

Appendix 8c Additional Email Submissions

1. **Covering Email to the 'Croydon Healthy Neighbourhoods Consultation Response: Holmesdale Road, Albert Road' in this appendix.**

From:

Sent: 24 August 2021 16:52

To: Ali, Muhammad

Subject: CROYDON HEALTHY NEIGHBOURHOODS

Dear Muhammad

On behalf of Holmesdale Community Action Group, Croydon Living Streets, Croydon Climate Action, Croydon Cycling Campaign and Shape Better Streets, I attach a submission to the Council's consultation on the Albert Road and Holmesdale Road Healthy Neighbourhoods schemes.

The headlines are:

- We support healthy neighbourhoods in both these locations.
- We support the Council's proposals for Albert Road, but would ask you to consider retaining planters, rather than installing ANPR, at the filter locations in Albert Road.
- The Council's proposals for the Holmesdale Road neighbourhood are not ambitious enough. They risk missing the opportunity to bring about a real transformation in safety and quality of life. We would ask you to retain the current scheme and work with local residents and organisations on improved proposals for a new ETRO.
- There is a need to set the two schemes and the others in place and proposed in the context of a clear borough-wide strategy for active travel and safer streets, including better links across main roads between healthy neighbourhoods, and more promotion of active travel routes. Our organisations stand ready to work with the council on bring this about.

Would it be possible for representatives of our groups to meet you before you make decisions on these schemes?

Kind regards

2. **Email from the Homesdale Community Action Group**

From:

Sent: 27 October 2021 21:37

To:

Subject: CROYDON HEALTHY NEIGHBOURHOODS - REQUEST FROM RESIDENTS AND STAKEHOLDERS FOR A MEETING WITH COUNCIL REPRESENTATIVES

Dear Muhammad, Hamida, Clive, Patsy and Louis,

I'm contacting you further to the emails from Croydon Living Streets and Martin Wheatley (both below) regarding the Holmesdale Road and Albert Road LTNs. We are asking to meet with you as soon as possible to discuss why we believe it is imperative for the Council to continue to promote healthy neighbourhoods in South Norwood. We represent residents who support the South Norwood LTNs, as well as those who have come to rely on Holmesdale and Albert Roads as safe routes for active travel through our borough.

As is often the case when introducing change, it is negative voices that tend to dominate the debate to the detriment of all others. We fear this is what has happened in South Norwood. The many beneficial impact the LTNs have had on our local community have been overshadowed. We want to share these positive experiences with you before any final decisions are made on the future of South Norwood's LTNs.

I speak as a founder member of Holmesdale Community Action Group which was set up as a direct consequence of the Holmesdale Road LTN. The idea of a neighbourhood group dedicated to greening and cleaning our street prior to the LTN was unthinkable. Our road was a rat run filled with speeding cars avoiding traffic lights on Selhurst Road and Whitehorse Lane. It was the scene of frequent road rage incidents and road traffic accidents at the junction with Park Road. Neighbours rarely stood on the street talking. Now it is very different. We have a growing collaborative community group and lots of ideas for future projects.

I've attached a copy of a poster we created during the online survey consultation to explain what the LTN means to us and publicise the survey to the street. We pinned these posters to every telegraph pole and planter along Holmesdale Road but within a matter of hours every single poster had been ripped down.

This is just one example of how difficult it has been to foster honest and open discussion about the LTNs in South Norwood. You may have seen the leaflet delivered to thousands of households during the consultation period by Open Our Roads which contained several untruths and misinformation. It is worrying to think that these leaflets could have had a detrimental impact on responses to the online survey.

We are convinced that Croydon Council has the ability to bring lasting change to South Norwood by improving and expanding the current LTNs. As genuine community-centred groups, we want to work with you to make transformational change a reality. The evidence on the benefits of LTNs is incontrovertible: RTAs reduced, pedestrian casualties reduced, air quality improved, cycling and walking increased, traffic evaporation, and popular with London voters. This is our lived experience of our LTNs.

Our lived experience is reflected in the most recent research and surveys. Possible, the climate action group, found that 84.6% of households living on

streets with filters wanted to keep them. They discovered this by knocking on doors and talking to people on streets in LTNs. We fear online surveys may not yield quite so accurate results which is why we, as representatives of our community, are asking to talk to you directly.

Please can we arrange a date to meet and talk more about the positive aspects of our LTNs at your earliest convenience?

We look forward to hearing from you.

With best wishes,

On behalf of Holmesdale Community Action Group, Croydon Living Streets, Croydon Climate Action, Croydon Cycling Campaign and Shape Better Streets

3. Covering Email to the Submission 'CROYDON HEALTHY NEIGHBOURHOODS. Paper by: Shape Better Streets, Croydon Cycling Campaign, Croydon Living Streets, Cypress School Cycling Club

From: Sent: 28 October 2021 15:17

To:

Cc:

Subject: CROYDON HEALTHY NEIGHBOURHOODS

Dear Hamida and Muhammad

This is a joint approach from the following local and community organisations concerned with healthy streets in Croydon – Shape Better Streets, Croydon Living Streets, Croydon Cycling Campaign and Cypress School Cycling Club (a local children's cycling group). We are also in close alignment with Holmesdale Community Action Group, who wrote to you earlier today.

We strongly support the council's ambitions on climate and healthy neighbourhoods. We urge you to retain the schemes currently in place, proceed with the revised scheme in Crystal Palace/South Norwood, and embark on a strong programme of engagement to ensure there is an informed debate with the participation of all elements in the community, which we suggest could usefully involve a properly constituted citizen's assembly or similar process. We would work with the council in bringing this about in any way we can.

At this time when the council is looking to make decisions on healthy neighbourhoods, COP26 is in progress and Sadiq Khan has just been elected Chair of the C40 Cities, we are deeply disturbed to have picked up word that the abandonment of all the current schemes is seriously being considered in the council. We have to speak plainly and say this would be completely catastrophic for the council's climate emergency, local environment and public health objectives, both practically and reputationally, and for Croydon Labour's credibility on environmental and active travel issues. Such a decision at this time would be a massive reputational own goal for any council which has declared a climate emergency. For Croydon, a council which is "in special measures" and which desperately needs to

rebuild the confidence of the London Mayor, national government, and local stakeholders, it should be unthinkable.

Some version of healthy neighbourhoods is the best, indeed we would suggest, in the short term, the only game in town for tackling several environmental and social challenges at the same time. Such schemes cut carbon, cut air pollution, cut noise pollution, tackle childhood obesity, reduce traffic danger, and as a result improve wellbeing, with the greatest impact on those on the lowest incomes and on children and young people. There is literally no argument of substance against them. In most of the scheme neighbourhoods, car owners are a minority. Opposition to them is pure noise: Open Our Roads' arguments are completely unsupported by the evidence and they offer no credible alternative ways of reducing traffic and its appalling adverse impacts on our communities, even if they had any genuine interest in doing so.

The argument being put forward for abandoning the current schemes is, we understand, that they were not supported by a majority of respondents to the consultation surveys carried out over the summer. Yet earlier this year, the council rightly decided that such a numbers game should not determine its approach to the Crystal Palace and South Norwood scheme because the response did not reflect the demographics of the local area, the environmental and public health case for it was unanswerable, and the evidence showed that the scheme had been successful, even after just a few months. The demographic which tends to dominate responses to such surveys is not representative of the community as a whole, and there are numerous examples now of opposition campaigners gaming and cheating them.

Government and TfL have made it clear that they will not fund councils which abandon active travel schemes without good reason. Croydon evidently cannot itself fund action in this territory. So abandoning these schemes now means no prospect of any funding, and hence action, on healthy streets for the foreseeable future. This means more traffic, more pollution, more children growing up obese, more injury and pain from traffic collisions. No responsible council leadership could take this path.

We set out our views in more detail below in the attached paper. We urge you to meet with us before you make any decision, and indeed would be extremely disappointed if you were not to do so.

All best wishes

On behalf of:

Shape Better Streets
Croydon Cycling Campaign
Croydon Living Streets
Cypress Cycling Club