

Experimental Croydon Healthy Neighbourhoods Monitoring and Engagement

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Sustainable Communities, Regeneration & Economic Recovery

22/23 Healthy Neighbourhoods – Go Live 30 September 2022

Move from Temporary Traffic Management Orders to **EXPERIMENTAL** Traffic Management Orders (ETMOs)

6 month objection period at start of ETMOs

Key milestones

Activity	Date
Cabinet Member for Sustainable Croydon decision (following Traffic Management Advisory Committee)	13 December 2021
Scrutiny & Overview Committee	19 January 2022
Consultation with Police	8-14 September 2022
Notice of Making (NoM) published (published in the press on Thursdays)	Thursday 22 September 2022
Installation of ANPR cameras	21 and 22 September 2022
Completion of civils (including road surfacing and markings)	23 September 2022
Signs (enforcement) and removal of existing planters	29 September 2022
Experimental Traffic Management Orders (ETMOs) to come into force	30 September 2022
End of 6 month objection period for ETMOs	31 March 2023

21 September 2022

22/23 Healthy Neighbourhoods – Go Live 30 September 2022

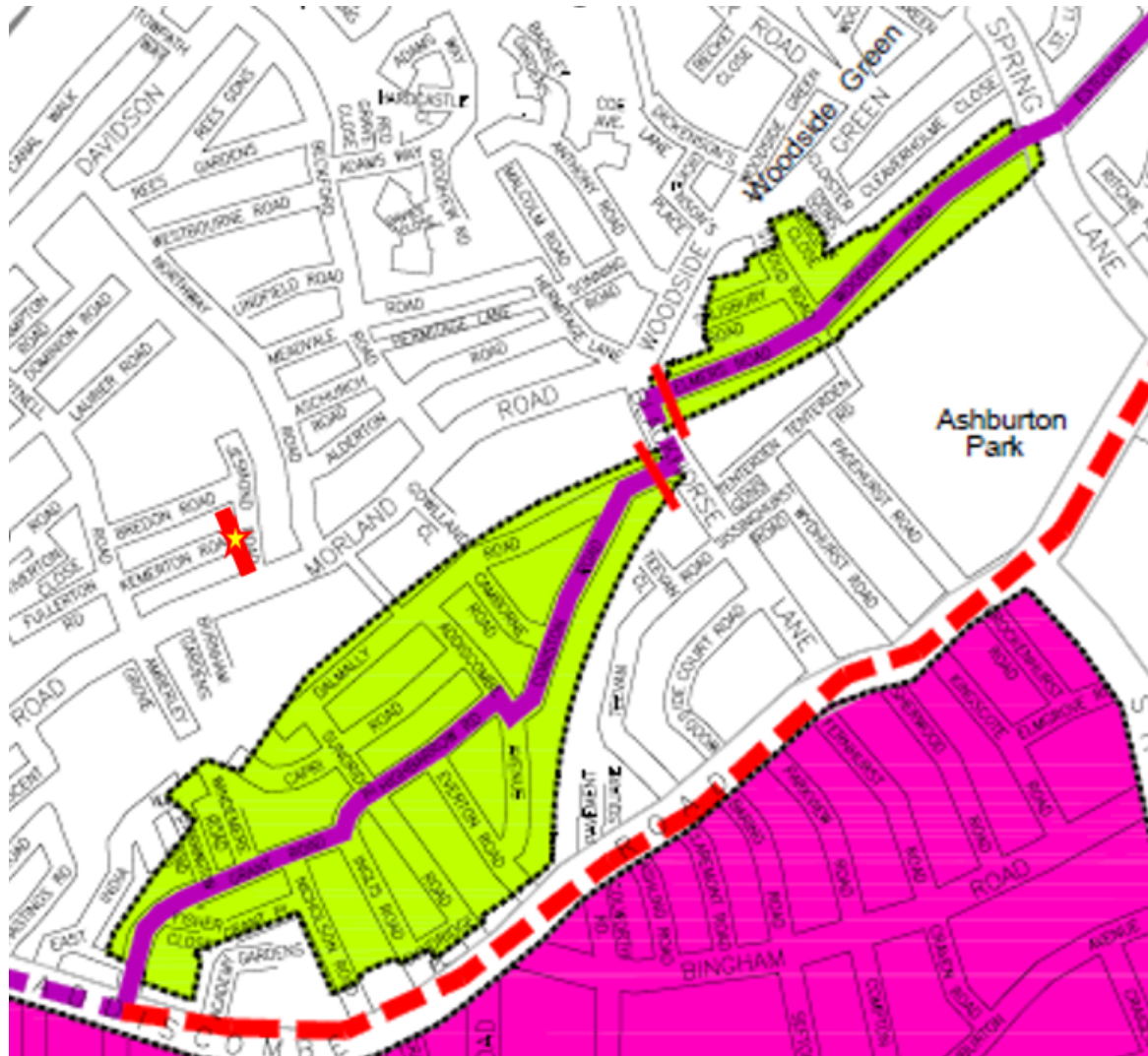
Civils complete at full closure sites (bollards) (excluding signs)

Healthy Neighbourhood	Healthy Neighbourhood site
Addiscombe	Kemerton Road junction of Jesmond Road (no camera- full closure)
Holmesdale	Holmesdale Road junction of Park Road (no camera – full closure)
Albert Road	Albert Road junction of Belfast Road (no camera – full closure)
Albert Road	Apsley Road junction of Albert Road (no camera – full closure)

Programme remaining sites (ANPR camera enforced (prohibition of motorised vehicle restriction))

Healthy Neighbourhood	Healthy Neighbour site	Camera retrofit install Date	Civils (excl lining & surfacing)	Lining and surfacing	Signs
Addiscombe	Blackhorse Lane junction Dalmally Rd	21/09/2022	COMPLETE		
Addiscombe	Elmers Rd junction of Blackhorse Lane	21/09/2022	COMPLETE		27/09/2022 2 (Advance warning signs);
Holmesdale Road	Holmesdale Rd opposite junction of Upper Grove SE25	21/09/2022	COMPLETE	EVENING OF	
Holmesdale Road	Elm Park Rd junction South Norwood Hill SE25	22/09/2022		22/09/2022	29/09/2022 2
Holmesdale Road	Holmesdale Rd junction Oliver Grove SE25 o/s 363	21/09/2022	COMPLETE	23/09/2022	(Enforcement signs and removal of planters)
Albert Road	Albert Rd SE25 junction Harrington Rd SE25	22/09/2022	COMPLETE	2	
Broad Green	Derby Road by Clarendon Road	22/09/2022	COMPLETE		
Broad Green	Canterbury Rd junction of Sutherland Rd	21/09/2022	COMPLETE		

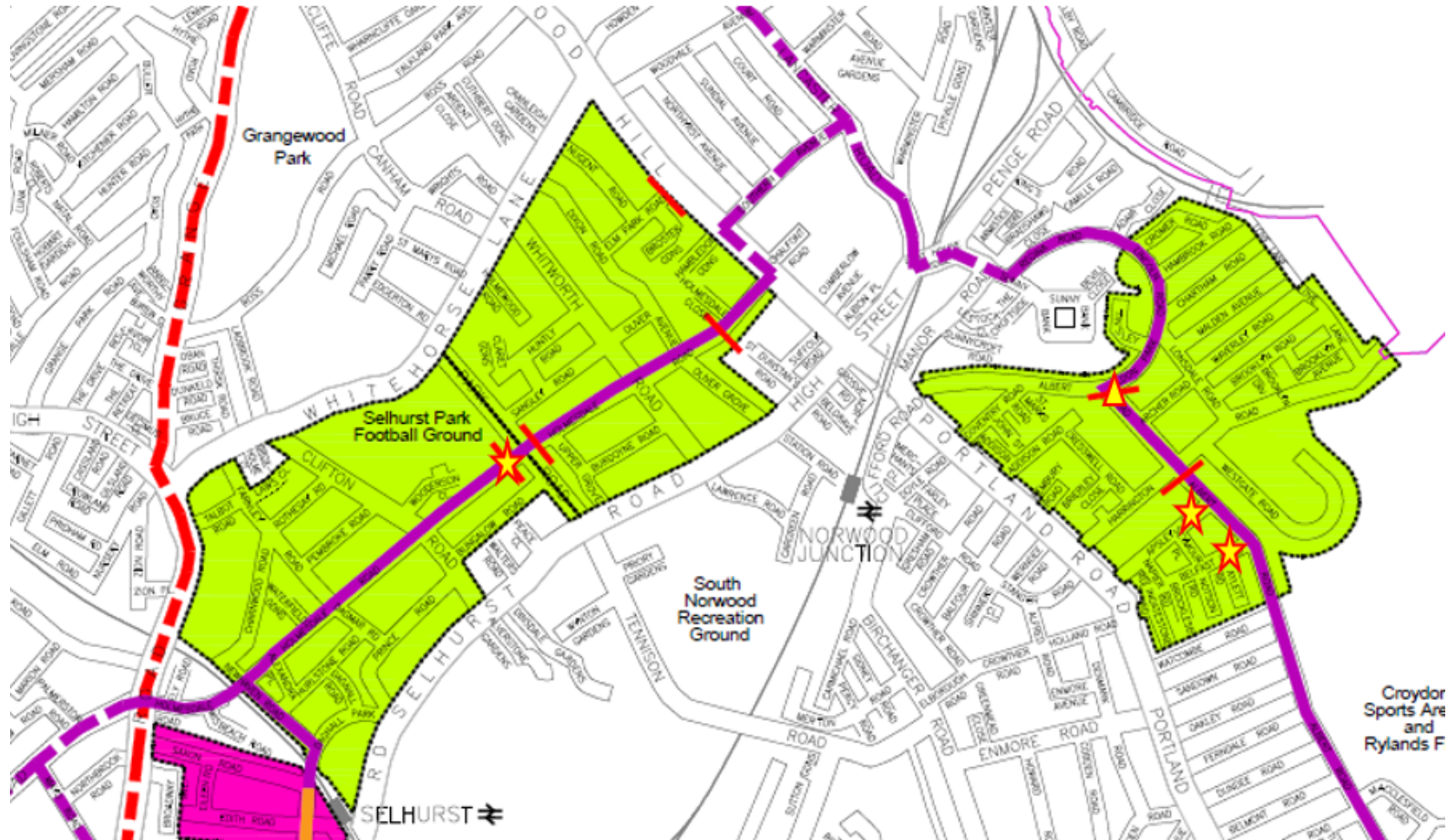
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Addiscombe (2 cameras, 1 bollard closure)

21 September 2022

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Holmesdale Road (3 cameras, 1 bollard closure)

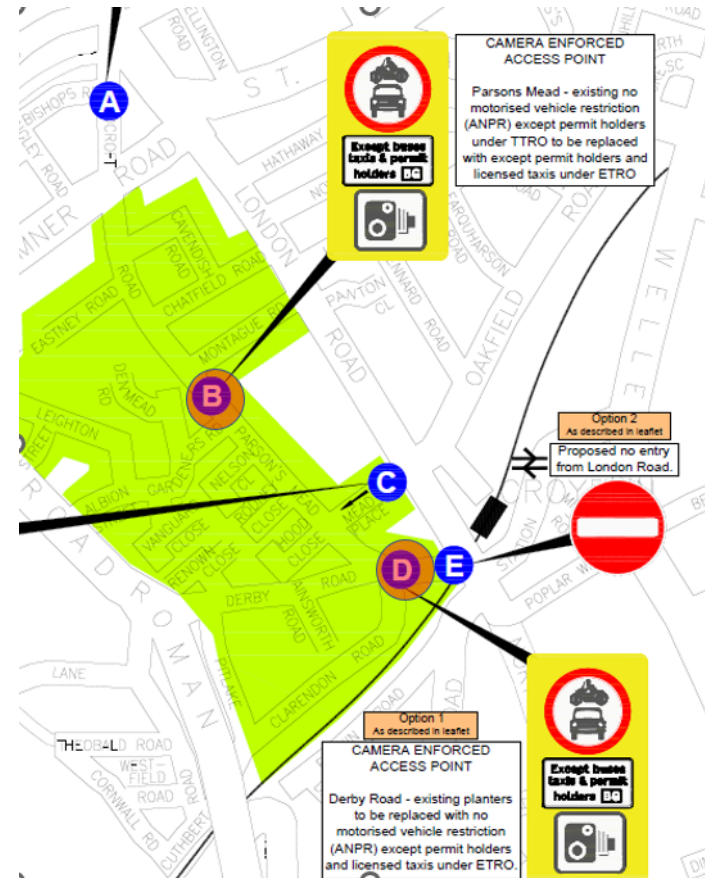
Albert Road (1 camera, 2 bollard closures,
1 camera cannot be installed (Eldon Park))

21 September 2022

22/23 Healthy Neighbourhoods – Go Live 30 September 2022



Sutherland Road (1 camera)



Parsons Mead (1 EXISTING camera (B), 1 NEW camera Derby Road (D; junction with Clarendon Road)

Future Healthy Neighbourhoods

Future Healthy Neighbourhoods presented to Cabinet on 24 January 2022, ahead of Local Implementation Plan funding bid to Transport for London

HN - Crystal Palace and South Norwood (Auckland Rd)	Monitoring and engagement during the experiment. Potential conversion of HN scheme from ETRO to permanent.
HN - Selhurst 1 (Sydenham Rd)	New CHN to be implemented through ETRO in 2022/23, with transition to permanent scheme in 2023/24, subject to consultation etc. 2022/23 LIP Funding for implementation costs (excluding ANPR camera cost) and engagement and monitoring during the experiment.
HN - Selhurst 2 (Dagnall Park Area)	New Experimental HN to be implemented through ETRO in 2022/23, with transition to permanent scheme in 2023/24 (subject to consultation)
HN - Home Area (Clyde Rd - Bingham Rd)	Design/engagement / Feasibility on new HN.
HN - Melfort Road	Project scoping, design and feasibility in 2022/23

Strategic Objectives

MTS



Mayor's Transport Strategy 2018

See It on the Mayor of London's website



"At its heart is a bold aim for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041.

This is a big task and achieving it won't be easy. "

Mayor's Transport Strategy

The Mayor's approach

The strategy uses the [Healthy Streets Approach](#). This makes health and personal experience the priority as we plan our city.

The Healthy Streets Approach will be applied to the whole transport system to help create:

- **Healthy Streets and healthy people:** streets make up 80% of London's public spaces - making them Healthy Streets will improve the quality of life for everyone in London

LIP3

‘The LIP3 document outlines aprogramme of investment that delivers: **improvements to walking and cycling routes**; the rollout of electric vehicle charging infrastructure and Car Club vehicles; a **Healthy Schools Neighbourhoods programme**; virtual hub and electric bike share schemes; improved bus accessibility in suburban areas; Vision Zero Safer Streets schemes; traffic reduction strategies; and a **Liveable Neighbourhood proposal to reconnect Old Town.....**’

Views and objectives

'An online engagement campaign was undertaken asking residents and visitors to complete an online survey giving their views on transport in Croydon in order to shape the LIP3. The surveys were active until the end of September 2018 and over 1,000 people responded to the survey. A summary of results reveal that:

³⁵/₁₇ 86% of respondents agreed that traffic levels are too high in Croydon.

³⁵/₁₇ 44% of respondents agreed that traffic speeds are too high, with 37% disagreeing, 19% were not sure.

³⁵/₁₇ Less than 5% agreed that the street environment encouraged them to cycle, whilst 77% disagreed, with over 52% disagreeing strongly.

³⁵/₁₇ Over 55% agreed that children should be able to play in residential streets, 26% disagreeing.

³⁵/₁₇ 74% stated that they are concerned about air quality.

³⁵/₁₇ 72% agreed that traffic levels need to be lower.

³⁵/₁₇ 40% agreed they would cycle more if conditions were right, with 43% disagreeing.

³⁵/₁₇ 64% stated they would use public transport more if it was convenient.

³⁵/₁₇ 61% would travel by car less if the alternatives were better.

³⁵/₁₇ 78% agreed that less vehicles would mean better air quality. '

MTS and LIP3 Objectives, Targets and Monitoring

TABLE ST07 - Borough outcome indicator targets				
Objective	Metric	Borough target	Target year	Additional commentary
Overarching mode share aim – changing the transport mix				
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. 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	
Healthy Streets and healthy people				
Outcome 1: London's streets will be healthy and more Londoners will travel actively				
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). 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	

MTS and LIP3 Objectives, Targets and Monitoring

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. Croydon Baseline 2016 = 0%	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	
Outcome 2: London's streets will be safe and secure				
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 Observed with back casting applied 2005-09 baseline = 252 Observed 2017 = 126	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 2041	51 0	The target of 51 KSIs in 2030 represents a 70% reduction in KSIs on the 2010-14 baseline. Whilst Croydon supports the

MTS and LIP3 Objectives, Targets and Monitoring

Objective	Metric	Borough target	Target year	Additional commentary
Outcome 3: London's streets will be used more efficiently and have less traffic on them				
Reduce the volume of traffic in London.	Vehicle kilometres in given year. Base year 2015. Reduce overall traffic levels by 10%.	1,162	2021	The interim target trajectory of 1,162 represents a 0% change on the 2015 base year.
	Observed annual vehicle kilometres (millions) in 2015 base year = 1,162	1,046	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) Baseline average 2013-2016 = 143,710 Latest year 2016 = 148,256	137,800	2041	The 2021 interim trajectory represents a decrease of 2,510 vehicles from the 2013-2016 baseline. The 2041 target of 137,800 vehicles represents a decrease of 5,910 vehicles from the 2013-2016 baseline.

MTS and LIP3 Objectives, Targets and Monitoring

Outcome 4: London's streets will be clean and green				
Reduced CO ₂ emissions.	CO ₂ 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 ₂ 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 ₂ from the 2013 base year.
Reduced NO _x emissions.	NO _x emissions (in tonnes) from road transport within the borough.	330	2021	Interim 2021 target of 330 is a decrease in 560 tonnes of NO _x from 2013 base year.
	Base year 2013 = 890	40	2041	2041 target of 40 is a decrease in 850 tonnes of NO _x from 2013 base year.
Reduced particulate emissions.	PM ₁₀ emissions (in tonnes) from road transport within borough.	75	2021	Interim 2021 target of 75 is a decrease in 13 tonnes of PM ₁₀ from 2013 base year.
	Base year 2013 = 88	41	2041	2041 target of 41 is a decrease in 47 tonnes of PM ₁₀ from 2013 base year.

MTS and LIP3 Objectives, Targets and Monitoring

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

MTS and LIP3 Objectives, Targets and Monitoring

Overall aim: 80% walking, cycling and public transport

Active, efficient and sustainable mode share

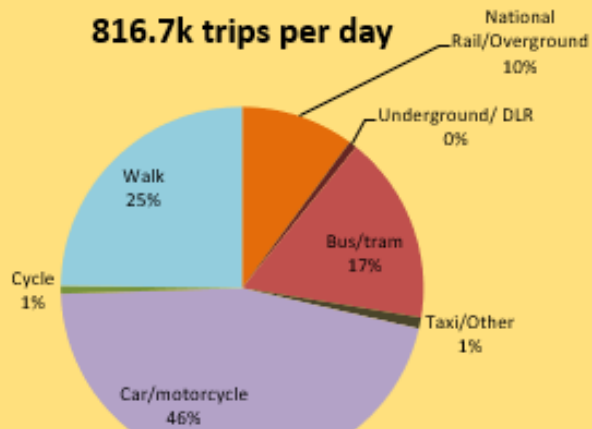
Walking, cycling and public transport % mode share by borough resident based on average daily trips

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

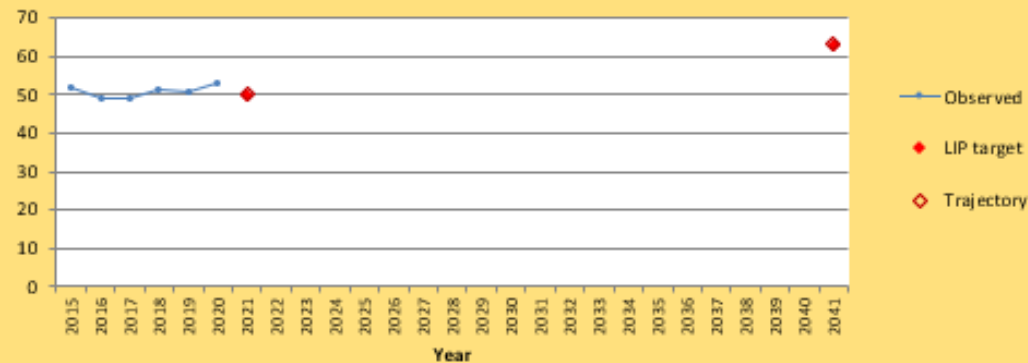
[Supplementary mode share data](#)

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



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



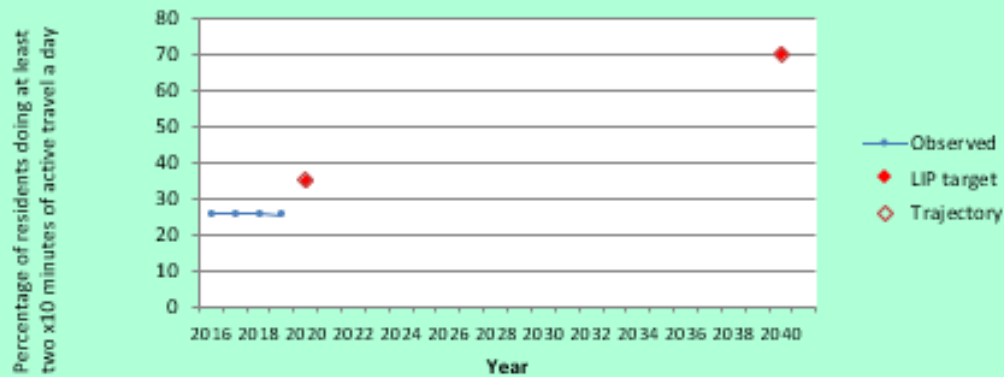
MTS and LIP3 Objectives, Targets and Monitoring

Outcome 1: London's streets will be healthy and more Londoners will travel actively

Outcome 1a: Londoners to do at least the 20 minutes of active travel they need to stay

Percentage of residents doing at least two x10 minutes of active travel a day by borough

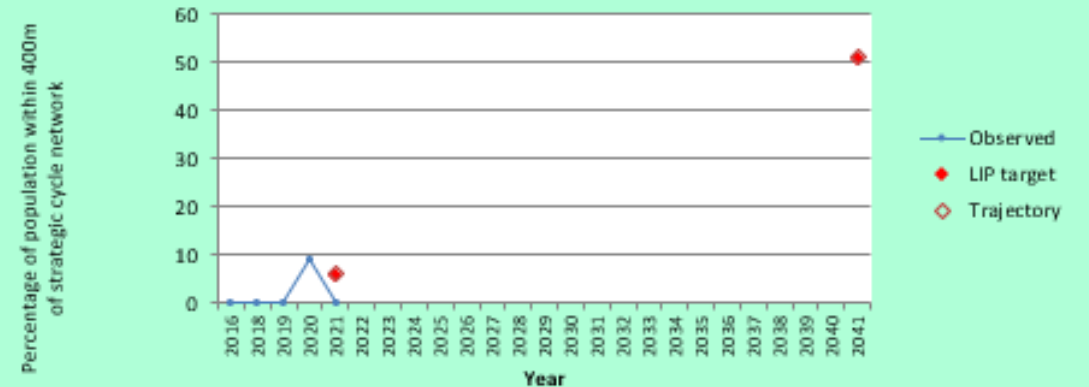
Observed					LIP target	
2013/14 to 2015/16	2014/15 to 2016/17	2015/16 to 2017/18	2016/17 to 2018/19	2017/18 to 2019/20	2021	2041
26	26	26	26	27	35	70



Outcome 1b: Londoners have access to a safe and pleasant cycle network

Percentage of population within 400m of strategic cycle network by borough

Observed					LIP target	
2016	2018	2019	2020*	2021	2021	2041
0	0	0	9	0	6	51



MTS and LIP3 Objectives, Targets and Monitoring

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

Outcome 4a: Reduced CO2 emissions

CO2 emissions (in tonnes) from road transport

2013	Observed		LIP target	
	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

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

Outcome 4c: Reduced particulate emissions (PM10)

PM10 emissions (in tonnes) from road transport

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

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

PM2.5 emissions (in tonnes) from road transport

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

'Gear Change' England Walking and Cycling Strategy



We want – and need – to see a step-change in cycling and walking in the coming years. The challenge is huge, but the ambition is clear. We have a unique opportunity to transform the role cycling and walking can play in our transport system, and get England moving differently.

Because the potential benefits are huge

Increasing cycling and walking can help tackle some of the most challenging issues we face as a society – improving air quality, combatting climate change, improving health and wellbeing, addressing inequalities¹ and tackling congestion on our roads².

Bold action will help to create places we want to live and work – with better connected, healthier and more sustainable communities. It will help deliver clean growth, by supporting local businesses, as well as helping ensure prosperity can spread across the country and level up our nation.

Many people do not realise the health benefits from physical activity

Physical activity, like cycling and walking, can help to prevent and manage over 20 chronic conditions and diseases, including some cancers, heart disease, type 2 diabetes and depression. Physical inactivity is responsible for one in six UK deaths (equal to smoking) and is estimated to cost the UK £7.4 billion annually (including £0.9 billion to the NHS alone).

A once in a generation chance to accelerate active travel



Physical inactivity is responsible for

**1 in 6
UK deaths**

'Gear Change' Views and Decision making



Public opinion and consultation on schemes

Cycling and walking schemes can create passionate opposition, but there is now clear evidence that neither the opposition – nor the passion – reflects public views.

‘Gear Change’ Monitoring and Testing against Government Statements



Low traffic neighbourhoods: the evidence so far

‘LTNs work because the people living in them, several thousand in each area, change their travel behaviour – taking fewer short local journeys by car and walking or cycling more. This takes local traffic away from the surrounding roads too. On those roads, the reduction in these local car journeys appears, in most though not in all cases, to outweigh any increase caused by the diversion of longer-distance car journeys by people passing through.’

Objectives

Factor	Objective
Traffic within CHNs	Less traffic Less through traffic
Traffic on boundary roads / neighbouring A and B Roads	No increase
Speed within CHNs	Reduced
Speed on boundary roads / neighbouring A and B Roads	No change
People walking in CHNs	More
People on bikes in CHNs	More
Bus journey time and reliability	No increase in journey time No decrease in reliability
Emissions of Oxides of Nitrogen and Particulate Matter within CHNs	Less
Emissions of Oxides of Nitrogen and Particulate Matter on boundary roads / neighbouring A and B Roads.	No increase
Concentrations of Oxides of Nitrogen and Particulate Matter within CHNs	Less
Concentrations of Oxides of Nitrogen and Particulate Matter on boundary roads / neighbouring A and B Roads.	No increase
Road casualties within CHNs	Reduced number and severity
Road casualties on boundary roads / neighbouring A and B Roads	No increase

Proposal Plan – Parsons Mead

Broad Green Healthy Neighbourhood Parsons Mead & Derby Road (Permit Zone BG)

Handcroft Road - existing one way northbound with mandatory contraflow cycle lane under TTRO to remain in place in its current format but under an ETRD

Parsons Mead - existing no motorised vehicle restriction (ANPR) except permit holders under TTRO to be replaced with except permit holders and licensed taxis under ETRD

Derby Road - existing planters to be replaced with no motorised vehicle restriction (ANPR) except permit holders and licensed taxis under ETRD

Widely Place - existing south bound one way working under TTRO to remain in place in its current format but under an ETRD

Series of supplementary signs will be installed warning motorists of the new restriction - locations are subject to final design

Option 1 (to be discussed in further)

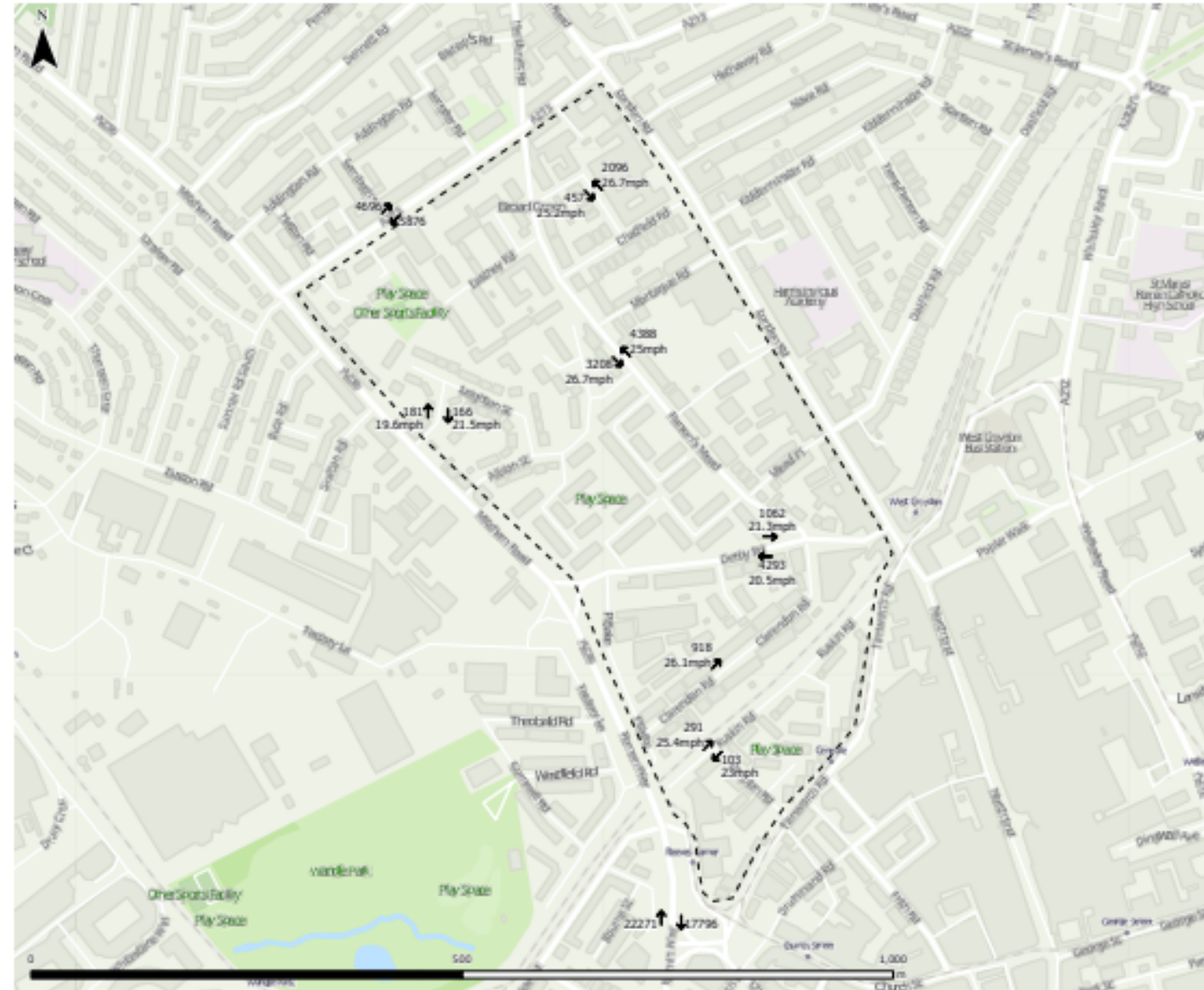
Option 2 (to be discussed in further)

Proposed no entry from London Road

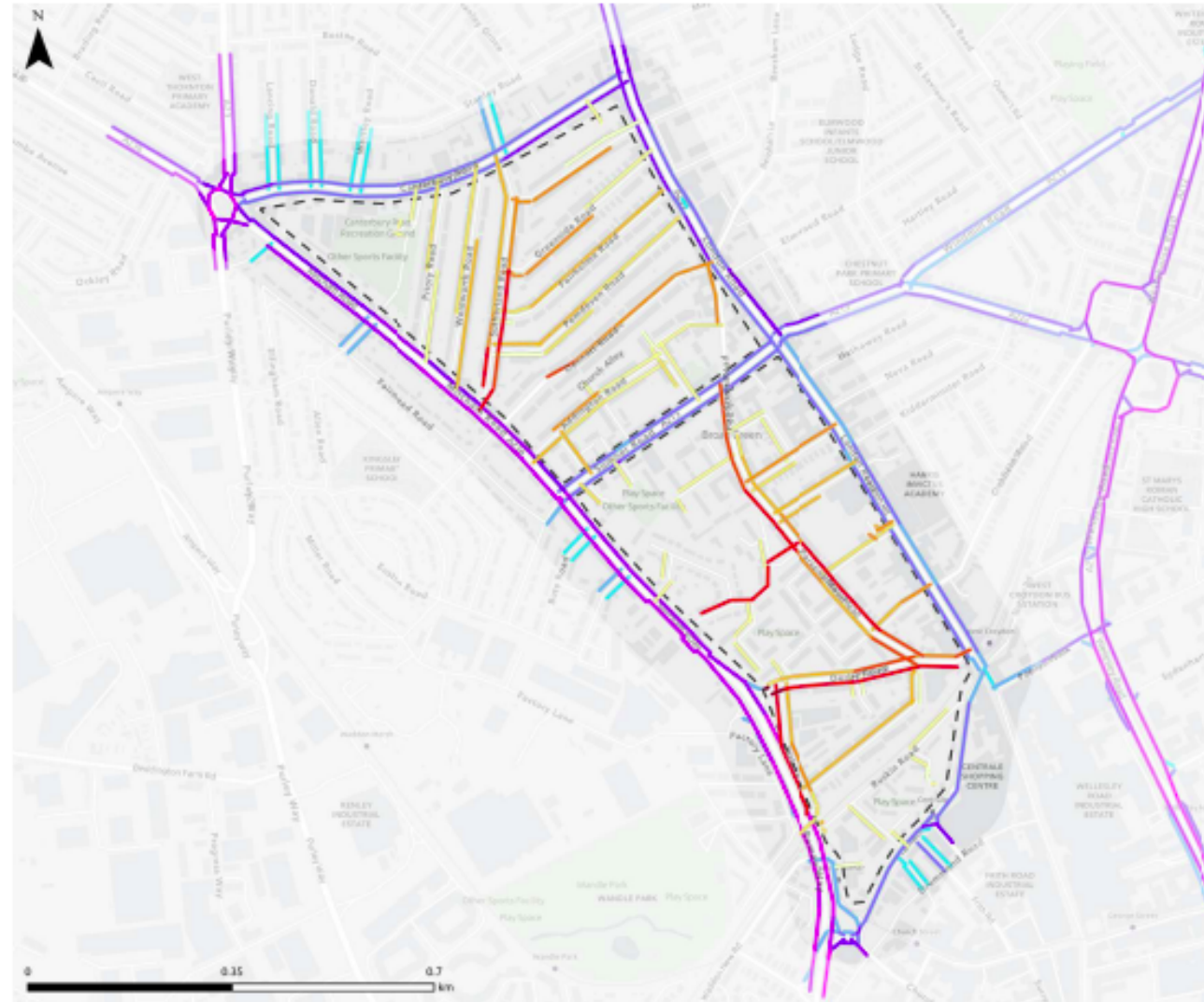
PROPOSED ILLUSTRATIONS OF WHAT THE SCHEMES B, D & E COULD LOOK LIKE

ZONE ELIGIBLE FOR EXEMPTION PERMITS

2017 Flow & SPEED



General Traffic



General Traffic Flows
Weekday PM peak

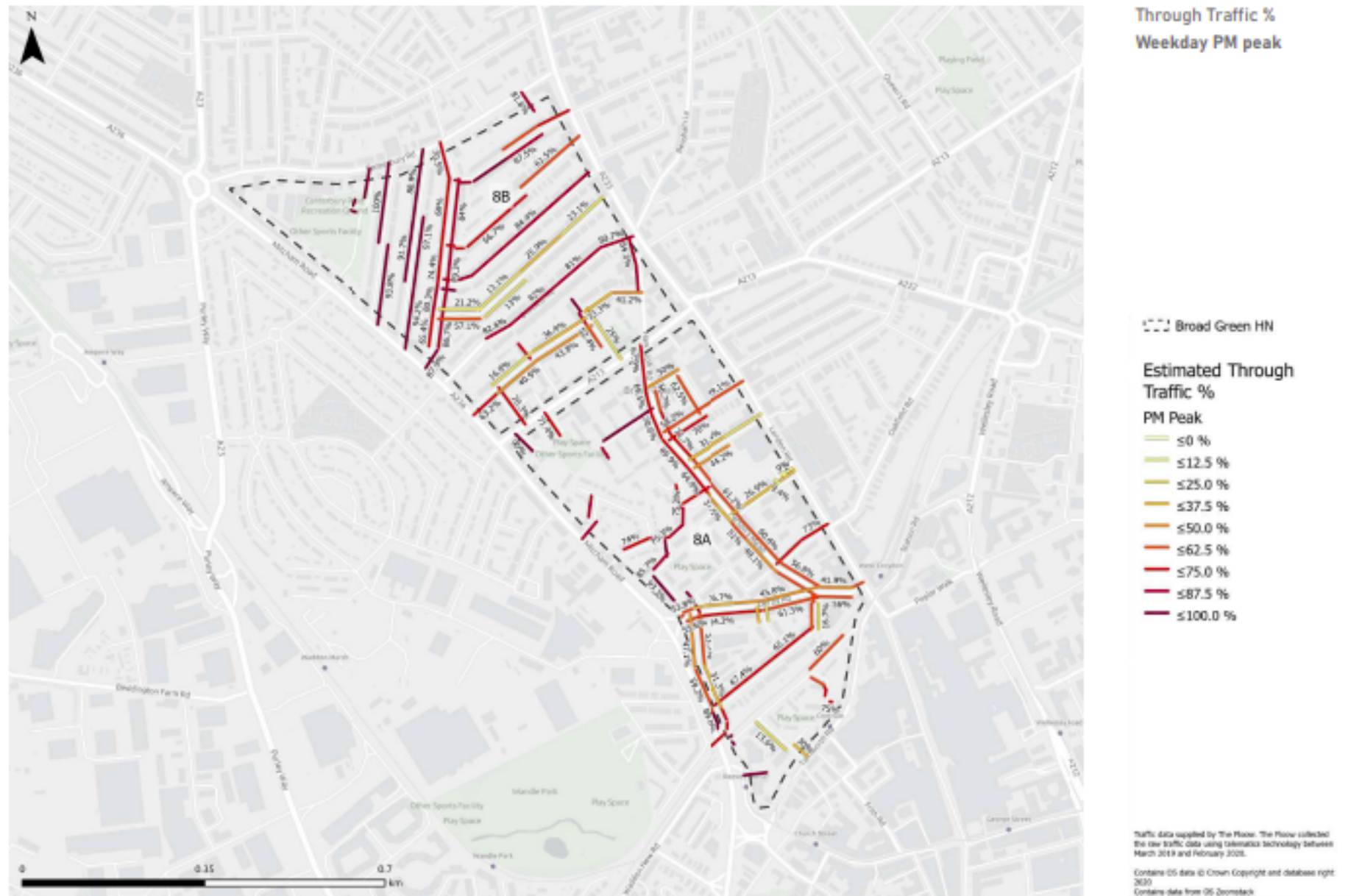
--- Broad Green HN

Estimated General Traffic Flows (PM Peak)
Within Cell (approx. no. of vehicle per hour)

Outside Cell (approx. no. of vehicle per hour)

Traffic data supplied by The Floor. The Floor collected the raw traffic data using automatic technology between March 2019 and February 2020.
Filtered roads with general traffic flows lower than 50 vehicles per hour.
Contains OS data © Crown Copyright and database right 2020.
Contains data from OS Doordash, Esri Community Maps.

Through Traffic



Journey Time

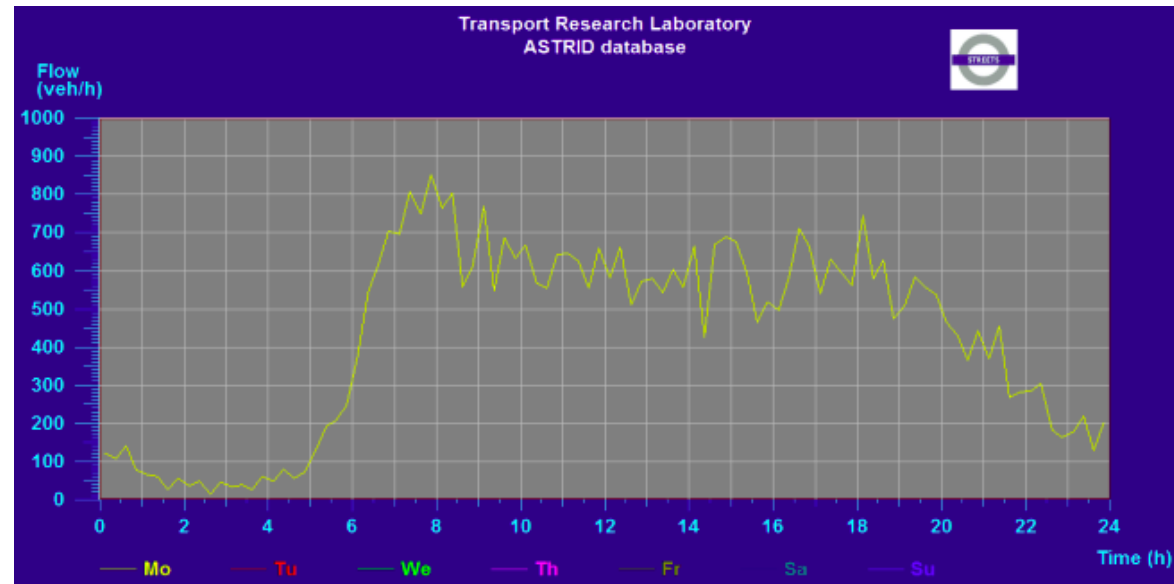
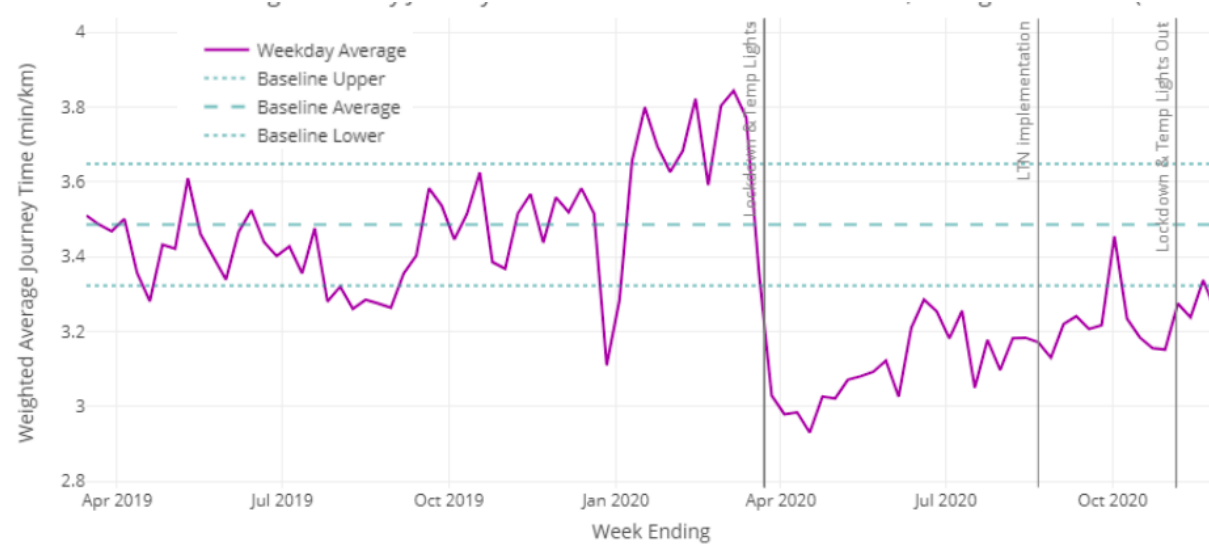


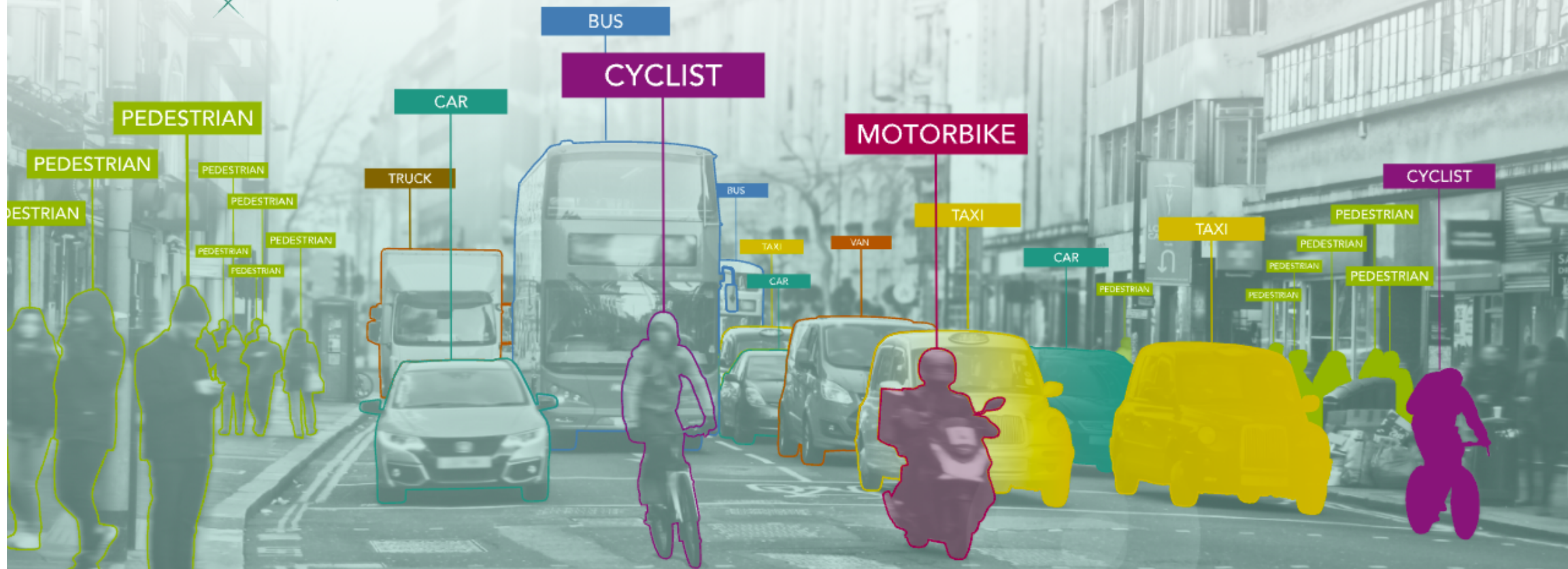
Journey time monitoring routes

- Broad Green HN
- Journey Time Monitoring Routes

Traffic data supplied by The Flow. The Flow collected the journey time monitoring data using Internet Technology between March 2019 and February 2020.
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Contains data from OS Zoomstack

TfL IBus, SCOOT, INRIX



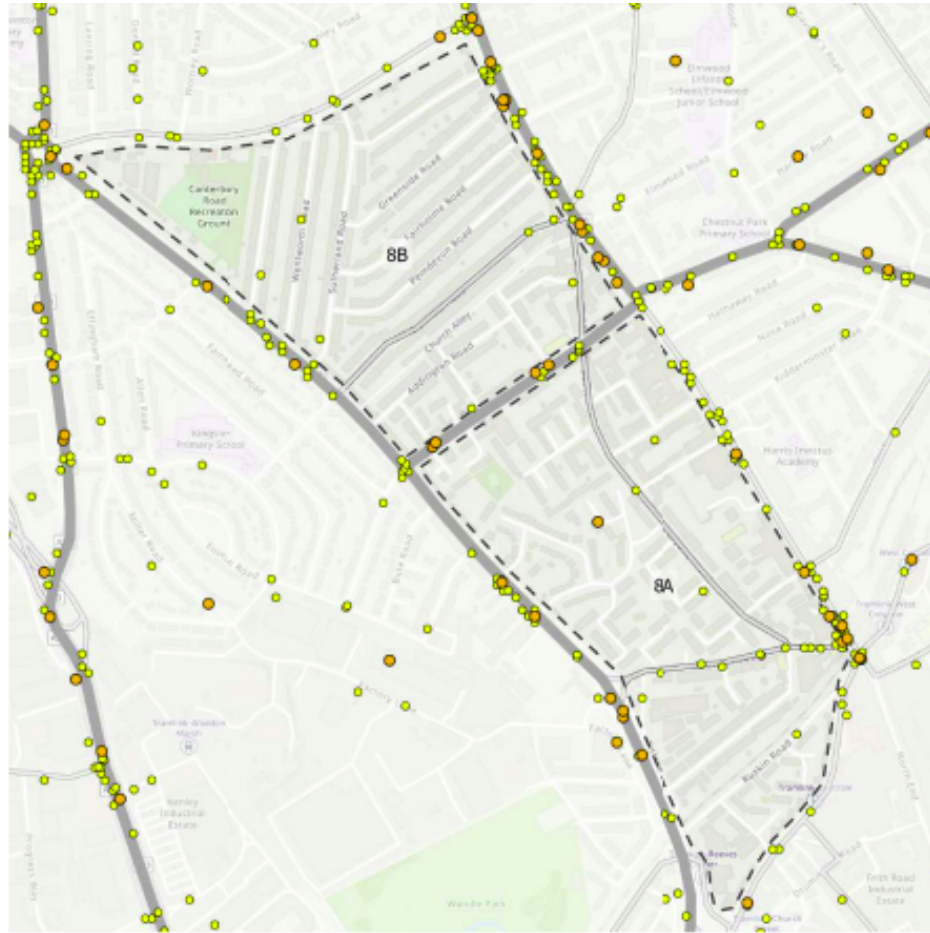


Continuous Traffic, Pedestrian, Cycle and Air Quality Direct Monitoring

Key: ...● = Air quality sensor... ● = Traffic sensor.



Road Casualties



Parsons Mead HN

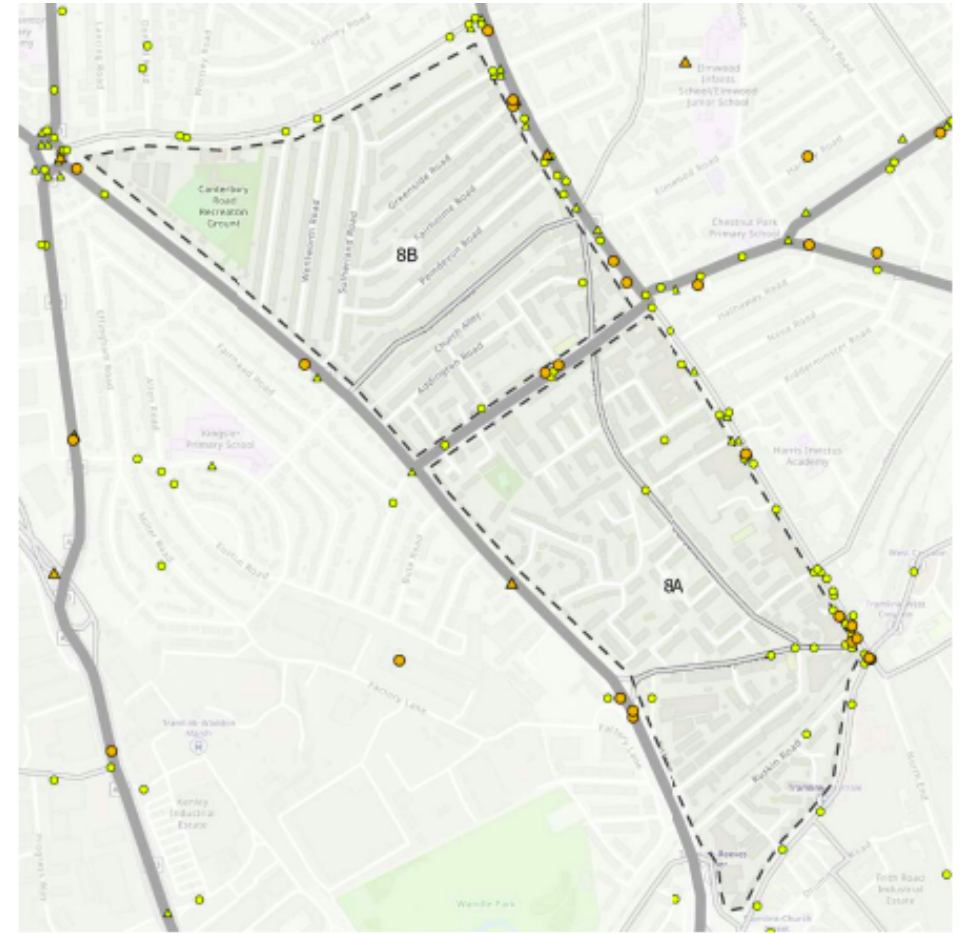
All Traffic Collisions

Severity

- Fatal
- Serious
- Slight

Road Hierarchy

- A Road
- B Road
- Minor Road



Parsons Mead HN

Pedestrian and Cyclist Casualties

Pedestrian

- Killed
- Seriously Injured
- Slightly Injured

Cyclist

- ▲ Killed
- ▲ Seriously Injured
- ▲ Slightly Injured

Road Hierarchy

- A Road
- B Road
- Minor Road

Messaging and Communications

‘We have started implementing the decision taken earlier this year to improve the current temporary Healthy Neighbourhood schemes (largely physical planter closures) to provide improved access for residents and emergency services. We are replacing many of the planter closures with Automatic Number Plate Restriction (ANPR) camera-enforced scheme ‘No motor vehicle’ prohibitions (with some permitted exemptions) at the following locations:’

‘The rationale behind Healthy Neighbourhoods is to improve health and wellbeing, safety and overall liveability. This can be achieved through the improvement of conditions for walking and cycling in the area, the reduction of car use, and the development of a high-quality public realm in the neighbourhood.’

Engagement

Activity	Participants
E1. Community Street Audits	Residents; reps from specific user groups (e.g. people with disabilities).
E2 Schools, Children, Young People	Schools, Children, Young People
E3. Drop-in Sessions	Residents Local Businesses
E4. Representative Residents Surveys/Polling	Residents
E5. Email and mail correspondence	Open
E6. Correspondence with Third Parties	Emergency Services Cycle Forum Mobility Forum