

# **The Crystal Palace and South Norwood Low Traffic Neighbourhood**

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**CROYDON**  
[www.croydon.gov.uk](http://www.croydon.gov.uk)

# Low Traffic Neighbourhoods - Context



“Active travel is affordable, delivers significant health benefits, has been shown to improve well-being, mitigates congestion, improves air quality and has no carbon emissions at the point of use. Towns and cities based around active travel will have happier and healthier citizens as well as lasting local economic benefits. In July we published ‘Gear Change: A Bold vision for cycling and walking’, which set out a range of commitments to increase levels of active travel. Reallocating road space is very much part of that vision.

The government therefore expects local authorities to make significant changes to their road layouts to give more space to cyclists and pedestrians. Such changes will help embed altered behaviours and demonstrate the positive effects of active travel. I’m pleased to see that many authorities have already begun to do this, and I urge you all to consider how you can begin to make use of the tools in this guidance, to make sure you do what is necessary to ensure transport networks support recovery from the COVID-19 emergency and provide a lasting legacy of greener, safer transport.

Grant Shapps

Secretary of State for Transport, Forward to Statutory guidance on  
Traffic Management Act 2004: Network Management in Response to COVID-19  
(Updated 25 February 2021)

# **Healthy Neighbourhoods - Context**

- LTNs, or Healthy Neighbourhoods are not new.
- Many authorities were creating them in the 1970s, but just didn't realise it
- They have come to the fore, in London, following the London Mayor's Mini Holland initiative, started in March 2014
- Covid-19, and Govt's insistence that we change our networks to promote active travel in April 2020 brought about Croydon's first Healthy Neighbourhoods
- Selected based upon their "fit" with the existing cycle network the aim was to provide a safe link between Crystal Palace and central Croydon
- AND to provide a safe, socially distanced space for people to exercise in

# **Healthy Neighbourhoods - Policy**

- Corporate Plan
  - Easy, accessible, safe and reliable, making it more convenient to travel between Croydon's local places
  - Less reliance on cars, more willingness to use public transport, walk and cycle and
  - Invest in safe cycle lanes between central Croydon and local centres
- Climate Emergency
  - Croydon Council become carbon neutral by 2030;
  - Work with the Mayor of London to meet the aim for London to be a zero-carbon city by 2050;
  - Work with communities across Croydon to ensure that all residents and businesses are empowered and encouraged to play their part in making the Croydon the most sustainable borough in London;
  - Role of all elected Members in leading this agenda
- London Mayor's Transport Strategy
  - Healthy Streets and Healthy People • creating streets and street networks that encourage walking, cycling and public transport use to reduce car dependency and the health problems it creates.

**400,000+**

the number of trips we  
could make each day  
by bicycle



**Under 5km**

the length of a typical  
weekday car journey into  
Croydon Town Centre and  
a distance most people  
could easily cycle



**6,000**

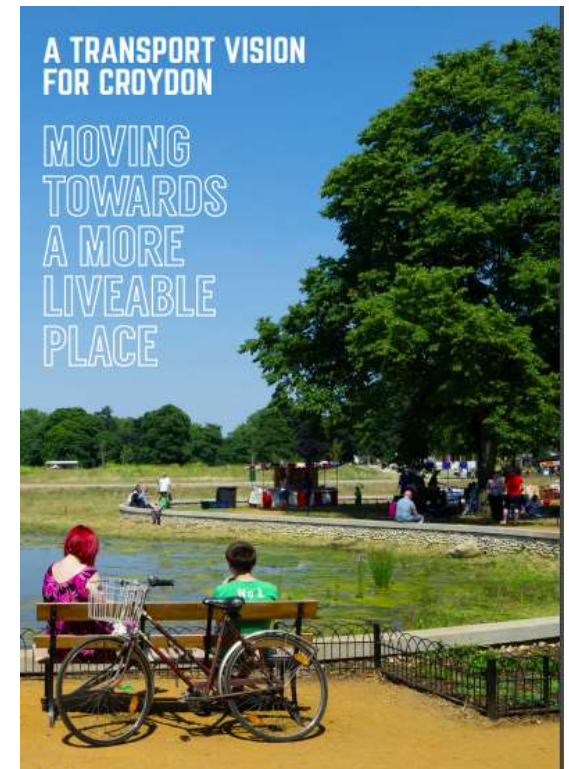
the number of daily  
trips we actually cycle –  
about 1% of the potential



**300,000+**

the number of car journeys made  
by Croydonians, starting  
or finishing in Croydon  
each day, which TfL  
estimates could be cycled  
if conditions were suitable





‘This unprecedented pandemic has also shown many of us, myself very much included, that we need to think harder about our health. We need to think harder about how we can make lifestyle changes that keep us more active and fit – the way we travel is central to this.’ Boris Johnson, Prime Minister

‘You can’t keep doing it the same way over and over again and expect different results’

Albert Einstein



‘Very few changes to anything will command unanimous support, and we do not ask it for these schemes. But there is clear evidence that for all the controversy they can sometimes cause, ambitious cycling and walking schemes have significant, if quieter, majority support. In recent surveys by my Department, 65 per cent of people across England supported reallocating road space to walking and cycling in their local area and nearly eight out of ten people support measures to reduce road traffic in their neighbourhood. In individual neighbourhoods from which through traffic has been removed, surveys again find that clear majorities of residents welcome the schemes and want them to stay.’

‘Councils must develop schemes that work for their communities. .... Consultation should include objective tests of public opinion, such as scientific polling, to cut through the noise and passion schemes can generate and gather a truly representative picture of local views. It should engage stakeholders, including local MPs, but it should not be confused with listening only to the loudest voices or giving any one group a veto.’

Grant Shapps

Active Travel Funding Tranche 2 Allocations letter to Sadiq Khan 13 November 2020



# Key Dates



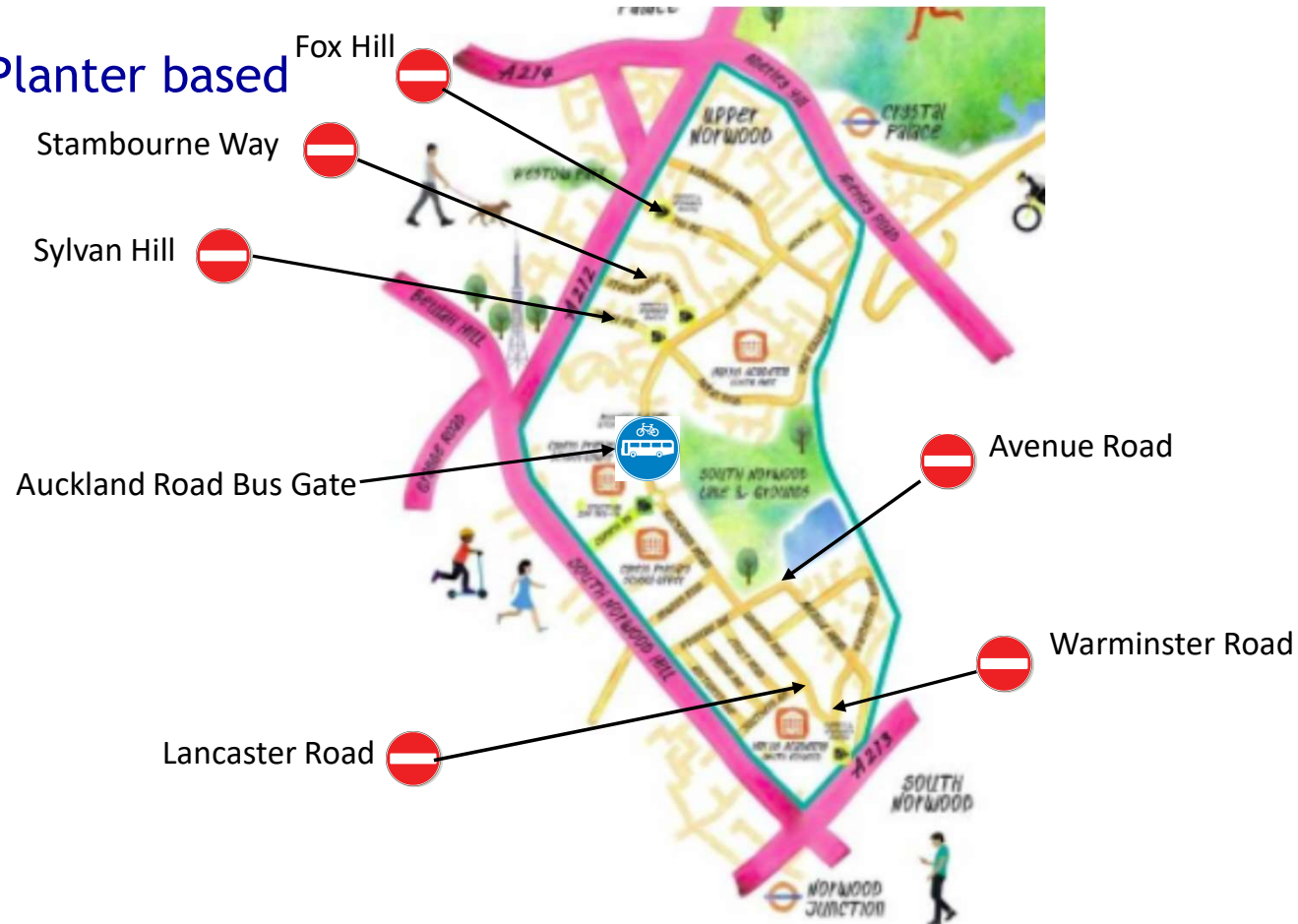
- **22nd March** - Scaffold / Temp signals implementation
- Auckland Road closed for SGN gas works
- **21st August** – Temporary LTN current state

Road/Section of Road Name	2. Closed between	3. TTRO start date	
Lancaster Road, South Norwood (fronting Nos. 2 to 8 Lancaster Road)	Southern Avenue, South Norwood	22/05/20	
Auckland Road (fronting property Nos. 70 to 110 Auckland Road), Upper Norwood	Cypress Road, Upper Norwood	03/07/20	
Fox Hill, Upper Norwood	Braybrooke Gardens, Upper Norwood	21/08/20	
Stambourne Way, Upper Norwood	Auckland Road, Upper Norwood	21/08/20	
Sylvan Hill, Upper Norwood	Between Nos. 11 & 13 Sylvan Hill, Upper Norwood	21/08/20	

- **1<sup>st</sup> November** - Scaffold / temp signal removal
- **1<sup>st</sup> – 3<sup>rd</sup> November** – SCOOT fault at Anerley and Church Road junction
- **10<sup>th</sup> November** – Temp signals on Anerley for Thames works (1 day only, very large delays)
- **w/c 8<sup>th</sup> Feb** – All LTN infrastructure removed



## Old Scheme - Planter based



## New Scheme - ANPR



### Bromley Roads

The scheme is dependent upon the two Boroughs agreeing a way forward to prevent issues on Milestone Road and other Bromley Roads

## Scheme Implementation

- The scheme affects 4 other authorities
  - Bromley
  - Lewisham
  - Southwark
  - Transport for London (adjacency of Strategic Road Network)
- There is a clear legal procedure that Croydon must follow before the scheme can be implemented as planned
  - Section 121(b) of the Road Traffic Regulation Act
  - The affected authorities can object to our plans (within one month of notice being served)
  - Where an objection is received then the Greater London Authority has the power to intervene to either
    - I. Direct the local councils
    - II. Convene a public inquiry
- The timetable for implementation of the scheme is therefore not fully determined.

## Reviewing the Scheme

- The data that were used to allow for the preparation of the original TMAC report were extracted from FLOOW and iBus data streams.
- Should the decision to continue with the scheme be upheld then:
  - Air Quality Monitoring – pre-scheme implementation – to capture NO<sub>x</sub> levels and particulate concentrations.
    - Inside the neighbourhood
    - On the peripheral roads around the neighbourhood
    - Permission to be sought from London Borough of Bromley to allow monitoring on their streets
  - Traffic levels - pre-scheme implementation – to capture the volume of traffic now using the network in and around the neighbourhood. These data will be supplemented by bus time reliability data and the use of “FLOOW” data, these will help to understand how the traffic behaves, not just a measure of numbers.
- Provided that London Borough of Bromley agree to the scheme then it will be implemented, we will then
  - Repeat the data collection exercise outlined above
  - Undertake scientific polling to assess how those affected by the scheme feel about it as it operates

The data are to be collected during the experimental phase of the scheme

It is anticipated that the team will report back to TMAC 9 months after the scheme has been in existence OR 7 months after the last significant change to the layout, this to accord with the regulations governing the use of Experimental Traffic Orders

## Reviewing the Scheme

- The report to TMAC at the end of the Experiment will review:
  - Any objections made to the Order
  - The data collected and the impact of the scheme in terms of traffic flows, journey time reliability and pollution levels
  - The analysis of the scientific polling that is carried out during the experimental phase
- Prior to the scheme being implemented the team will publish the data collection strategy and will clearly set out those areas that are to be explored as a part of the final report to TMAC