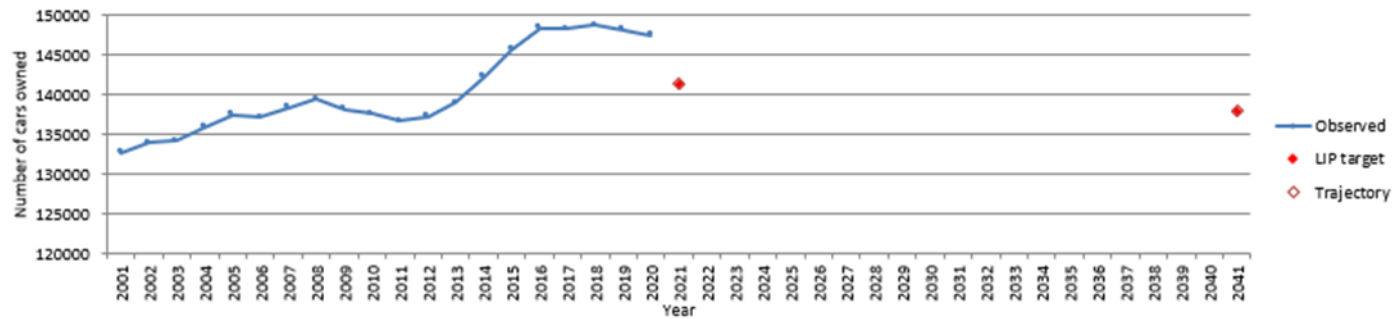
| Observed |      |      |      |      | LIP target                |                           |      |         |        |
|----------|------|------|------|------|---------------------------|---------------------------|------|---------|--------|
| 2014     | 2015 | 2016 | 2017 | 2018 | Percentage change by 2021 | Percentage change by 2041 | 2021 | 2041    |        |
| 1166     | 1162 | 1176 | 1164 | 1156 | 0%                        | #VALUE!                   | 1162 | Not set | (high) |
| 1166     | 1162 | 1176 | 1164 | 1156 | 0%                        | -10%                      | 1162 | 1046    | (low)  |



Outcome 3c: Reduce car ownership in London

**Number of cars owned**

| Observed |         |         |         |         |         |         | LIP target |         |
|----------|---------|---------|---------|---------|---------|---------|------------|---------|
| 2014     | 2015    | 2016    | 2017    | 2018    | 2019    | 2020    | 2021       | 2041    |
| 142,100  | 145,573 | 148,256 | 148,184 | 148,620 | 148,103 | 147,340 | 141,200    | 137,800 |



Appendix 1. LIP Objectives, Outcomes, Indicators and Targets (First 4 Outcomes)

**Outcome 4: London's streets will be clean and green**

Outcome 4a: Reduced CO2 emissions

CO2 emissions (in tonnes) from road transport

| Observed |         |         | LIP target |        |
|----------|---------|---------|------------|--------|
| 2013     | 2016    | 2019    | 2021       | 2041   |
| 250,200  | 235,300 | 238,800 | 211,300    | 56,700 |

Outcome 4b: Reduced NOx emissions

NOx emissions (in tonnes) from road transport

| Observed |      |      | LIP target |      |
|----------|------|------|------------|------|
| 2013     | 2016 | 2019 | 2021       | 2041 |
| 890      | 710  | 590  | 330        | 40   |

Outcome 4c: Reduced particulate emissions (PM10)

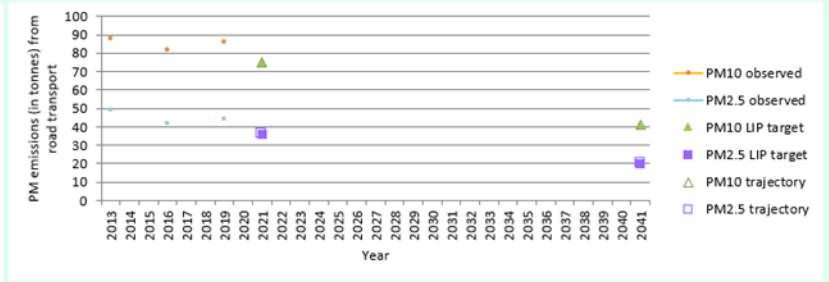
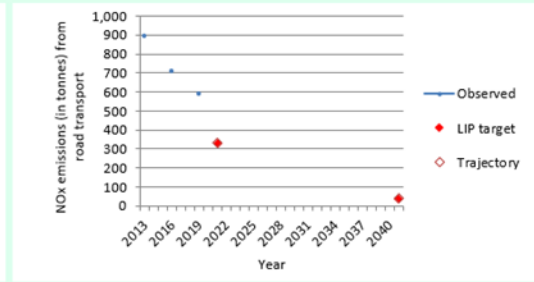
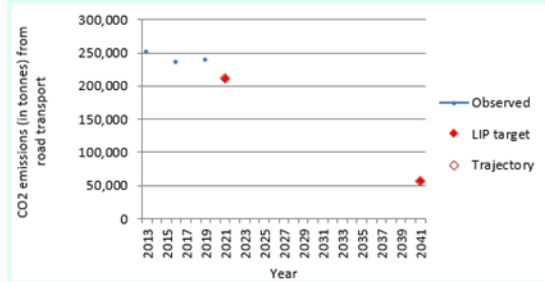
PM10 emissions (in tonnes) from road transport

| Observed |      |      | LIP target |      |
|----------|------|------|------------|------|
| 2013     | 2016 | 2019 | 2021       | 2041 |
| 88       | 82   | 86   | 75         | 41   |

Outcome 4d: Reduced particulate emissions (PM2.5)

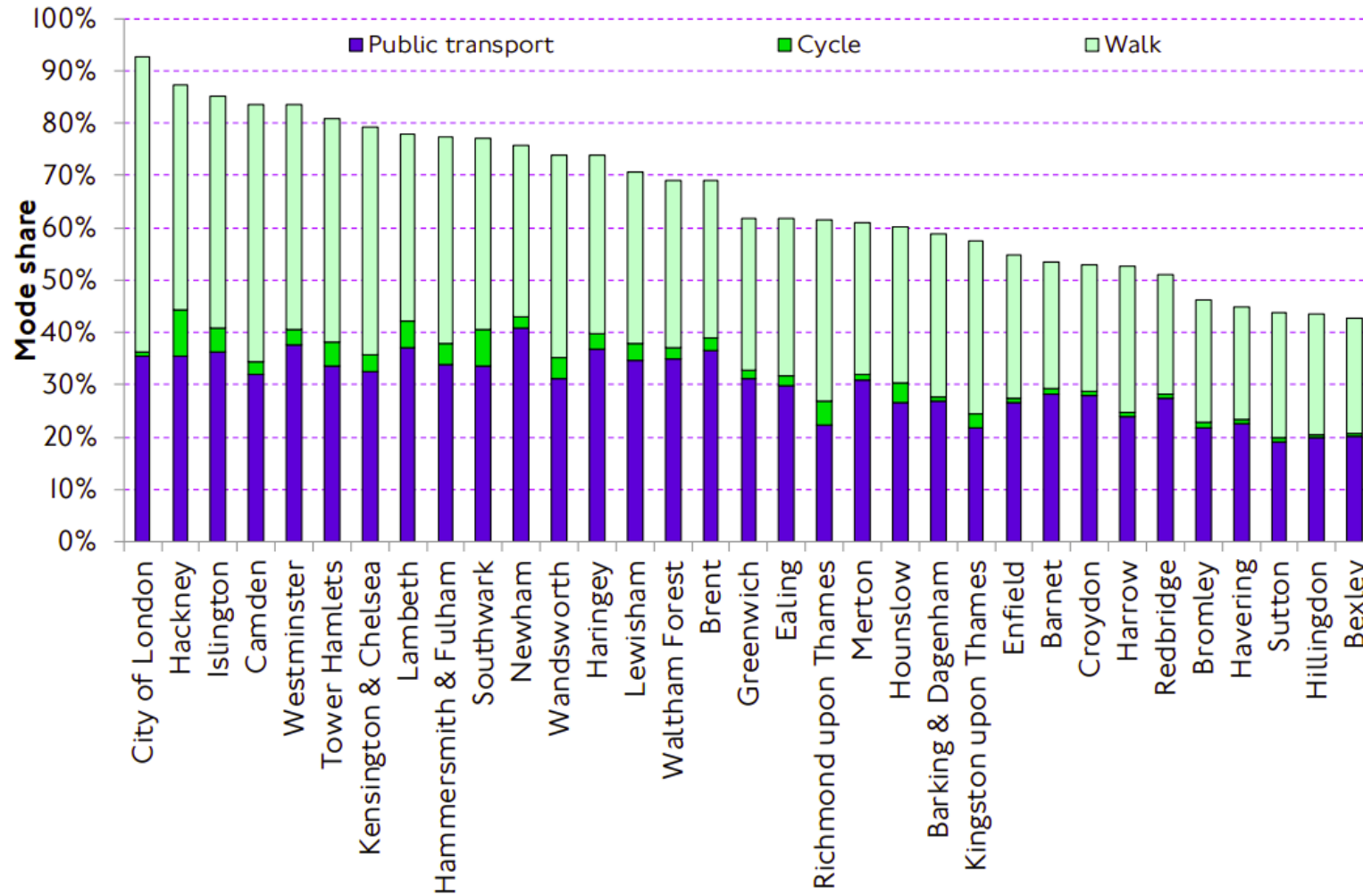
PM2.5 emissions (in tonnes) from road transport

| Observed |      |      | LIP target |      |
|----------|------|------|------------|------|
| 2013     | 2016 | 2019 | 2021       | 2041 |
| 49       | 42   | 44   | 36         | 20   |



Sustainable Modeshare Performance Comparison (Source <https://content.tfl.gov.uk/travel-in-london-report-13.pdf>)

Figure 2.2i Trip-based active, efficient and sustainable mode share by borough of residence, LTDS 3-year average, 2017/18-2019/20.



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## Appendix 2. School Streets

### **Healthy School Streets in Operation Under Permanent Traffic Order**

Cypress Primary School (Lower and Upper)

Downsview Primary and Nursery

Fairchildes Primary School

Harris Academy Purley

Harris Primary Academy Kenley

Heavers Farm Primary School

Norbury Manor Primary

St Chad's R C Primary School

West Thornton Primary Academy (R)

Winterbourne Junior Girls

Winterbourne Junior Boys

Winterbourne Junior Nursery School

Woodcote High School

Woodcote Primary School

### **Healthy School Streets in Operation Under Experimental Traffic Order**

Healthy School Streets in operation under ETMOs 25 April to 25 October 2022

Attlee Close Healthy School Street (PDF, 988KB)

Dickenson's Lane Close Healthy School Street (PDF, 899KB)

Haling Road Healthy School Street (PDF, 872KB)

Keston Avenue Healthy School Street (PDF, 716KB)

Marston Way Healthy School Street (PDF, 810KB)

Montpelier Road Healthy School Street (PDF, 796KB)

Sandown Road and Oakley Road Healthy School Street (PDF, 1.4MB)

Southcote Road Healthy School Street (PDF, 1.1MB)

Thomson Crescent and Chapman Road Healthy School Street (PDF, 766KB)

Woodend Healthy School Street (PDF, 734KB)

## Appendix 2. School Streets

### **Potential Healthy School Streets Consulted On and Awaiting Recommendation/Decision**

Potential Healthy School Streets under informal public consultation from 1 July 2022 to 30 July 2022.

Cumberlow Avenue

Dering Place and Barham Road

Dunley Drive and Walker Close

Gonville Road

Birchanger Road, Crowther Road and Gresham Road

Mosslea Road and New Barn Lane

Southbridge Place

Ingram Road and Springfield Road

Stanhope Road and The Avenue

Stroud Green Way and Swinburne Crescent

The Crescent and Saracen Close

### **Healthy School Streets Under Informal Consultation**

The informal consultation starts September and ends 19 October 2022.

All Saints Church of England Primary

Coombe Wood and Old Palace of John Whitgift

Elmwood Schools

Harris Academy Crystal Palace

Harris Academy Invictus

Harris Academy Upper Norwood

Kensington Primary and Norbury High School For Girls

Minster Schools

Oasis Academy Byron

Rockmount Primary

St. James the Great School

St. John's Church of England School

St. Peter's Primary School