

# 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 - 42)**

Item 6 – Healthy Neighbourhoods Briefing & Presentation

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## **Scrutiny Streets, Environment & Homes Sub-Committee**

**Wednesday, 21st September, 2022 5.30 pm**

### **Present:**

Councillor Leila Ben-Hassel (Chair)  
Councillor Kola Agboola (Vice-Chair)  
Councillor Amy Foster  
Councillor Christopher Herman

### **Apologies:**

Councillor Scott Roche

### **Healthy Neighbourhoods –Briefing:**

Director of Sustainable Communities  
Director of Planning & Sustainable Regeneration  
Head of Strategic Transport  
Head of Highways & Parking Services

The Chair introduced the meeting explaining that it had been set up in accordance with recommendations scrutiny made both at Streets Homes and Environment Sub-Committee meeting and Call-In meeting of the TMAC decision (Transport Management Advisory Committee). The recommendations were for officers to provide details on 1/ Communication and Engagement plan and 2/data collection, monitoring/evaluation framework and analysis prior to implementation of the Experimental Traffic Management Orders. The Chair advised attendees that the feedback of this session would be provided at the 4<sup>th</sup> October Sub-Committee meeting at which the wider Active Travel policy area would be discussed.

The Chair asked officers to provide an overview first of the Healthy Neighbourhood policy history, information about the schemes about to be implemented on 30<sup>th</sup> September and update Members on the communication and engagement approach as well as on the data collection and monitoring.

The Head of Strategic Transport and Head of Highways & Parking Services went through a short presentation, which updated Members on the status of Healthy Neighbourhoods and the movement from Temporary Traffic Management Orders to Experimental Traffic Management Orders (ETMOs) on the 30<sup>th</sup> September 2022. Members heard that ETMOs enforced by Automatic Number Plate Recognition (ANPR) would only generate warning letters to residents who contravened the order for the first four weeks, after which violations would result in fines. Currently, due to the uncertainty of the TfL funding settlement, no future Healthy Neighbourhood schemes were being progressed until further notice.

Vehicle telematics data had been used to look at traffic around and through Healthy Neighbourhoods in addition to journey time surveys and Transport for London (TfL) bus data. Continuous monitoring equipment had been set up to capture traffic, pedestrian, cycling and air quality data; comparisons of road casualties from pre and post implementation would also be undertaken.

The Council website had been updated to inform residents of what was taking place around Healthy Neighbourhoods and how resident permits and exemptions could be obtained; officers recognised that this webpage would need further updates. Engagement was taking place most of which undertaken by externally appointed consultants, and additional engagement above the Traffic Changes statutory consultation requirements is being undertaken. These related costs are covered by the dedicated Healthy Neighbourhoods funding as officers advised and thus does not take away from any other departmental resources.

Members asked about how pedestrian traffic data was obtained before implementation of the schemes. The Head of Strategic Transport responded that data had previously been collected when implementing the 20mph speed limit in the borough and Vivacity (Artificial Intelligence) sensors had been rolled out after the temporary schemes were first introduced during 2020; these sensors gather data on traffic counts, pedestrians and cyclists movement.

Members asked how the objectives of the schemes would be met due to the possibility of increased through traffic from through schemes which relied on ANPR. The meeting were informed that changes to the highway would not be dramatic and that permits for residents would only allow them to drive within their own Neighbourhood. Members heard that implementations of the current Temporary Orders had already had a significant effect in reducing through traffic. The Director of Sustainable Communities commented that flexibility on the number of permits per household was a consideration that would be looked at.

The Chair referenced sector documentation highlighting the risks of issuing too many permits, which could reduce the potential benefits of the scheme to street scene improvement, cyclists and pedestrians. The Head of Highways & Parking Services explained that ridged surfacing would be introduced at the entrances to ANPR enforced Healthy Neighbourhoods to highlight the scheme to drivers. The Head of Strategic Transport added that street surveys would also be conducted which could highlight desired street scene improvements suggested by residents. However officers clarified that as part of the approved budget for the current schemes, there is no related capital funding for street scene improvements.

Members asked about signage and the public perception that Healthy Neighbourhoods were a means to generate money for the Council. The Head of Highways & Parking Services responded that advanced warning signage would be implemented in addition to the statutory signage that was required; the Chair highlighted that this had been one of the Sub-Committee's previous

recommendations and therefore asked for an example of this to be sent to Members for information. The Head of Strategic Transport explained that any income from derived from the schemes was statutorily ring-fenced for use on transport and that, in Croydon, it is mostly used to part-fund the Freedom Pass scheme; the Chair asked if this was included in any of the scheme's communication messaging and heard that it had not been included in the initial prospectus. Officers welcomed the suggestions and committed to include such clarification/information in later messaging.

The Sub-Committee asked how permits and ANPR would work with Zipcars and rented cars; the Director of Sustainable Communities explained that fines were issued to the car owner who would then pass these on to the driver or leasee. The Chair asked whether online map services had been updated to exclude Healthy Neighbourhoods from driving routes and heard that the key apps had.

Members asked about opportunities to promote related schemes alongside the Healthy Neighbourhoods schemes like cycling improvements, cycling quiet ways network and ZipCars and heard that this would be ideal but that residents often found it difficult to adopt these kinds of behaviour changes. The Head of Strategic Transport explained that they would like to conclude the statutory process on the Healthy Neighbourhood schemes before beginning to look at these related schemes and initiatives like cycle safety training. The Director of Sustainable Communities highlighted the Council's reliance on TfL funding for these kind of schemes and the importance of promoting Active Travel. Members asked whether webpages on cycle training were up-to-date and whether more information could be added; the Head of Highways & Parking Services explained that these pages were being updated and that updates will be added on future schemes being looked into.

The Chair asked whether there was scope to apply for funding to the newly set-up government body 'Active Travel England' and it was explained that the relationship between Active Travel England and London was still unclear but that one of the roles of 'Active Travel England' is to provide an oversight on the performance of Active Travel schemes at local authorities level in addition to monitoring the quality and impact of these schemes. The Chair asked about the risk of Active Travel England implementing monitoring framework that was different to that of the Council and the Head of Strategic Transport explained that the government's policy is very clear: Experimental Traffic schemes will remain in place unless there was strong evidence for them to be removed. The Chair highlighted residents' confusion about Healthy Neighbourhoods' national policy and it was agreed that this would be picked up in messaging going forward. The Head of Strategic Transport responded to comments from the Chair on managing expectations on the thresholds for not making the schemes permanent and agreed that messaging would need to be careful and accessible.

The Sub-Committee commented on the linkage of the schemes to the broader policy implications, including Climate Change or health outcomes, and asked for clarification on how surveys for qualitative data would be designed. Members heard

that a series of drop- in sessions were being designed alongside the use of professional polling companies to do door-to-door surveys but that this detail was still being developed.

The Chair asked about traffic displacement and whether the schemes would move traffic to already busy streets and low-income areas usually along high streets/busy streets with existing low air quality and that it was often a concern residents share about Healthy Neighbourhoods. The Head of Strategic Transport responded that national monitoring had shown there was often little traffic displacement to main road corridors; local monitoring would look at changes in traffic flows for major streets around the schemes as well as changes in air quality.

The Chair asked about the high potential for increased cycling and walking in the borough and the argument often heard from those who opposed Low Traffic Neighbourhoods that increasing the number of cycling lanes and crossings would be sufficient without Healthy Neighbourhoods. The Head of Strategic Transport explained that previous survey data had shown that people felt current road conditions were not conducive to cycling and this was backed up by TfL survey data on residents' fear of road danger when cycling. The approach of increasing cycle lanes and crossings had been in place for some time and there would be efforts to use the Healthy Neighbourhoods to create cycling corridors and quiet ways networks through the borough. The Chair commented on the complexities and perceived dangers of cycling as a barrier to increasing cycling rates.

Members asked about interventions to make roads more conducive to walking (incl. referencing issues around footway parking) and cycling and the Director of Sustainable Communities explained that a revised parking policy was being looked at following behaviour changes during the pandemic which it was hoped could help maximise/re-balance road space for cyclists and pedestrians. The Sub-Committee heard that there was a wider conversation happening around monitoring and enforcement of 20mph speed limits in the borough through communities in conjunction with the police. The Chair commented that more proactive engagement with communities on illegal parking that negatively affected street users should be increased. The Sub-Committee discussed the Council's current Highway Vehicle Crossovers policy and heard that these would be reviewed as part of the updated parking policy; the Director of Sustainable Communities explained that, whilst this was a good opportunity to engage the community, there needed to be a balance, for example, with the needs of emergency vehicle access.

The Chair asked whether monitoring information would be updated on the Healthy Neighbourhoods pages and heard that this would be the case. The Director of Sustainable Communities highlighted the importance of making any data accessible and easy to understand for residents. The Chair queried whether data from new bus shelters would contribute to data collection and monitoring as they are fitted with Bluetooth/Wi-Fi and with capacity to have air quality sensors. The Director of

Planning & Sustainable Regeneration responded that they would check on the feasibility, but that the advertising facilities could be used for Council messaging.

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# **Experimental Croydon Healthy Neighbourhoods Monitoring and Engagement**

Jayne Rusbatch – Head of Highways and Parking

Ian Plowright – Head of Strategic Transport

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

# 22/23 Healthy Neighbourhoods – Go Live 30 September 2022

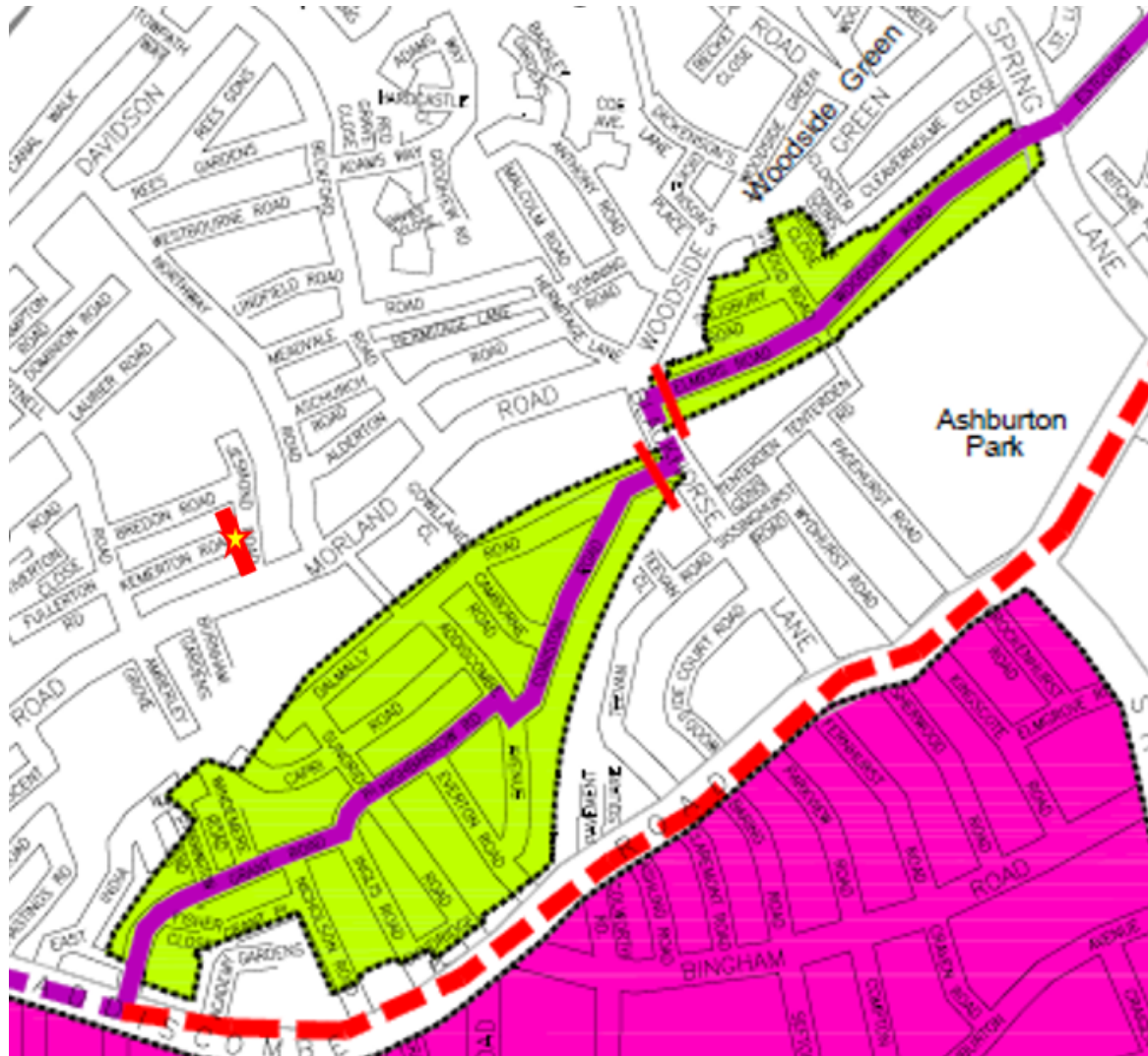
Civils complete at full closure sites (bollards) (excluding signs)

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))

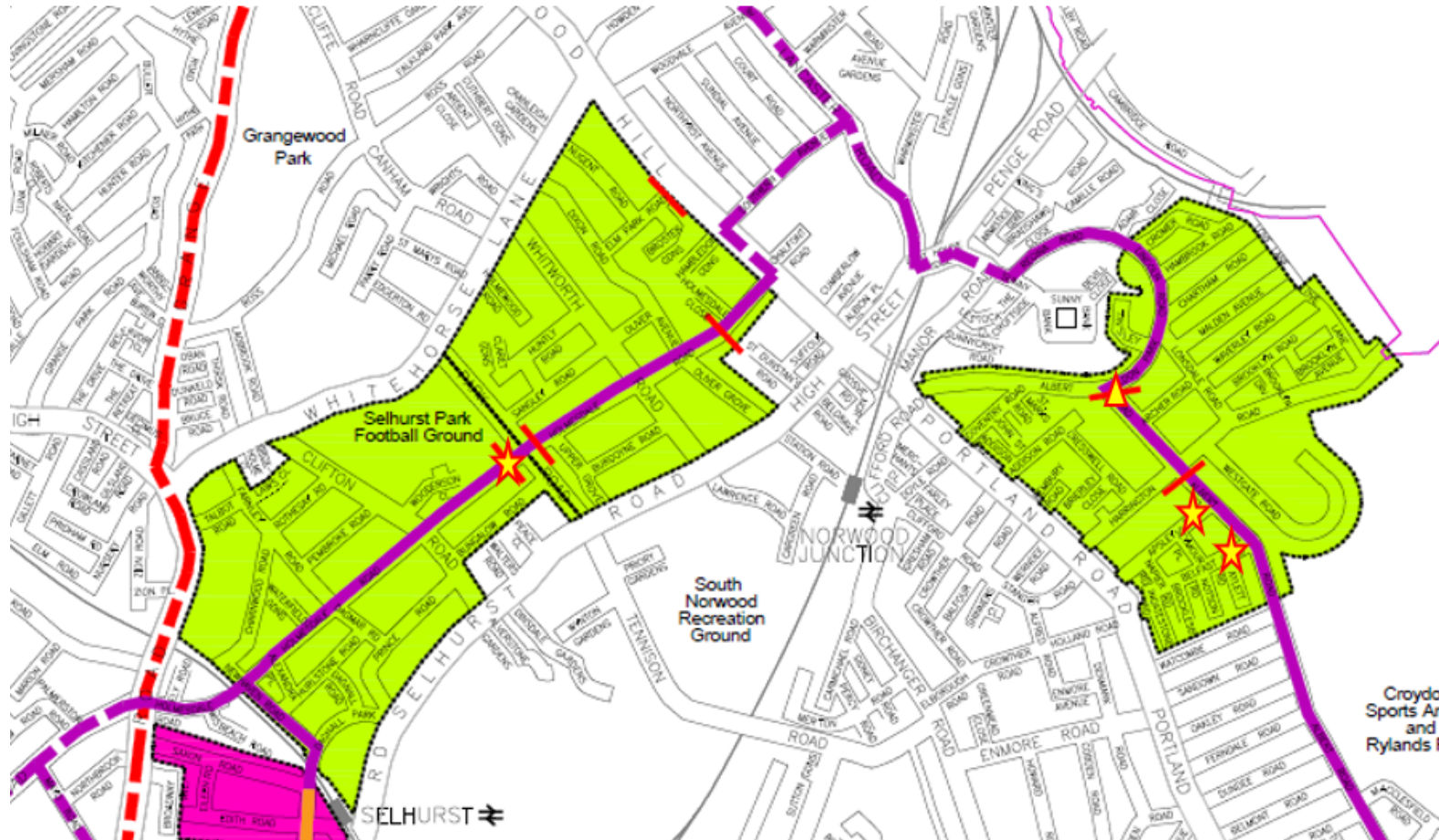
Healthy Neighbourhood	Healthy Neighbour site	Camera retrofit install Date	Civils (excl lining & surfacing)	Lining and surfacing	Signs
Addiscombe	Blackhorse Lane junction Dalmally Rd	21/09/2022	COMPLETE		27/09/2022
Addiscombe	Elmers Rd junction of Blackhorse Lane	21/09/2022	COMPLETE		2 (Advance warning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

# 22/23 Healthy Neighbourhoods – Go Live 30 September 2022



Addiscombe (2 cameras, 1 bollard closure)

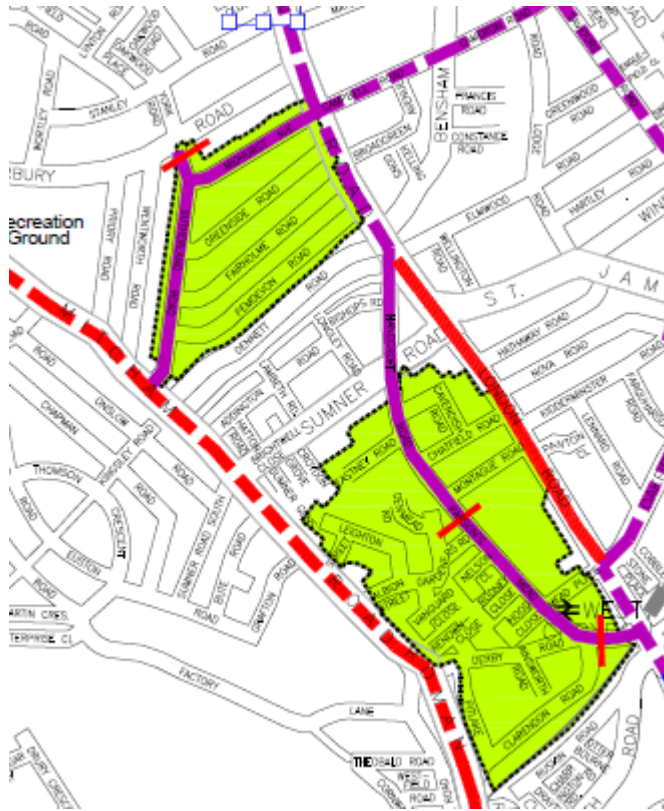
# 22/23 Healthy Neighbourhoods – Go Live 30 September 2022



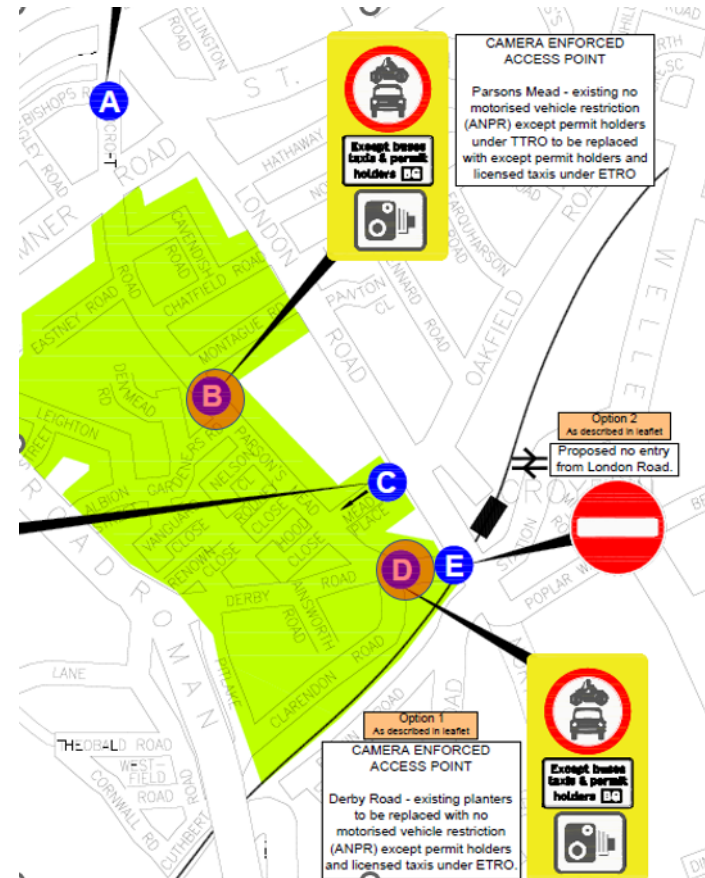
Holmesdale Road (3 cameras, 1 bollard closure)

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

# 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 a .....programme 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:

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

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

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

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

<sup>35</sup><sub>17</sub> 74% stated that they are concerned about air quality.

<sup>35</sup><sub>17</sub> 72% agreed that traffic levels need to be lower.

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

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

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

<sup>35</sup><sub>17</sub> 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
<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.  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).  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. <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  <b>Observed with back casting applied 2005-09 baseline = 252</b>  <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 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
<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. Reduce overall traffic levels by 10%.	<b>1,162</b>	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	<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) 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 <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.

# MTS and LIP3 Objectives, Targets and Monitoring

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

# MTS and LIP3 Objectives, Targets and Monitoring

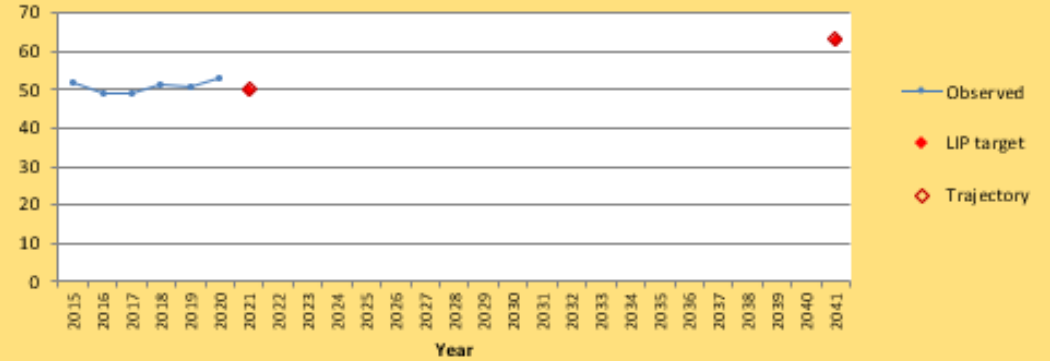
Overall aim: 80% walking, cycling and public transport

## 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

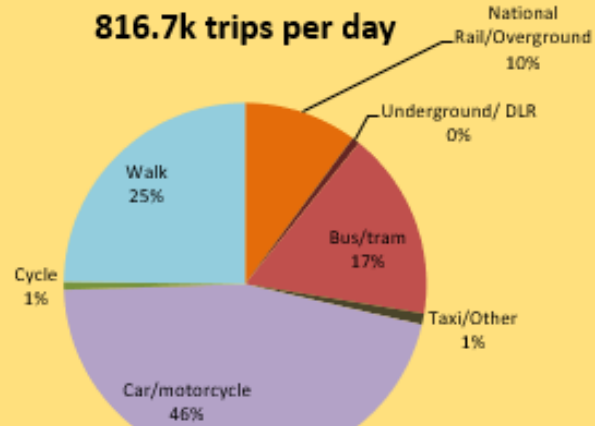
Walking, cycling and public transport % mode share by borough resident based on average daily trips



## 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





# MTS and LIP3 Objectives, Targets and Monitoring

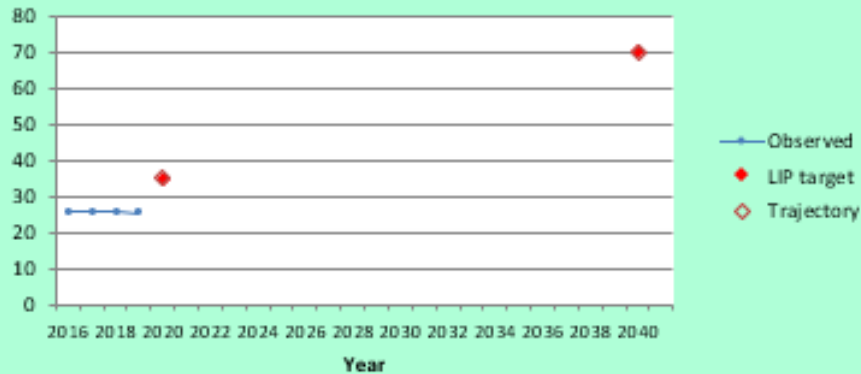
## Outcome 1: London's streets will be healthy and more Londoners will travel actively

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

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

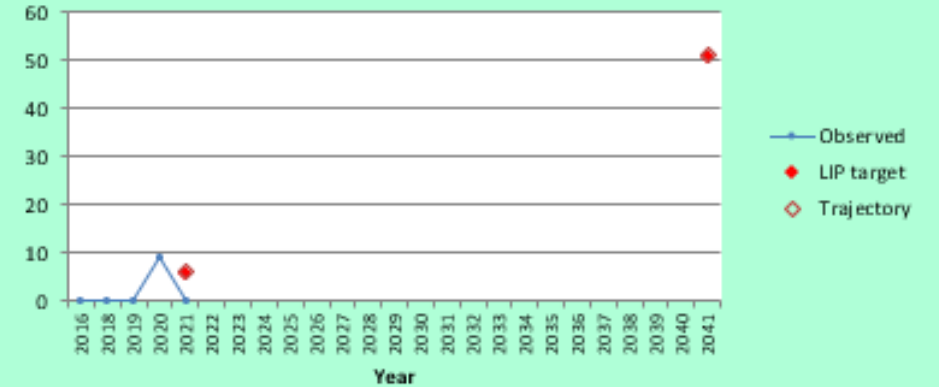


Outcome 1b: Londoners have access to a safe and pleasant cycle network

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

Percentage of population within 400m of strategic cycle network



# 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 inequalities<sup>1</sup> and tackling congestion on our roads<sup>2</sup>.

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

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## 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

<b>Factor</b>	<b>Objective</b>
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

Ward Place - existing south bound one way working 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

Camera Enforced Access Point

Option 1 (to be discussed in further)

Option 2 (to be discussed in further)

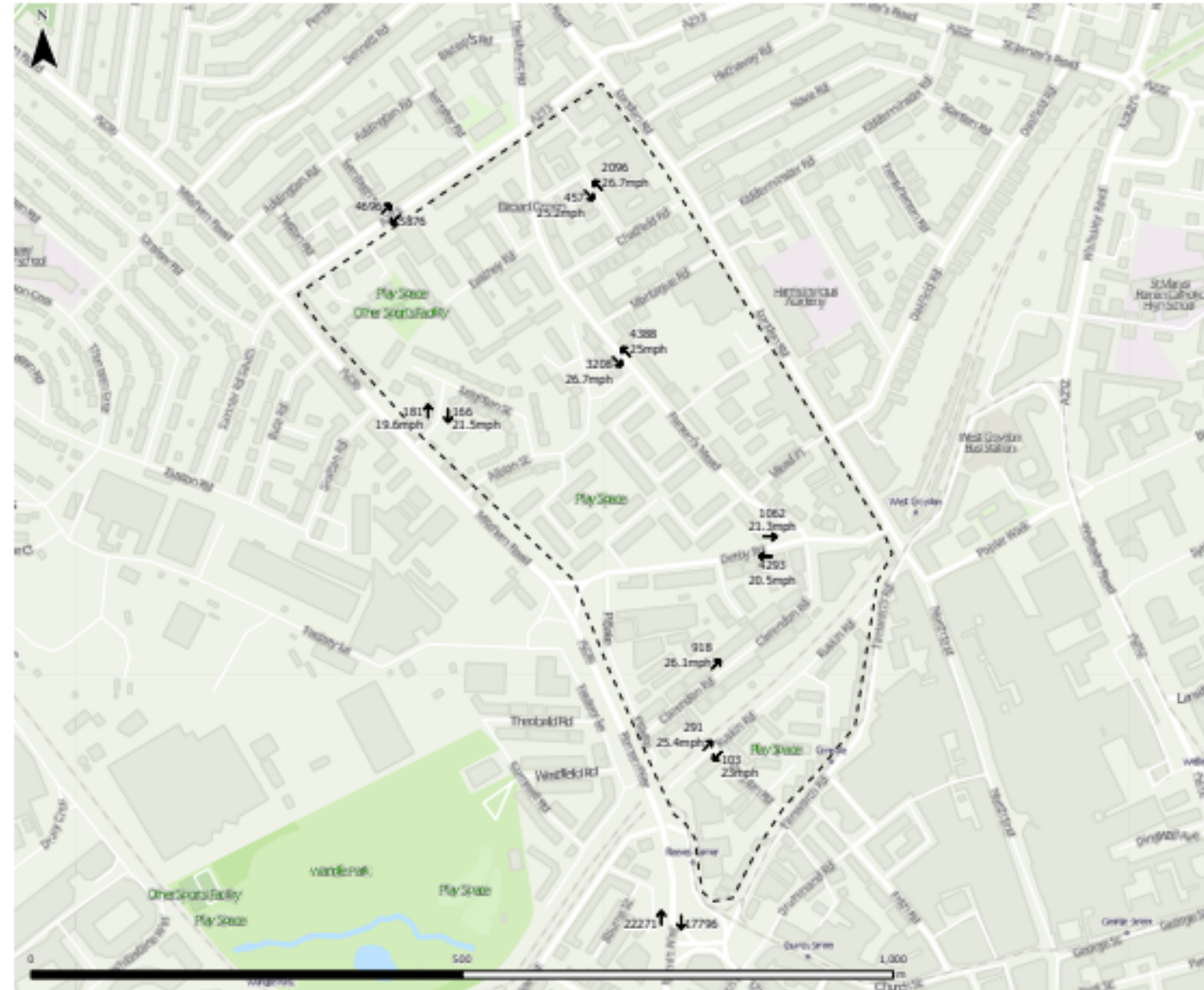
Proposed no entry from London Road

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

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

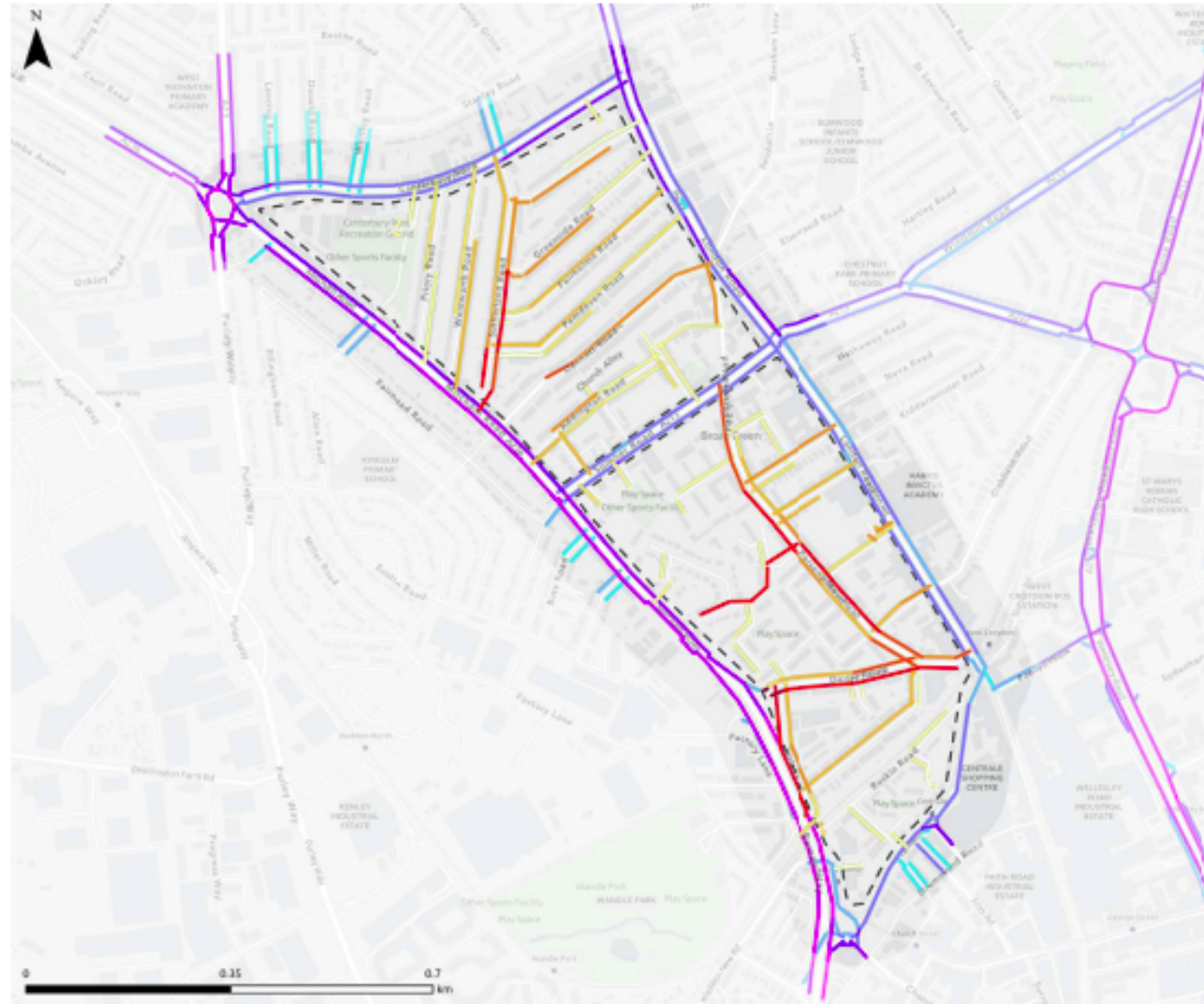
ZONE ELIGIBLE FOR EXEMPTION PERMITS

# 2017 Flow & SPEED





# General Traffic

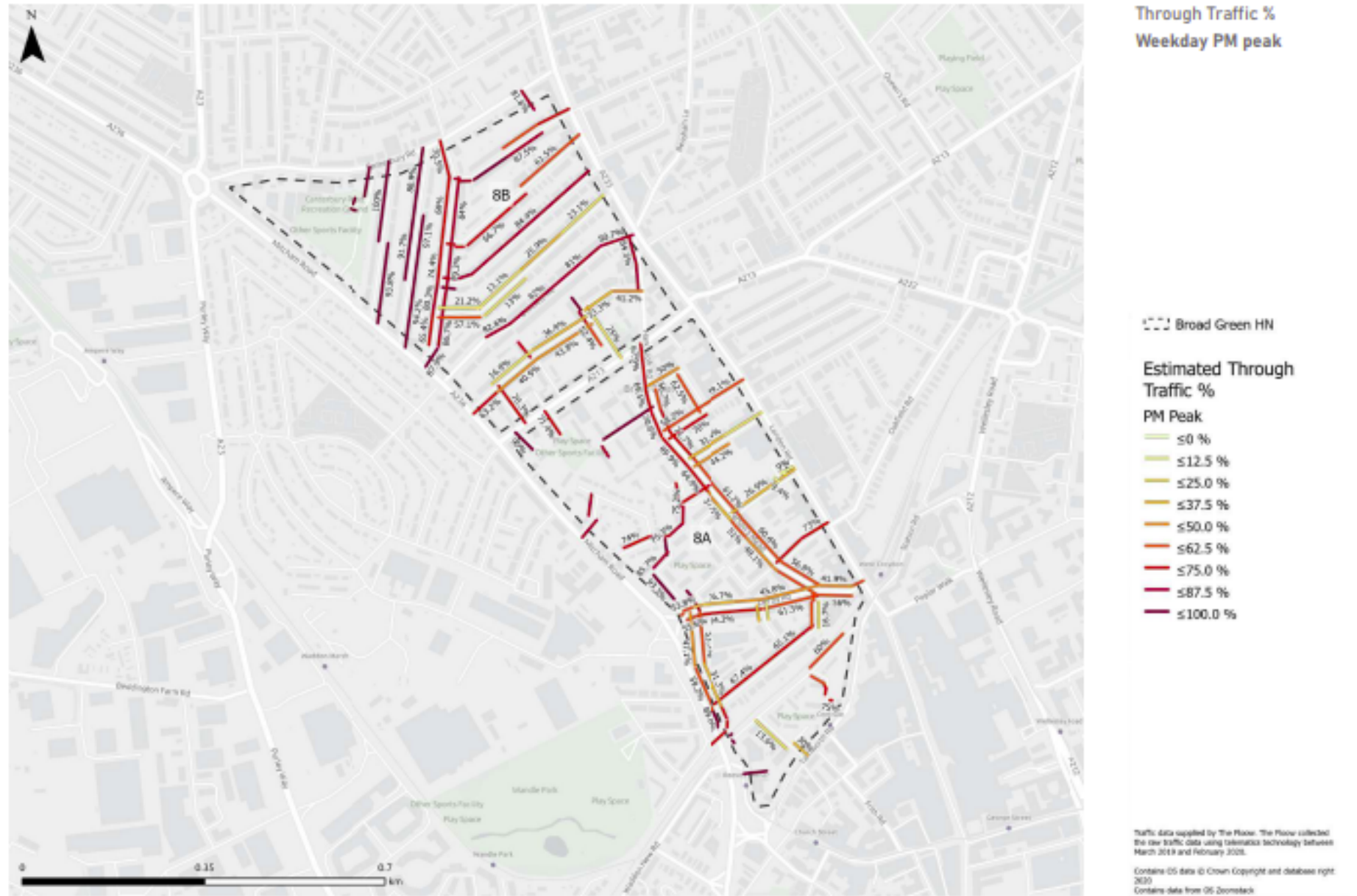


General Traffic Flows  
Weekday PM peak

- Broad Green HN
- Estimated General Traffic Flows (PM Peak)**
- Within Cell (approx. no. of vehicle per hour)**
- ≤10
- ≤30
- ≤50
- ≤100
- ≤150
- ≤200
- ≤400
- ≤600
- ≤800
- >800
- Outside Cell (approx. no. of vehicle per hour)**
- ≤100
- ≤300
- ≤500
- ≤700
- ≤900
- ≤1200
- ≤1600
- ≤2000
- >2000

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 30 vehicles per hour.  
Contains OS data © Crown Copyright and database right 2020.  
Contains data from OS Doordash, Esri Community Maps.

# Through Traffic



# Journey Time

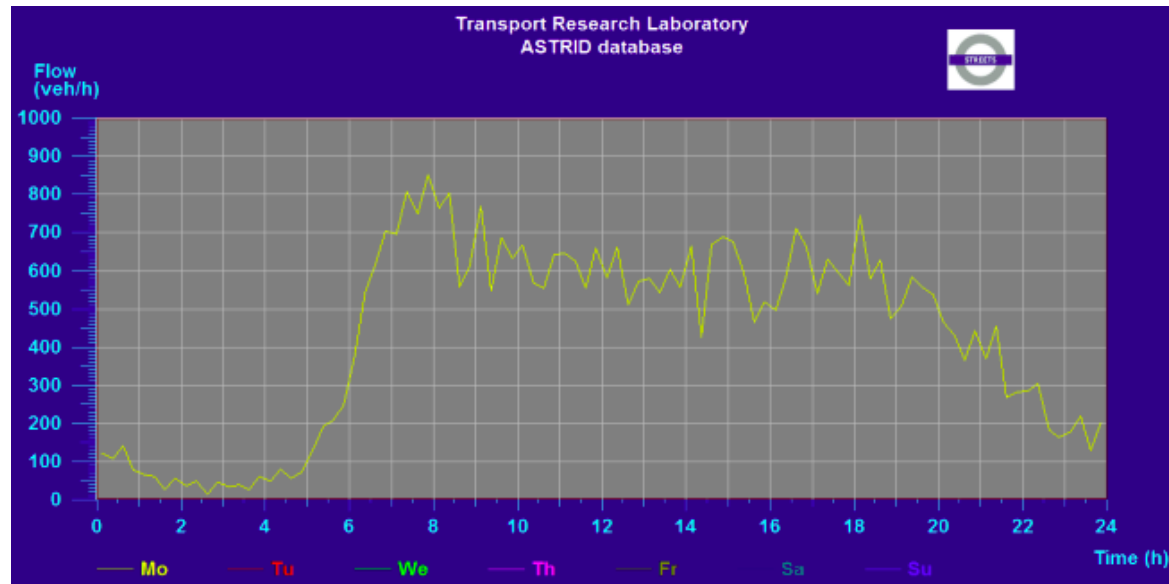
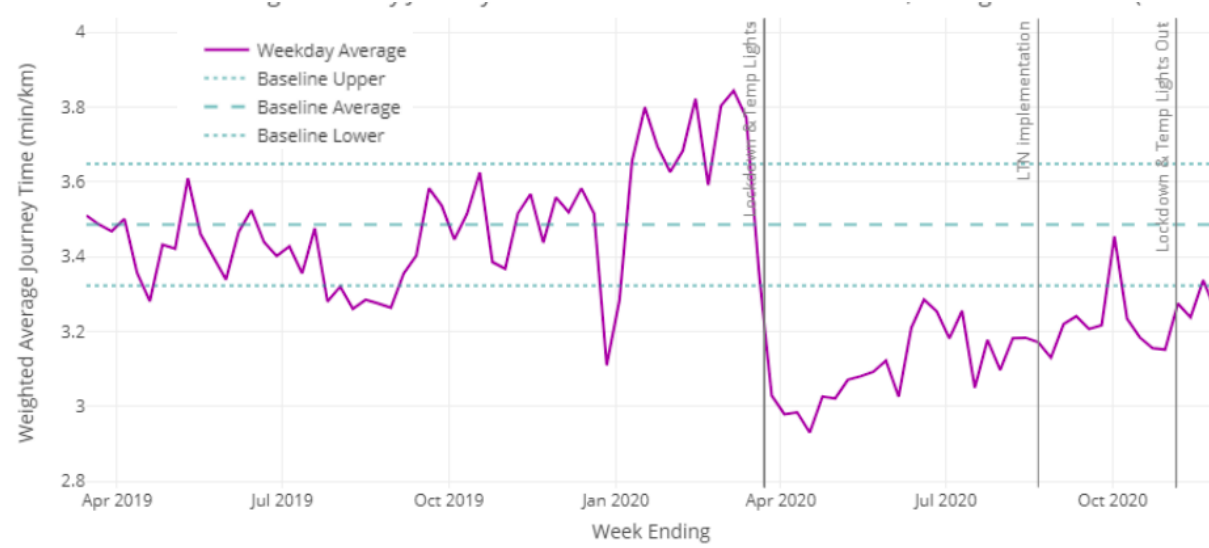


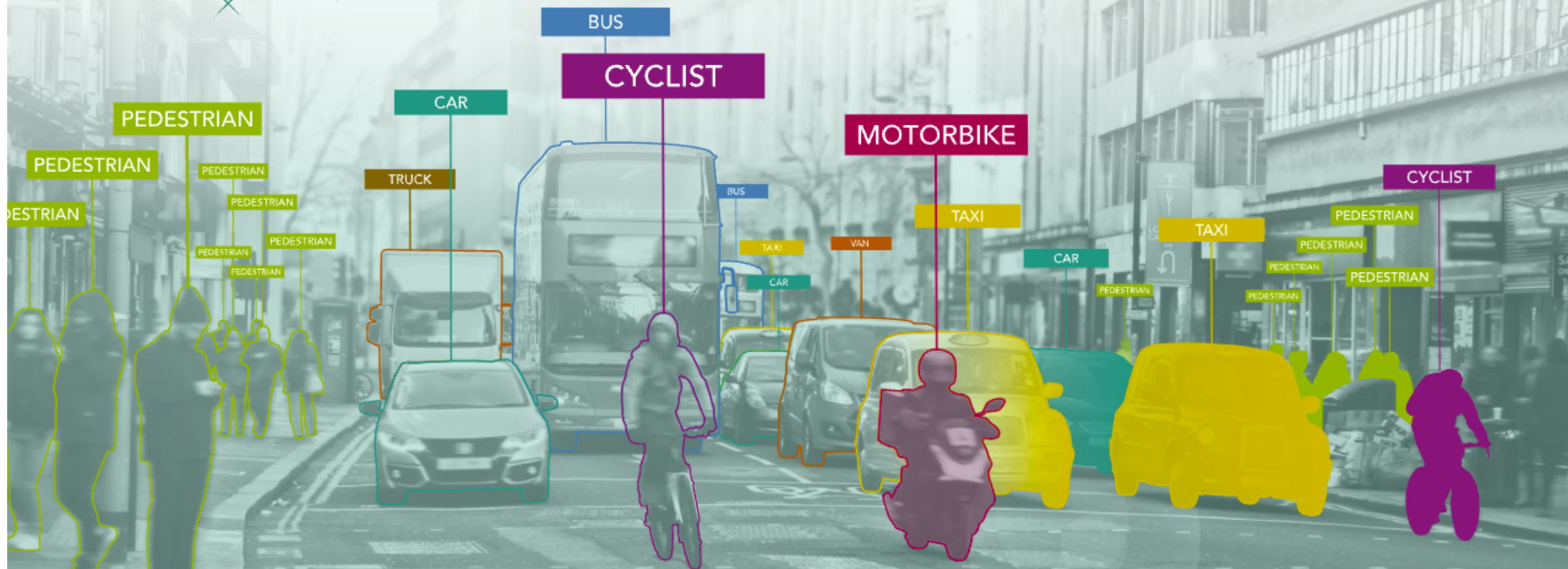
Journey time monitoring routes

- 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.  
Contains OS data © Crown Copyright and Database right 2020  
Contains data from OS Zoomstack

# TfL IBus, SCOOT, INRIX



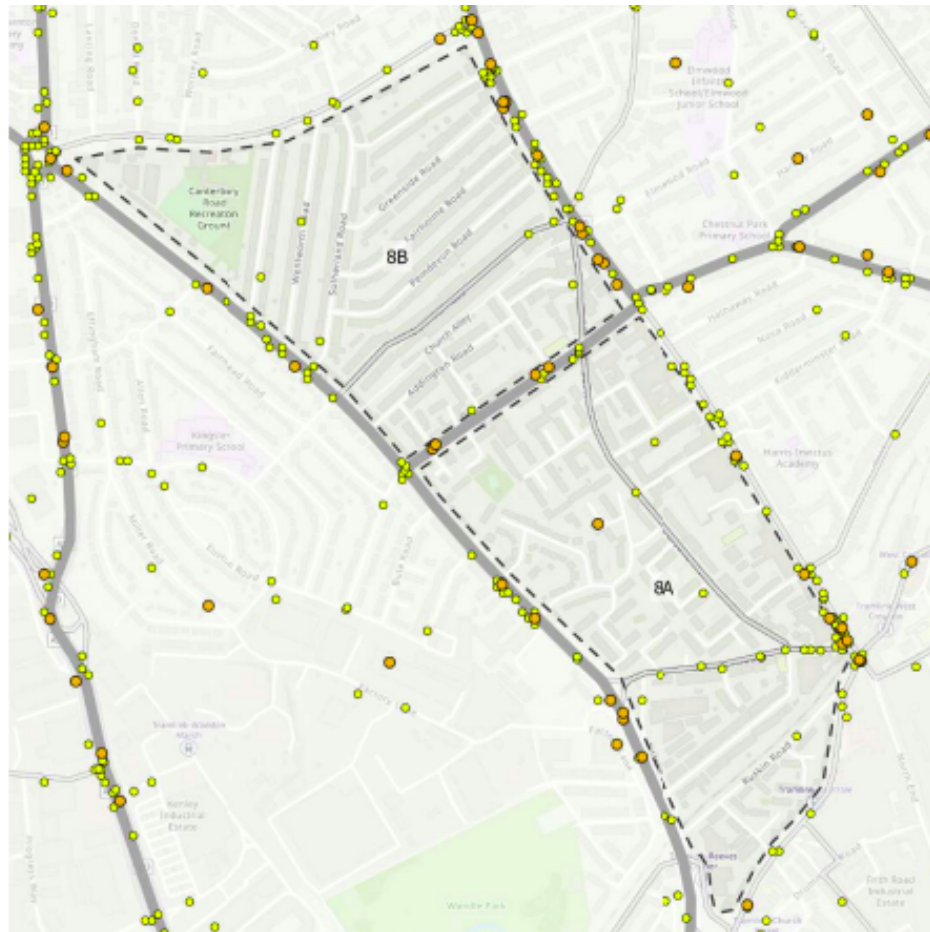


# Continuous Traffic, Pedestrian, Cycle and Air Quality Direct Monitoring

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



# Road Casualties



Parsons Mead HN

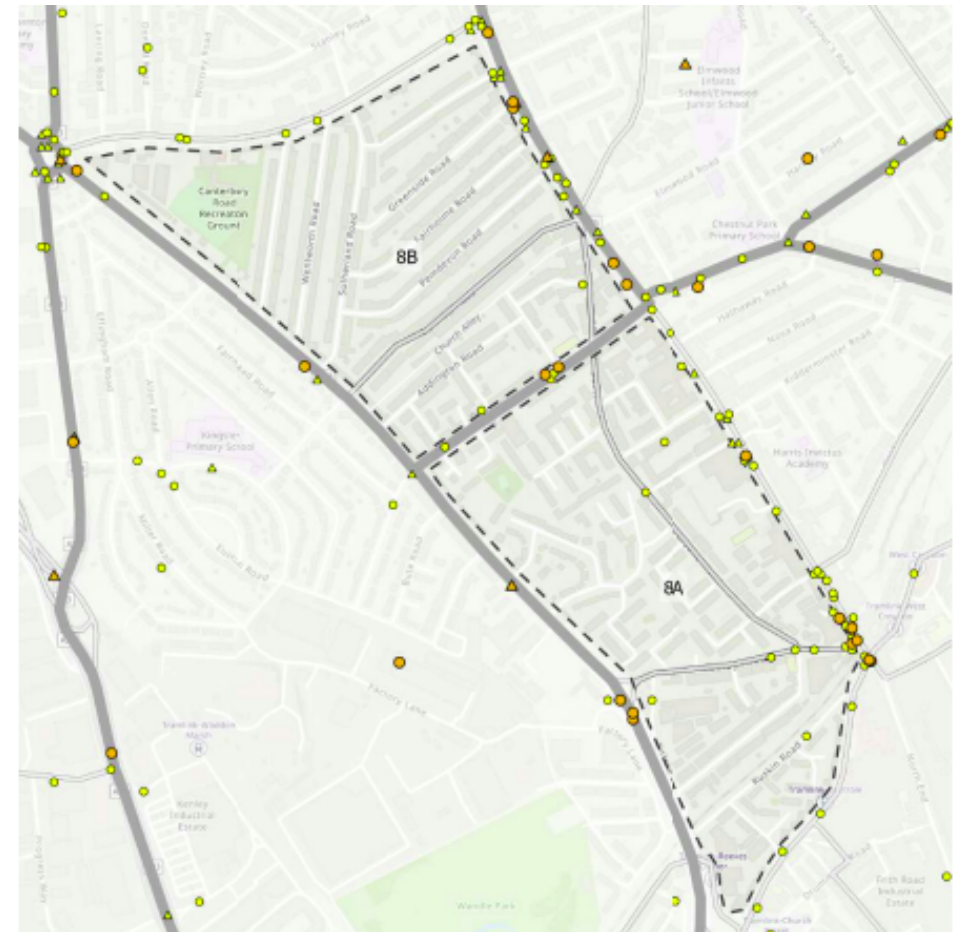
All Traffic Collisions

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

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