

LIP3 Development

Cycle Forum

26 June 2018

The MTS and the need for a LIP3

The **Mayor's Transport Strategy (MTS)** sets out his transport policies and proposals for the next two decades. It seeks to deliver '**Good Growth**' through the integration of land use and transport, and the provision of a robust and resilient public transport network with an **ambitious aim to reduce car use in favour of increased walking, cycling and public transport use.**

Without this shift away from car use, London cannot continue to grow sustainably. A shift from car use to more space-efficient travel also provides **the only long-term solution to the road congestion and gridlock** that threatens London.

Boroughs are required to set out their proposals for implementing the MTS in their area through the Local Implementation Plan (LIP). It is a legal requirement under the GLA Act 1999 for boroughs to prepare a LIP "**as soon as reasonably practicable**" after the Mayor has published his transport strategy.

The LIP3 document will be a **5+ year local transport plan** for the borough and in it we will need to outline our local transport objectives, targets and the schemes we intend to deliver in order to meet the Mayor of London's transport outcomes.

Croydon receives approximately **£3.5 million in LIP funding from TfL each year** with the opportunity to bid for additional grant funding from specific funding pots.

Previous MTS

The previous Mayor's Transport Strategy (MTS) vision and goals:

Goals:

- Supporting economic development and population growth
- Enhancing the quality of life for all Londoners
- Improving the safety and security of all Londoners
- **Improving transport opportunities for all Londoners**
- Reducing transport's contribution to climate change and improving its resilience
- **Supporting delivery of the London 2012 Olympic and Paralympic Games and its legacy**

Emphasis on:

- Electric vehicles and cycling
- **Smoothing London's traffic flow**, through such measures as the optimisation of traffic lights, coordination of roadworks and continued development of Intelligent Transport Systems
- **Corridors & neighbourhoods approach** instead of modal streams

New MTS and LIP3 guidance

The current Mayor's Transport Strategy (MTS) vision and goals:

Key overarching framework for the new MTS is '**Healthy Streets Approach**' - a system of policies and strategies to deliver a healthier, more inclusive city where people choose to walk, cycle and use public transport ..

- 'Boroughs are required to identify key opportunities for shifting trips and journey stages to walking, cycling and public transport to contribute to achieving **the overarching aim for 80 per cent of trips to be made by active, efficient and sustainable modes by 2041**'.

MTS Themes:

- Healthy Street and healthy people
- A good public transport experience
- New homes and jobs

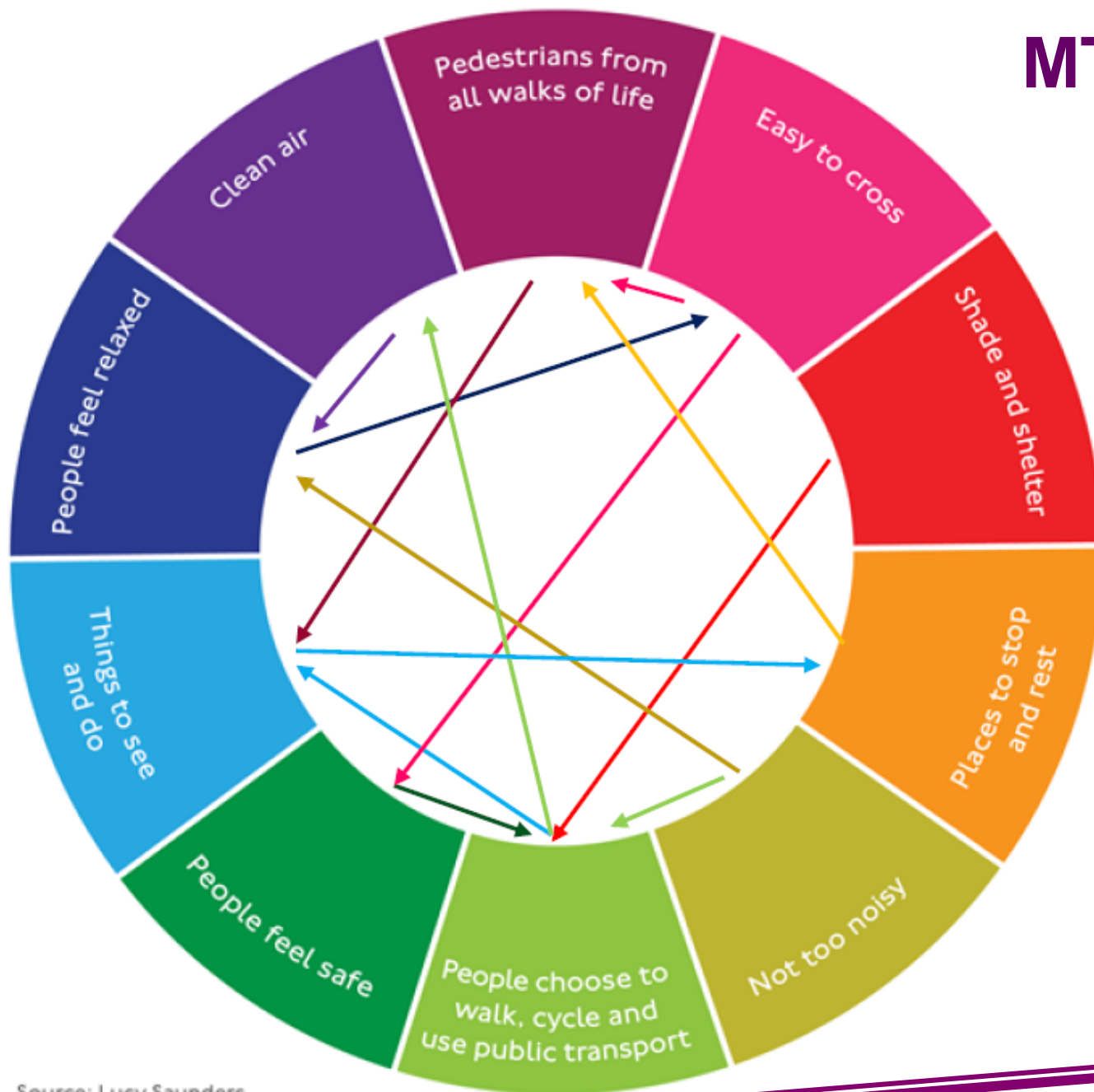
MTS Key concepts:

- Vision Zero approach where ultimately no one is killed or seriously injured on London's roads.
- Borough traffic reduction strategies
- Liveable Neighbourhoods programme (replacing Major Schemes)

LIP3 development programme:

- MTS published - March 2018
- TfL final guidance released – May 2018
- Engagement period with stakeholders and community – June to August 2018
- Online engagement survey – June to September 2018
- Develop draft document – July to September 2018
- Submit draft LIP3 for Cabinet (delegated authority) – October 2018
- Submit draft LIP3 documents to TfL (consultation period) - **3rd November 2018**
- TfL & GLA respond to the draft with comments – 10 December 2018
- Final LIP3 submitted - **16th February 2019**
- Mayoral approval - by the end of March 2019
- Liveable Neighbourhood bid deadline - **31st November 2018**

MTS theme: Healthy Streets



This policy puts people and their health at the centre of our decision making, helping everyone to use cars less and to walk, cycle and use public transport more.

It uses the 10 Healthy Streets Indicators to help you think about the issues that affect the experience of using a street and spending time there.

All road and street schemes including developments that impact on the public realm are to be assessed against these indicators.

MTS concept: Vision Zero

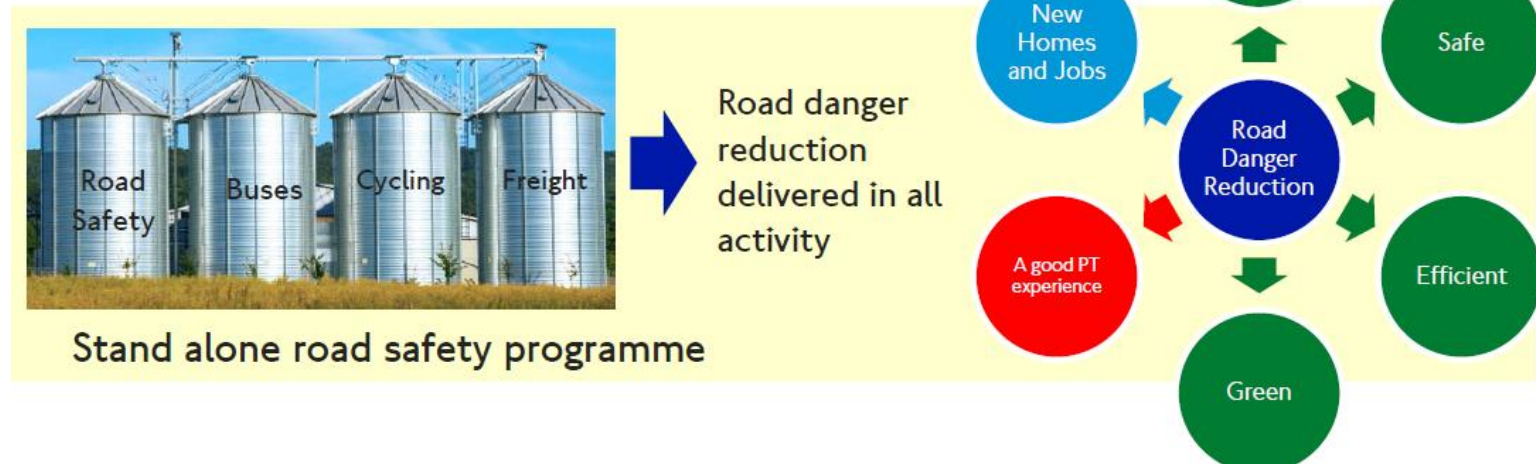
- We need to reduce road danger across London in order to achieve our 80% mode share target.
- Safety concerns are the main reasons people give for not cycling more, and for being unwilling to let their children walk unaccompanied.

Page 7 • 80 per cent of KSIs on London's roads are people walking, cycling and motorcycling.

• A Safe Systems approach – a road environment designed to be forgiving to human error.

- An evidence-driven approach.

Long term aim:
Zero KSIs by 2041



Croydon transport context – key points

- 32,000 new homes in the borough by 2036, 10,000 of these new homes and 25,000 new jobs in the Growth Zone.
- By 2031 the number of residents over 65 will have increased by 41%.
- Only 26% of Croydon residents are doing at least 20 minutes of active travel each day needed to stay healthy.
- Croydon has the largest within borough commuting of all the London boroughs.
- Typical weekday car journey in Croydon is under 5km, easily cycle-able.
- 400,000 potentially cycle-able daily journeys in Croydon, currently only 6,000 cycle trips per day.
- Croydon has lowest availability of cycles per household in London.
- According to the TfL LTDS Croydon has lowest cycling mode share of all London boroughs (0.7%) & it has decreased since 2006.
- 1 in 3 children in Croydon are overweight. 2 in 3 adults are overweight. 30% expected to be obese by 2025. Current annual cost of obesity to Croydon is £190 million.
- Car ownership increased from 132,000 in 2001 to 148,000 in 2016 (between 2013 & 2016 increase of 10,000).
- 7.5% of premature deaths in Croydon are linked to air pollution.
- Average bus wait times have increased by 9% in 2 years.

Croydon challenges & issues

We are required to identify local objectives reflecting local borough challenges that also meet the MTS outcomes and aims

	HEALTHY STREETS	PUBLIC TRANSPORT	GROWTH & JOBS
CHALLENGES & ISSUES	<ul style="list-style-type: none"> • Low physical activity levels • Childhood & adult obesity • Greatest in-borough commuting – short journeys • Large young population in the north but also large older and ageing population in the south • Low cycling levels • Rat running & speeding • Physical severance • Lots of short car trips • School run & associated congestion • Road safety and fear of cycling • Hilly topography in the north and south of the borough • Low cycle access and ownership levels • Air pollution impacts from road traffic • Lack of safe pedestrian provision at major junctions • Accessibility through parks for cyclists and pedestrians at night • Intimidating underpasses, footbridges and tunnels • Hostile vehicle mitigation requirements • Mental health and social isolation 	<ul style="list-style-type: none"> • Overcrowding on tram network • Overcrowding at East Croydon station • Congestion & step free access at West Croydon station • Bus congestion in town centre • Increasing bus wait times • Slower bus journey times • Tram incident • Bus casualties • Anti-social behaviour on buses at school exit times • Finding space for both bus priority and safe cycle routes on key corridors • Desire for additional tram extensions • Poor bus accessibility in parts of the south of the borough 	<ul style="list-style-type: none"> • Suburban densification and impacts on parking and transport network in lower PTAL areas • Scale of development occurring in the Growth Zone taking place over a relatively short period of time • Construction impacts on our streets and transport network in the Growth Zone • Loss of 11,000 jobs in Croydon town centre in past decade, residents having to travel further • Westfield development – 3,000 new car parking spaces

Croydon Labour Party manifesto commitments

	HEALTHY STREETS	PUBLIC TRANSPORT	GROWTH & JOBS
	<ul style="list-style-type: none"> • Reduce the number of short car journeys • Creation of attractive high streets • Support play streets • Healthy Streets that encourage more walking and cycling • Encourage children to walk/cycle • Introduce a dockless bike scheme • Introduce cycle routes on residential roads and a network of safe cycle routes • Transform subway under the Croydon Flyover • £20m investment in cycling/walking including 3 cycle highways • Introduce secure cycle parking • Introduce speed reduction measures where evidence of persistent speeding • Reduce air pollution near schools • Install 400 EV charging points over the next 4 years • Anti-idling campaign and air quality monitoring around schools • Plant 3500 new street trees by 2023 • Reduce reliance on the car. • Supporting good access to local shops and services through parking provision 	<ul style="list-style-type: none"> • Lobby for tram network extension and overground rail improvements – tram extension to Crystal Palace • Work with TfL and Network Rail to improve public transport links • Call for the adoption of safety recommendations that arise from the tram derailment investigation • Introduce new bus routes to better connect people and places • Re-opening the entrance/exit at Norbury station to ease congestion and overcrowding at peak periods • Improving step-free access at Norwood Junction • Campaigning for Waddon railway station to be made fully accessible 	<ul style="list-style-type: none"> • Press TfL to deliver on the Fiveways scheme • 2 additional platforms at East Croydon station • Increase transport capacity to support the creation of new homes and jobs • Ensuring the town centre keeps running through major redevelopment work and growth • Ensure that TfL reopens Blackhorse Lane in early 2019

When identifying local objectives we also need to consider local policies and in particular local political priorities – good alignment with the MTS

Current LIP2 work streams

LIP2 Corridor & Neighbourhoods schemes 2018/19

- 20 mph limits and areas
- Road safety initiatives
- Cycling infrastructure improvements
- Walking infrastructure improvements
- Public rights of way improvements to aid walking and cycling
- Smarter travel and measures to promote walking and cycling
- Accessibility and other local access improvements
- Air quality management programme
- Bus priority programme

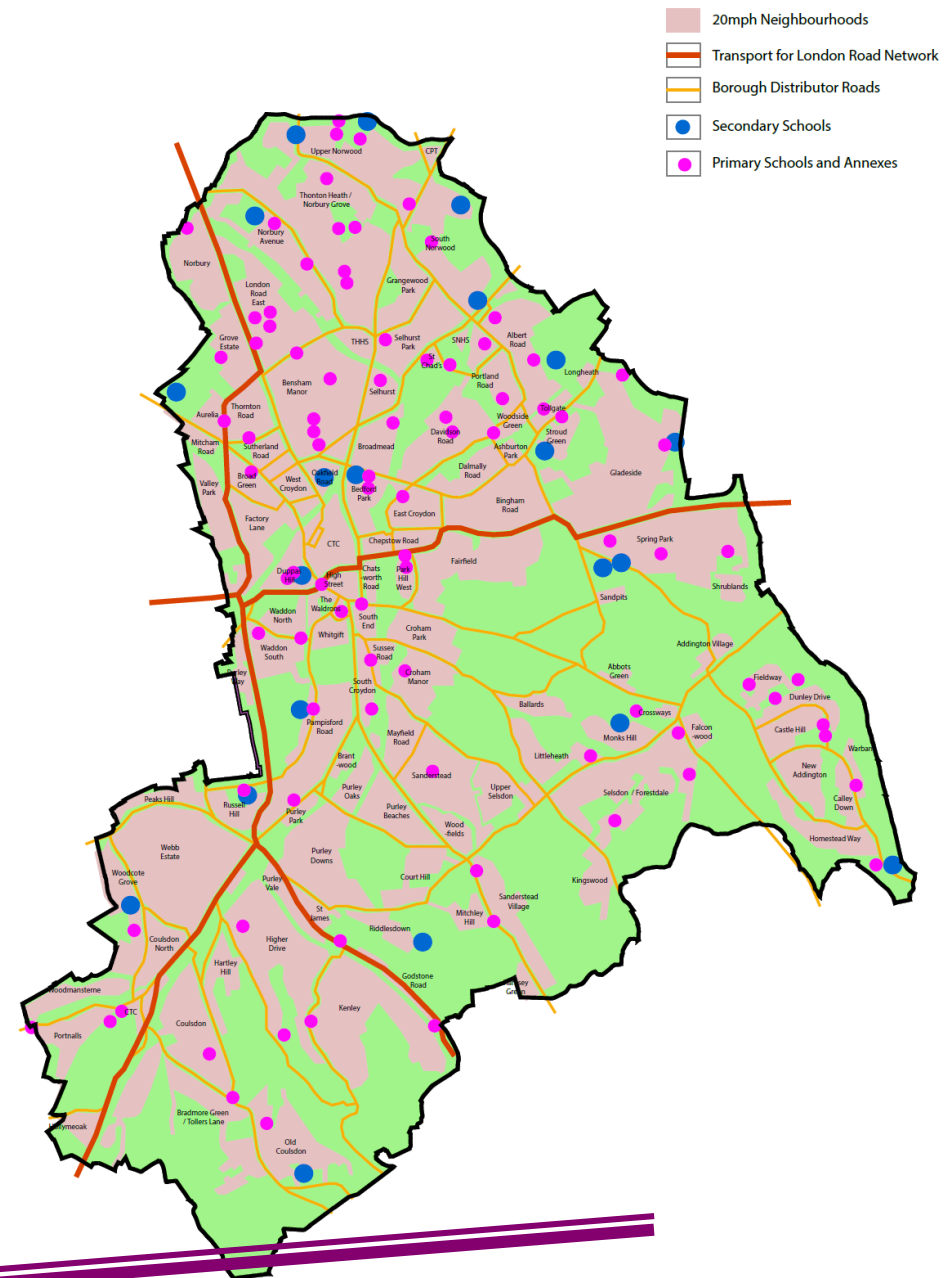
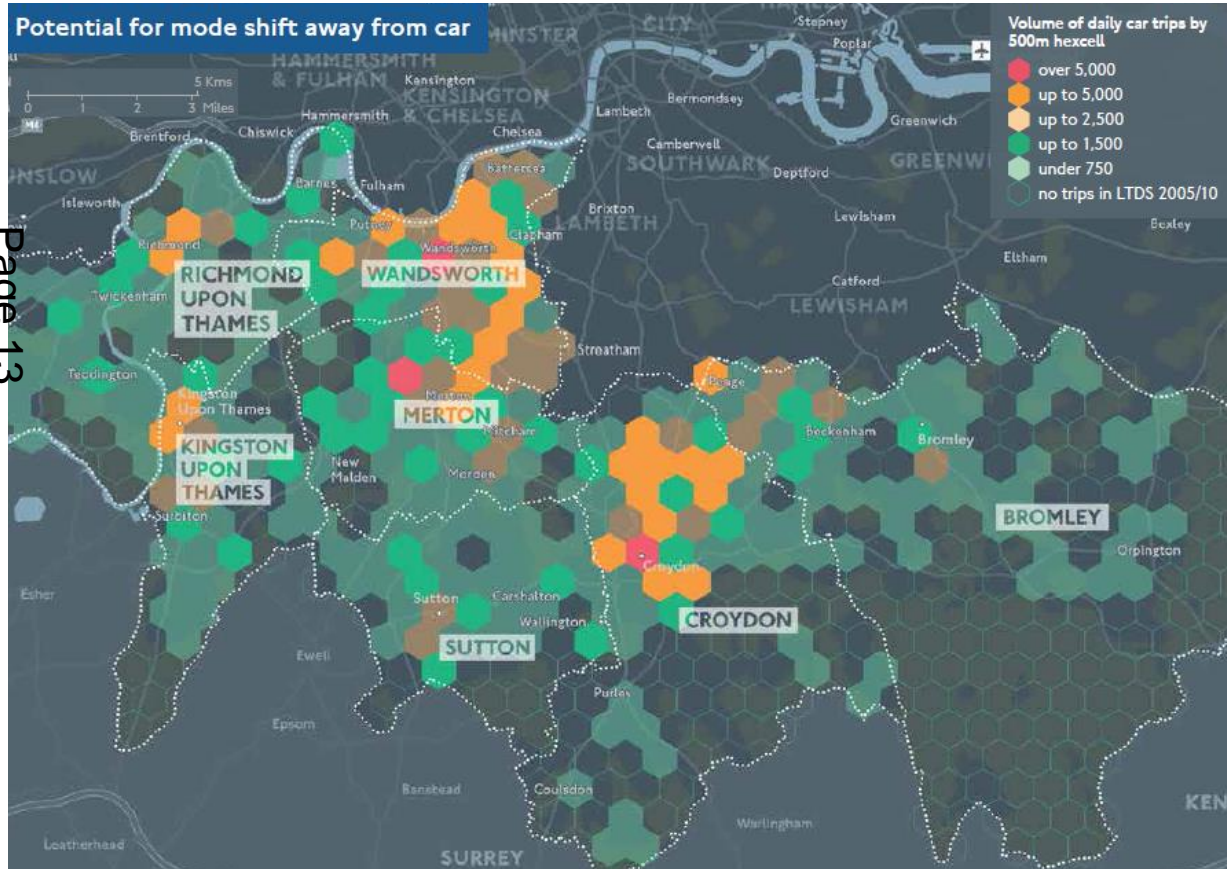
Potential work streams that support new MTS

- **Healthy School Neighbourhoods** – holistic approach to school pedestrian zones, bikeability, safety schemes and neighbourhood traffic reduction schemes
- **Dockless and electric bike** sharing schemes – widens access to bikes and tackles hilly topography
- **Corridor Healthy Routes** schemes – Brighton Road, London Road, Mitcham Road – holistic approach
- **Vision Zero** – Evidence led approach to road danger reduction strategy, junction improvements & behaviour change
- **Car Clubs** – electric fixed bay expansion & introduction of flexible car clubs into the north of the borough
- **Parking management** – review of parking charges, expansion of CPZ coverage around district centres, consideration of emissions based pricing policy, use of new technology
- **Liveable Neighbourhoods** – holistic area wide approach to support shift from cars to walking & cycling
- **Traffic reduction strategy** – specific traffic demand management proposals to reduce car use in key areas of borough
- **Demand responsive** buses and minivans - to improve public transport accessibility to harder to reach areas of the borough
- **Electric vehicle** charging point provision – when trips by car are essential then we need to support transition to ultra low and zero emission vehicles by providing publicly accessible charging points

Liveable Neighbourhoods

A holistic area wide approach to support shift from cars to walking & cycling. Focused around schools and 20mph areas. It will involve a programme of local measures to create low trafficked neighbourhoods where walking and cycling is prioritised and mode shift from cars is supported.

Analysis from TfL identifies that the neighbourhoods in the north of the borough have the greatest potential for mode shift away from the car.



Thank you

- Stay in touch
- Send through any other ideas or proposals
- Draft LIP3 will be out for consultation in November 2018

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