

# Experimental Croydon Healthy Neighbourhoods

Ian Plowright – Head of Strategic Transport  
Sustainable Communities, Regeneration & Economic Recovery

# COP26 GOALS

## 1. **Secure global net zero by mid-century and keep 1.5 degrees within reach**

‘Countries are being asked to come forward with ambitious 2030 emissions reductions targets that align with reaching net zero by the middle of the century.’

## 2. **Work together to deliver**

‘We can only rise to the challenges of the climate crisis by working together. At COP26 we must:

- finalise the Paris Rulebook
- accelerate action to tackle the climate crisis through collaboration between governments, businesses and civil society.’

# International Transport Forum

‘Climate change cannot be stopped without decarbonising transport. Transport emits around 23% of the energy-related CO<sub>2</sub> that feeds global warming.

Without immediate action, its share could reach 40% by 2030. Transport emissions have grown faster than those of any other sector over the past 50 years. Demand for transport will continue to grow massively in the coming decades. As a result CO<sub>2</sub> emissions from transport activity will not fall, but could increase by 60% by 2050.’

# COY Global Youth Statement

‘In 15 thematics, we urge world leaders at COP26 to once and for all provide the necessary policy framework to win our fight for 1.5°C. We are here to hold decision-makers accountable for their actions and demand they finally step up their game.’

## **Mobility & Transportation (Thematic 8)**

‘We call for a redesign of our communities and transportation towards clean and renewable public transport and electric vehicles, to be more walkable, bikeable, and accessible’

(UN Climate Change Conference of Youth (COY))

# Croydon Climate Crisis Commission

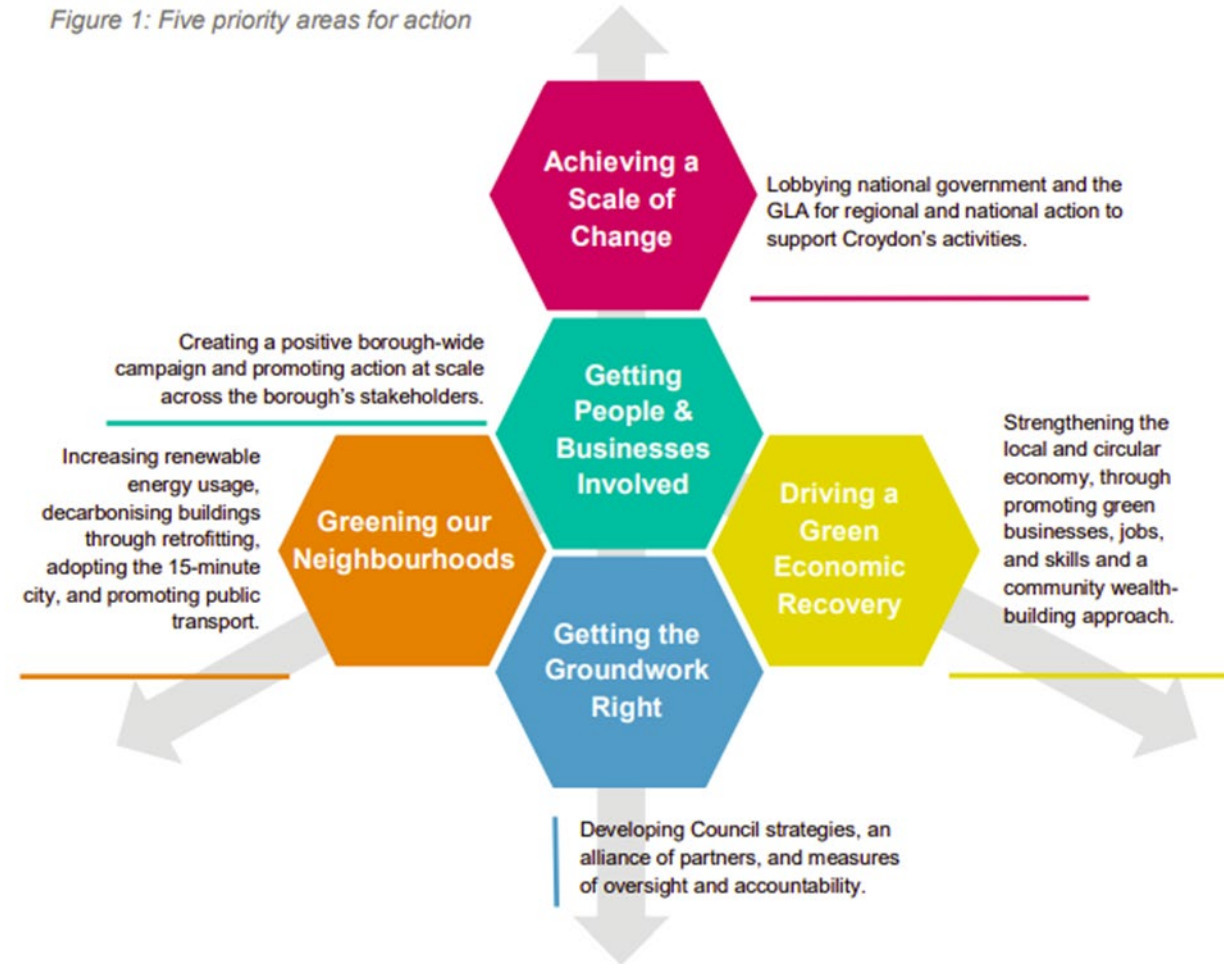
Headline recommendation:  
Low-traffic neighbourhoods

Headline recommendation:  
15 Minute City

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Croydon Climate Crisis Commission

Figure 1: Five priority areas for action



# CO<sub>2</sub> Emitted from Croydon Minor Roads

CO<sub>2</sub> Emitted from  
vehicles on minor  
roads in Croydon in  
2018 =



## 12 GOOD REASONS TO GET ON OUR BIKES

# Croydon Cycling Strategy

**1 Makes us healthier and happier**

Improves well-being and mental health

connects us to the outside world

reduces stress suffered in traffic hold-ups

**20 mins a day**

of walking or cycling would save the NHS £1.7bn over 25 years

Cancer reduced by **45%**  
Heart disease reduced by **46%**  
with regular commuter cycling

**OBESITY COSTS THE NHS IN CROYDON £190M A YEAR.**



**2 Changes behaviour for life**

There's evidence that children who walk and cycle take this healthy habit into adulthood. Kids who walk or cycle to school also show significantly improved behaviour, attendance and learning.



**4 Cheap**

After cycling to keep fit and for the fun of it, the reason most Londoners give for cycling more, is to save money, and it is cheaper than the alternatives.

Using their 'cycletoworkcalculator', Britain's largest cycling organisation, British Cycling, estimates that a London commuter who buys a bike for £500 to travel to work would save £565 a year. This assumes they drive a small car 10 miles to and from work each day, with costs of 37p a mile based on Automobile Association (AA) running cost figures. Their bike would pay for itself in under four months, and the cyclist would burn an average of 500 calories a day.



**5 Easy**

With a trike you do not even have to worry about balancing on two wheels. With the right gears, or an electric e-bike, Croydon's hills are not a problem.



**3 Convenient**

Once you own a bike, Croydon opens up to you. With increasing cycle hire, you don't even need to own a bike to enjoy the convenience of cycling.

**6 Fun**

TfL surveyed attitudes to cycling and found most Londoners think cycling is: enjoyable; becoming more popular; a good social activity; makes a positive contribution to quality of life in the Capital.

## 12 good reasons to get on our bikes continued...

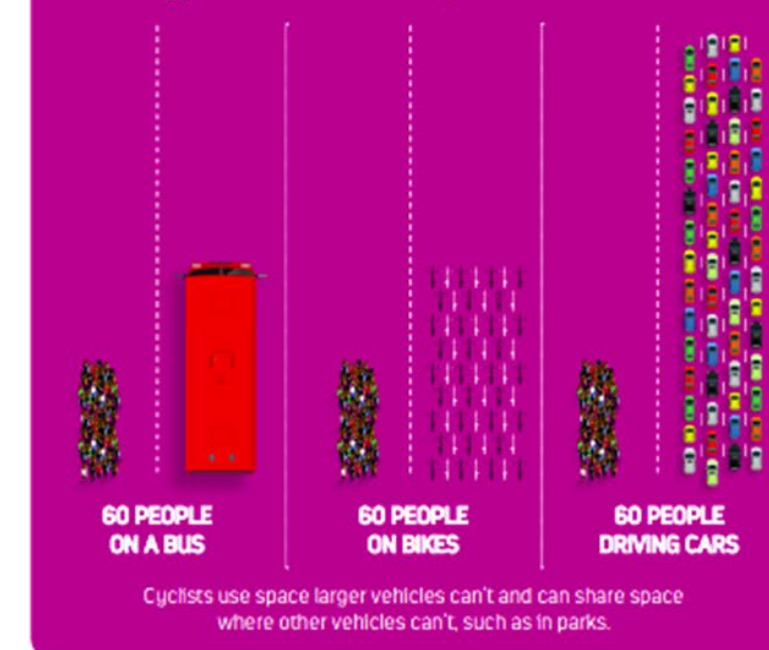
# Croydon Cycling Strategy

**7 Inclusive. Open to all ages and abilities**  
 Just as there are many different types of bike so there are many different types of cyclist, and even more potential cyclists. With a bike suited to their needs, most people could share the mobility and health benefits of cycling. At present, however, 44% of Londoners agree that 'cycling is not for people like me' - a viewpoint we must try to change.

**9 Value for money**  
 It costs less to implement cycle schemes than to make other types of road improvement and such schemes offer high, to very high value for money. As a DfT survey into the costs and benefits concluded: 'targeted investment can bring very strong returns to society'.



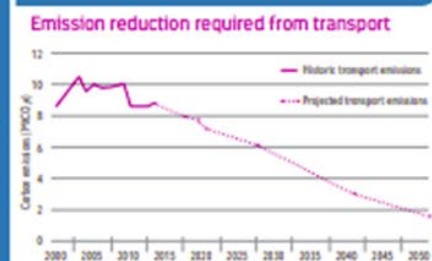
**8 A cyclist uses road space more efficiently than any other type of road user except a bus or tram**



**10 Good for our local economy**  
**Did you know:** if we make it easier to travel into town centres and easier to make short local journeys by bike, the takings of local shops and services are likely to go up. TfL surveyed 15 town centres and found 'people who arrived on foot or by cycle spent more per month than those who arrived by any other mode of transport'.  
**Did you know:** on average, physically active employees take 25% fewer sick days than their inactive colleagues.

**12 Helps combat climate change**  
 According to the Mayor's London Environment Strategy (Aug 2017 draft for public consultation), transport accounts for around one fifth of London's greenhouse gas emissions, the vast majority from road transport. Greenhouse gas emissions from transport must drop from around 8.6 MtCO<sub>2</sub> a year to 1.5 mtCO<sub>2</sub> a year by 2050 if we are to meet the requirements of the Climate Change Act. More cycling will help us tackle the huge challenge of greenhouse gases.

**11 Improves air quality**  
 Road transport in Croydon accounts for 60% of nitrogen oxides and 56% of particulate matter (PM10) emissions. These pollutants risk damaging our health and are especially harmful to small children, older people and those with respiratory problems. Poor air quality is a major challenge for Croydon and a serious problem for Croydonians living by major roads.





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





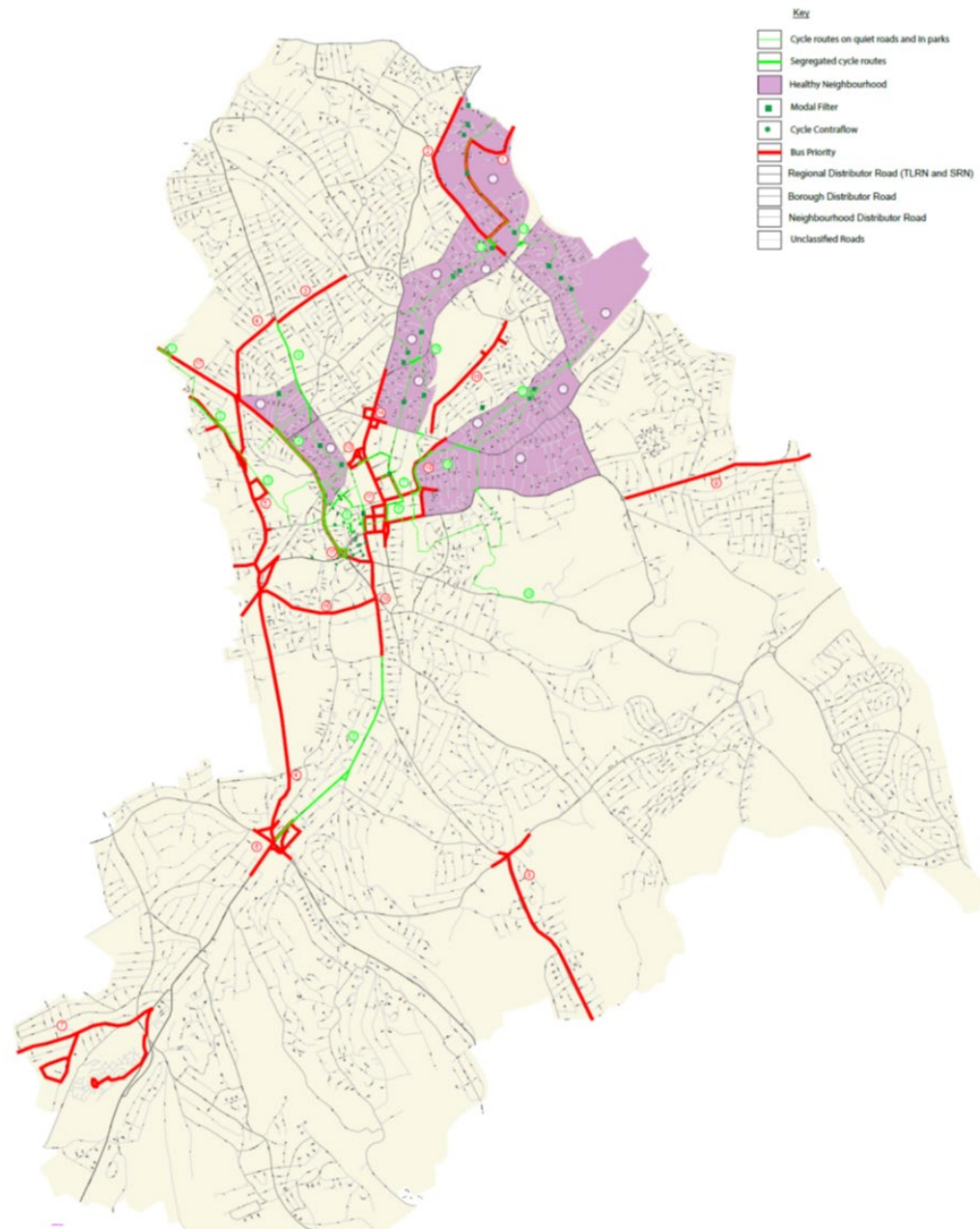
March 2019

**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	

# 26 July 2021 Cabinet Active Travel Programme

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# Walking and Cycling Plan for England One Year On



## Gear Change: One Year On

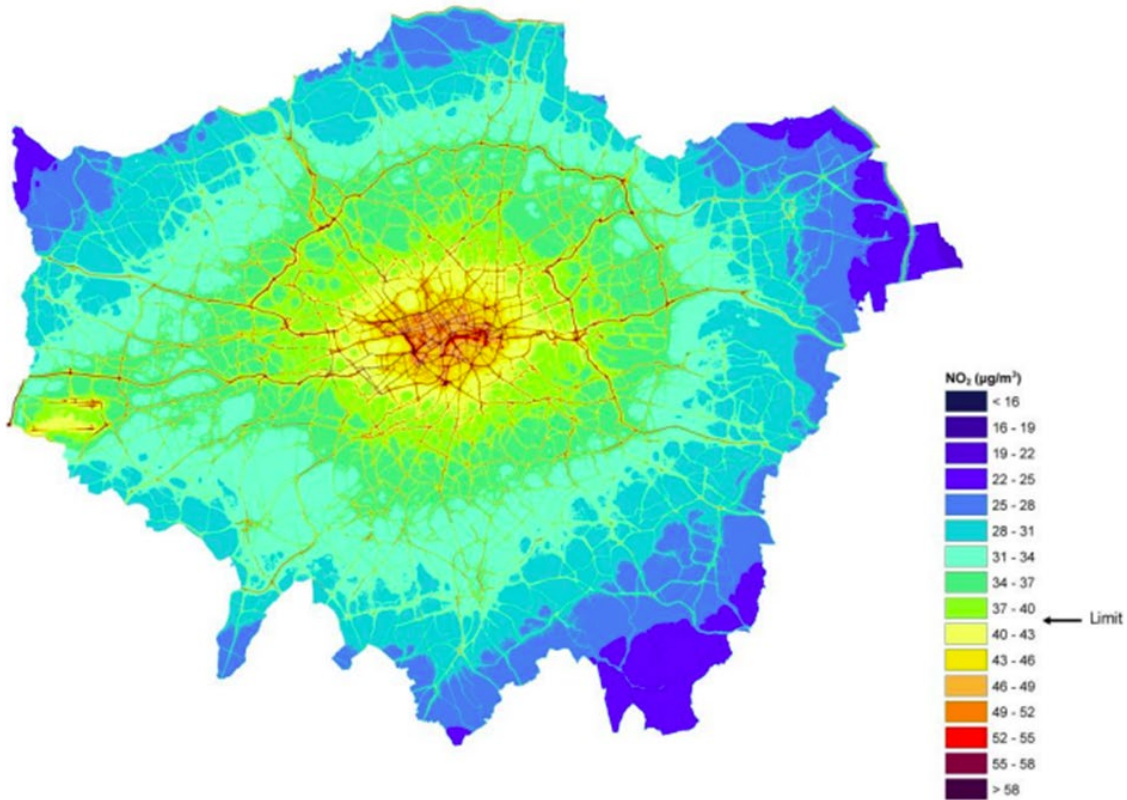


‘I support councils, of all parties, which are trying to promote cycling and bus use. And if you are going to oppose these schemes, you must tell us what your alternative is, because trying to squeeze more cars and delivery vans on the same roads and hoping for the best is not going to work.’

(Prime Minister)

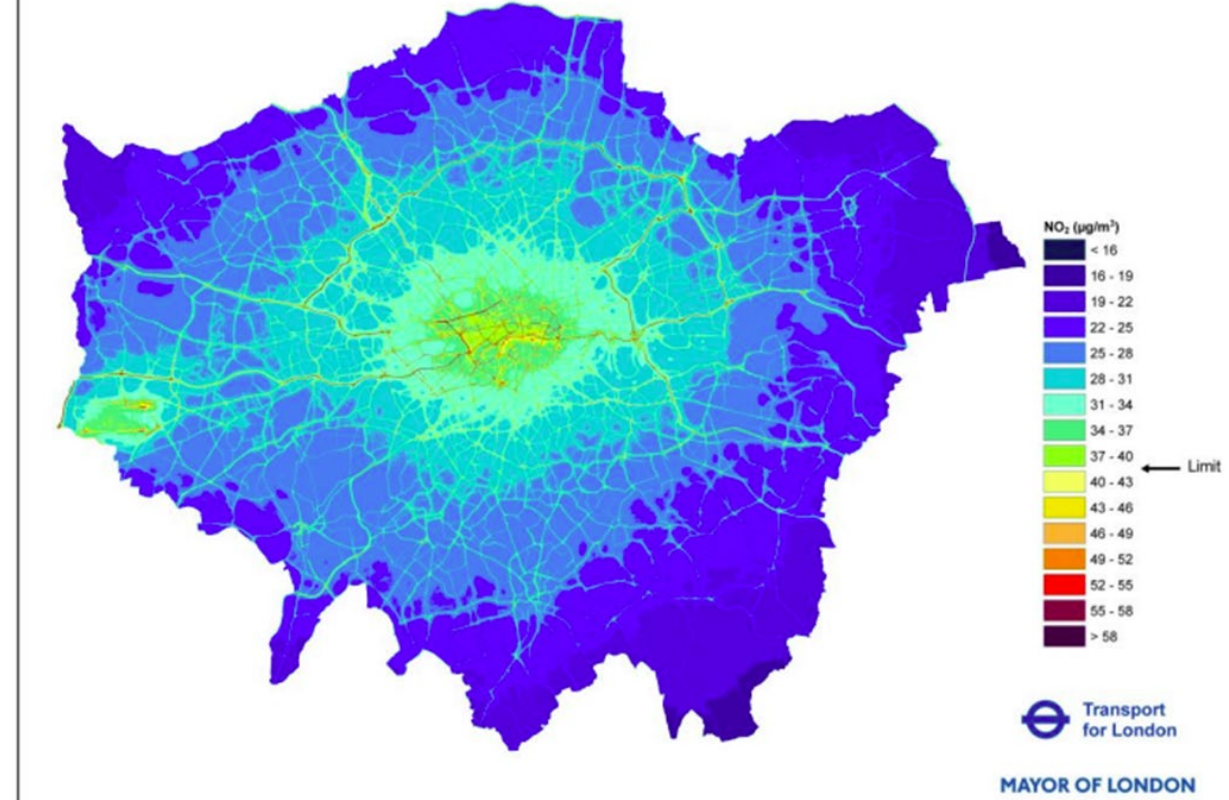
**Traffic on the boundary main roads surrounding 12 new LTNs was surveyed by the councils concerned before and after each scheme. This shows, of the 50 boundary roads surveyed, traffic had risen on 15 of them, and fallen on 35.**

# Annual mean NO<sub>2</sub> in London LAEI 2016 (left) to MER 2019 (right)



Annual mean NO<sub>2</sub> concentrations 2016

LAEI 2016 - Greater London



Annual mean NO<sub>2</sub> concentrations 2019

Greater London - MER 2019

**Number of Londoners living in areas exceeding legal limits for NO<sub>2</sub>**

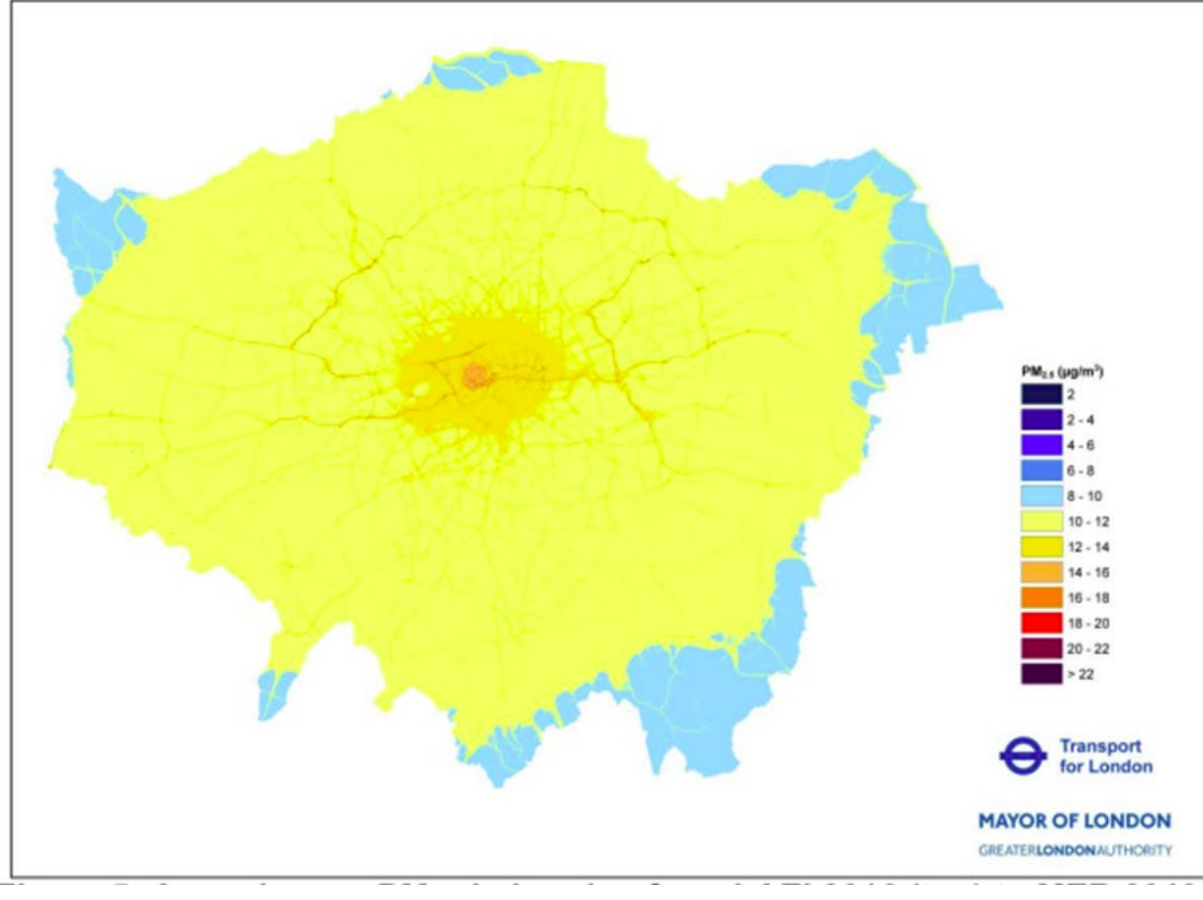
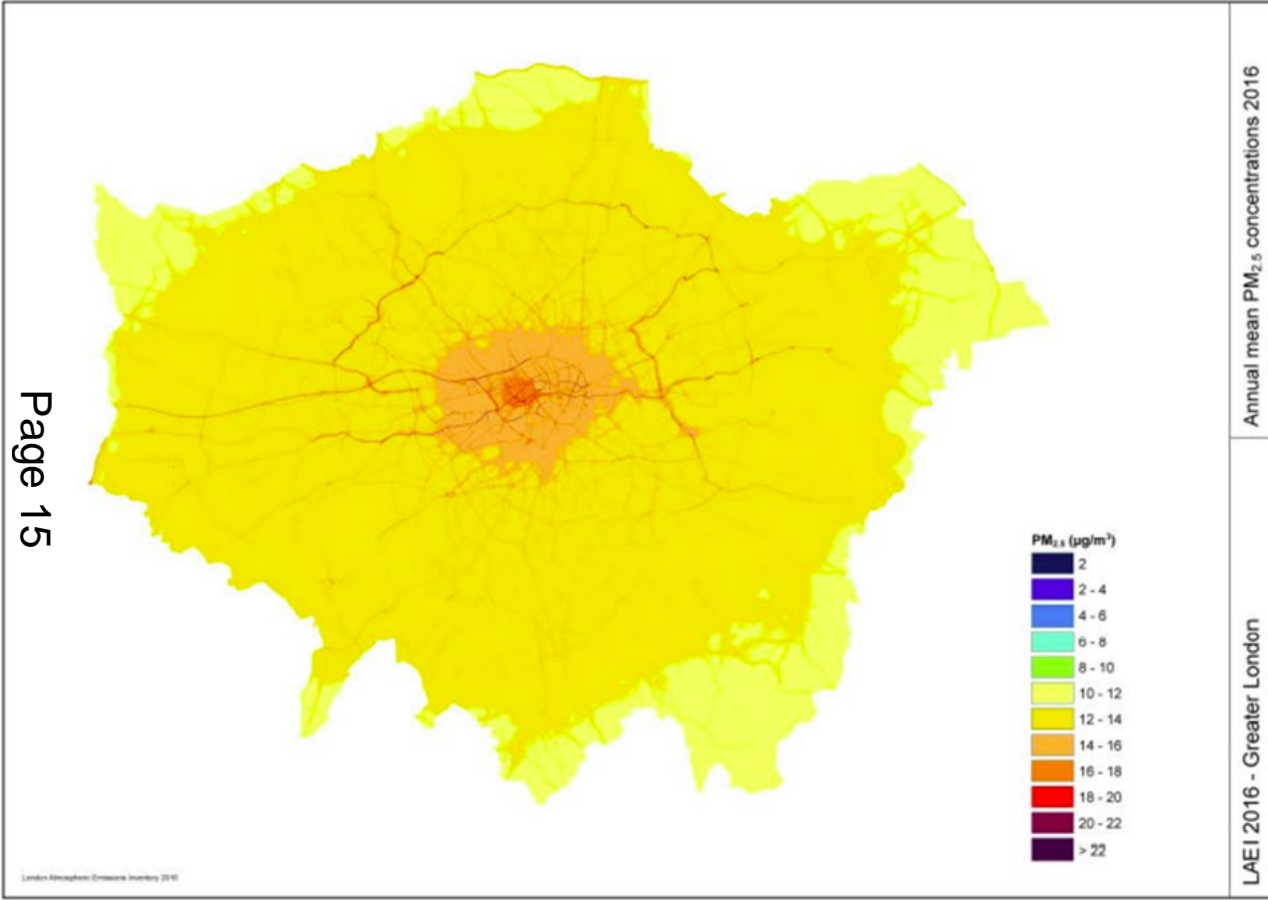
Location in London	Number of Londoners in areas exceeding in 2016	Number of Londoners in areas exceeding in 2019	Reduction 2016 – 2019	Reduction 2016 – 2019 [%]
Central	195,900	40,100	155,800	80%
Inner	1,745,800	77,300	1,668,500	96%
Outer	142,700	1,600	141,100	99%
Londonwide	2,084,300	119,000	1,965,300	94%

**Percentage of roads exceeding the annual mean legal limit for NO<sub>2</sub>**

Location in London	% road km exceeding in 2016	% road km exceeding in 2019	Reduction [%]
Central	100%	70%	30%
Inner	89%	24%	73%
Outer	36%	7%	82%
Londonwide	54%	14%	74%

# Annual mean PM2.5 in London LAEI 2016 (left) to MER 2019 (right)

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### Londoners living in areas above WHO guideline limit for PM<sub>2.5</sub>

Location in London	Number of Londoners in areas exceeding in 2016	% Londoners in areas exceeding in 2016	Number of Londoners in areas exceeding in 2019*	% Londoners in areas exceeding in 2019	Londoners within limit in 2019
Central	195,900	100%	208,900	100%	-
Inner	3,649,500	100%	3,780,100	100%	-
Outer	4,953,600	100%	5,093,700	98%	108,000
<b>Londonwide</b>	<b>8,799,000</b>	<b>100%</b>	<b>9,083,000</b>	<b>99%</b>	<b>108,000</b>

\*Increase is due to population growth

### Annual road transport emissions of NO<sub>x</sub> in tonnes

Location in London	Emission 2016 [tonnes]	Emission 2019 [tonnes]	Change [tonnes]	Change [%]
Central	980	520	-460	-47%
Inner	6,940	4,530	-2,410	-35%
Outer	12,940	10,300	-2,640	-20%
<b>Londonwide</b>	<b>20,860</b>	<b>15,350</b>	<b>-5,510</b>	<b>-26%</b>





NEWS

4th August

## Harrow transport funding halted after council removes LTNs



By Adam Shaw | [@adamshaw41](#)  
Local Democracy Reporter



**MOST READ**

**COMMENTED**

1



Rat infestation behind shops highlighted by pest

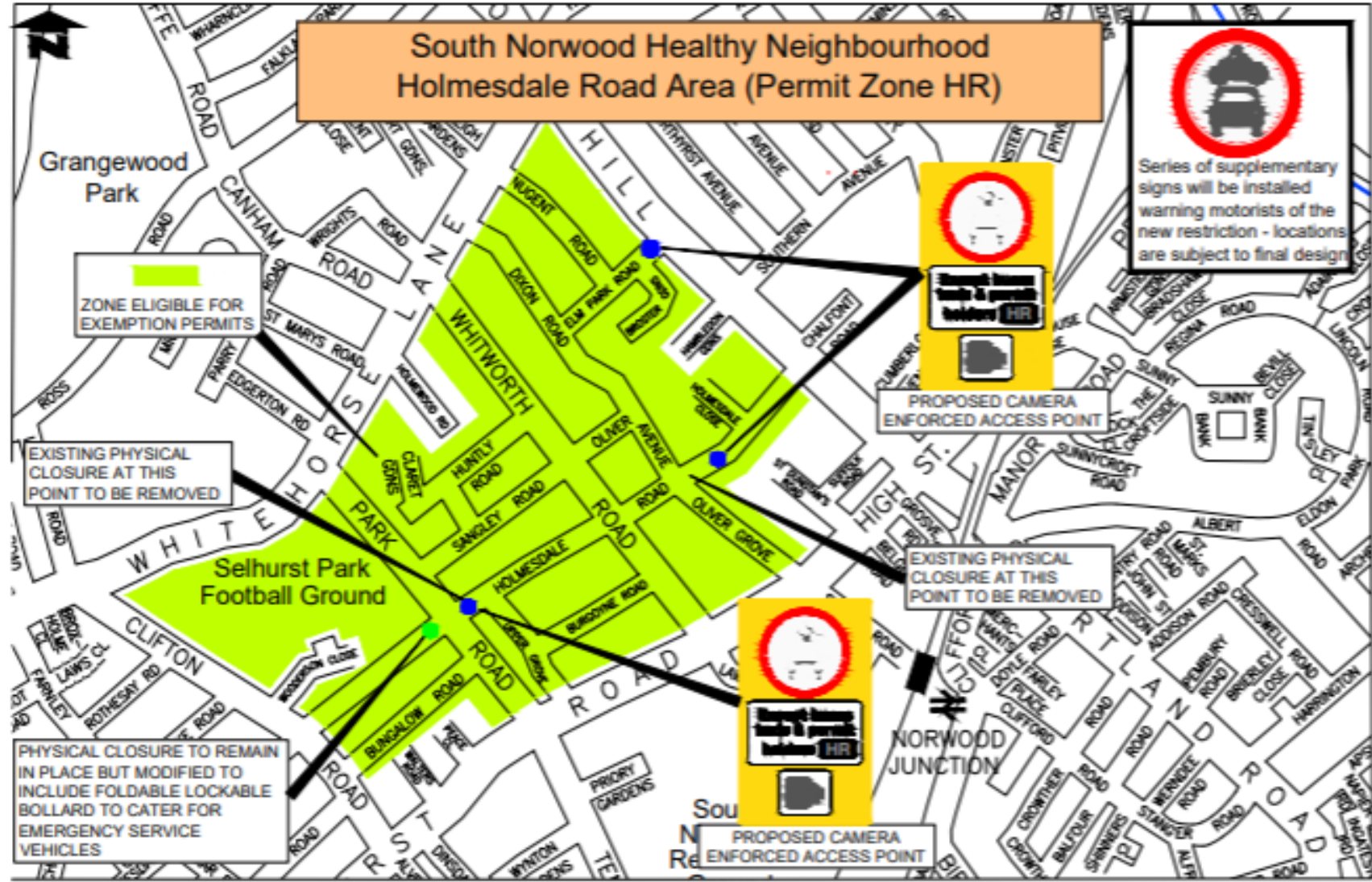
# 1.0 South Norwood (Holmesdale Road Area)



# 1.1 Key Proposals

- Physical closure at Holmesdale Road j/w Oliver Grove to be removed and replaced with no motorised vehicle restriction except for those with agreed exemptions
- Physical closure at Holmesdale Road (east) j/w Park Road to be removed and replaced with no motorised vehicle restriction except for those with agreed exemptions
- New prohibition of motorised vehicle restriction except for those with agreed exemptions at Elm Park Road j/w South Norwood Hill
- Physical closure on Holmesdale Road (west) j/w Park Road to be retained except for emergency services & pedal cyclists

# 1.2 Proposal Plan



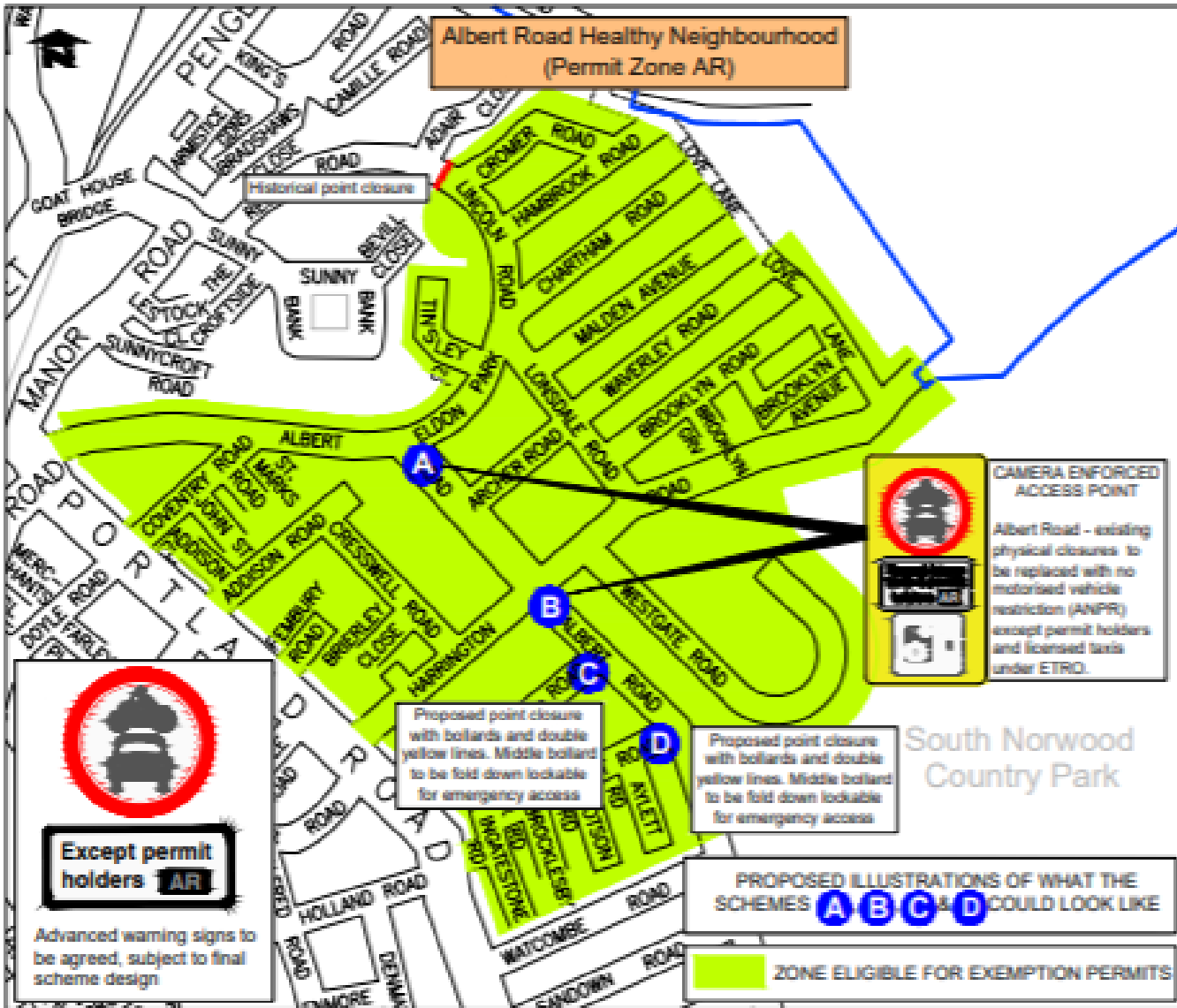
## 2.0 South Norwood (Albert Road Area)



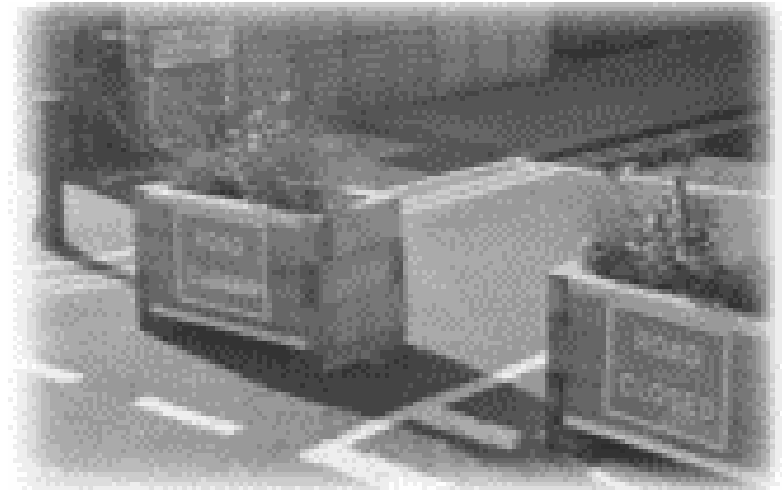
# 2.1 Key Proposals

- Physical closure at Albert Road (east) j/w Eldon Park to be removed & replaced with no motorised vehicle prohibition except for those with agreed exemptions
- Physical closure at Albert Road j/w with Harrington Road to be removed & replaced with no motorised vehicle prohibition except for those with agreed exemptions
- Physical closure at Belfast Road j/w with Albert Road to be retained except for emergency services & pedal cyclists.
- Physical closure at Apsley Road j/w with Albert Road to be retained except for emergency services & pedal cyclists

# 2.2 Proposal Plan



# 3.0 Addiscombe & Woodside





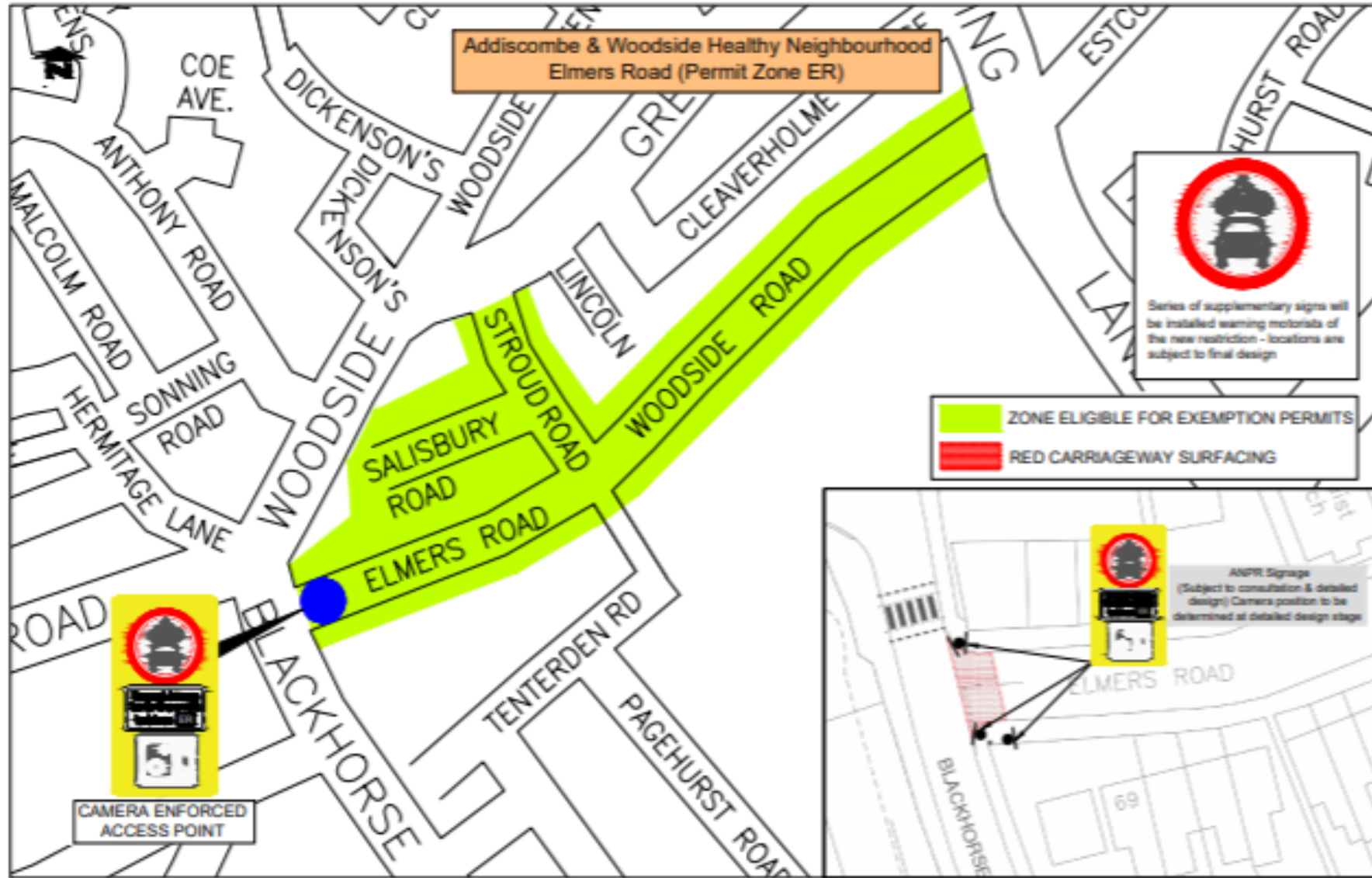
## 3.1 Key Proposals

- Physical closure at Dalmally Road j/w Blackhorse Lane to be removed & replaced with no motorised vehicle prohibition except for those with agreed exemptions
- Physical closure at Elmers Road j/w with Blackhorse Lane to be removed & replaced with no motorised vehicle prohibition except for those with agreed exemptions
- Physical closure at Kemerton Road j/w with Jesmond Road to be retained except for emergency services & pedal cyclists.

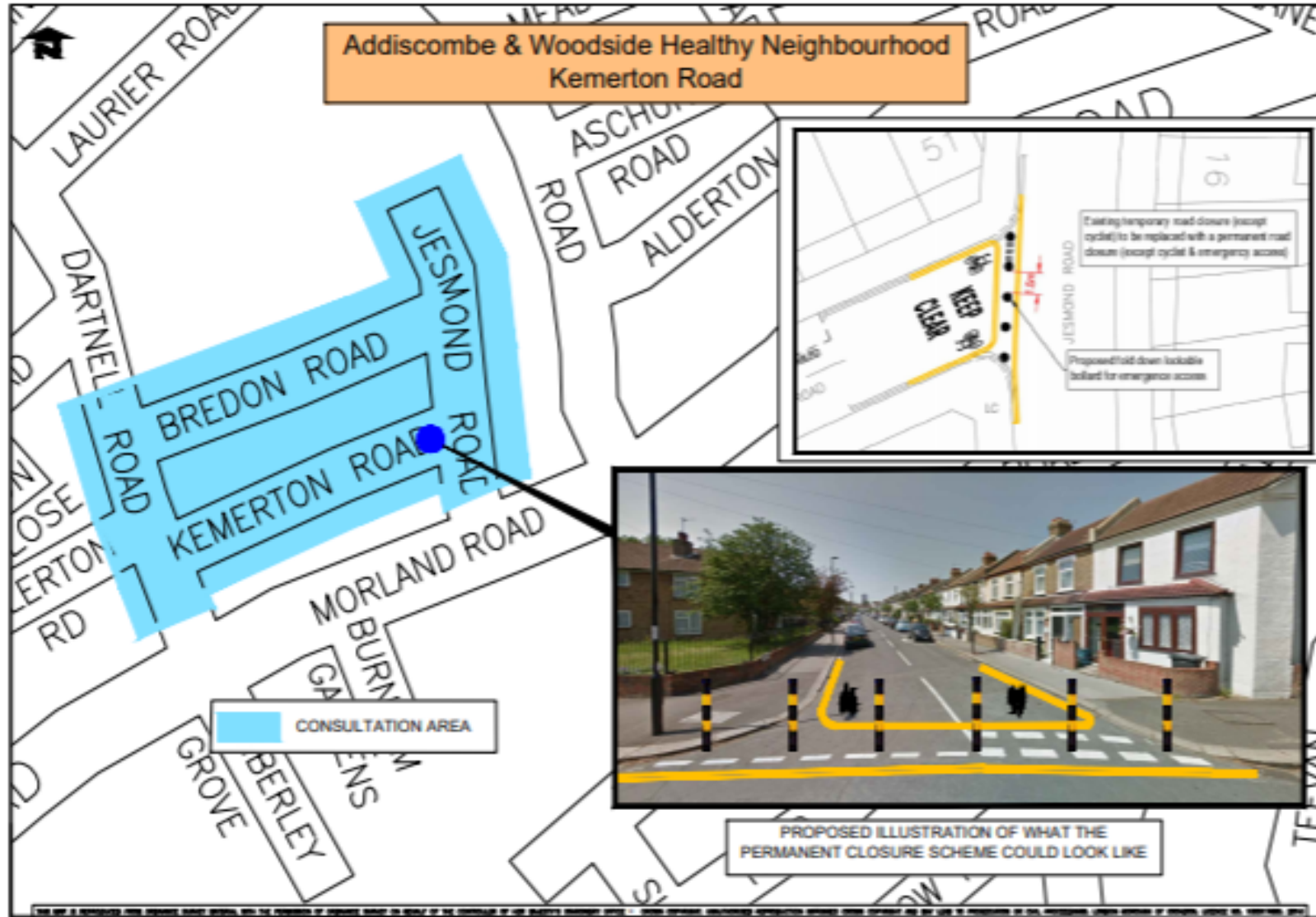
# 3.2 Proposal Plan – Dalmally Road



# 3.3 Proposal Plan – Elmers Road



# 3.4 Proposal Plan – Kemerton Road



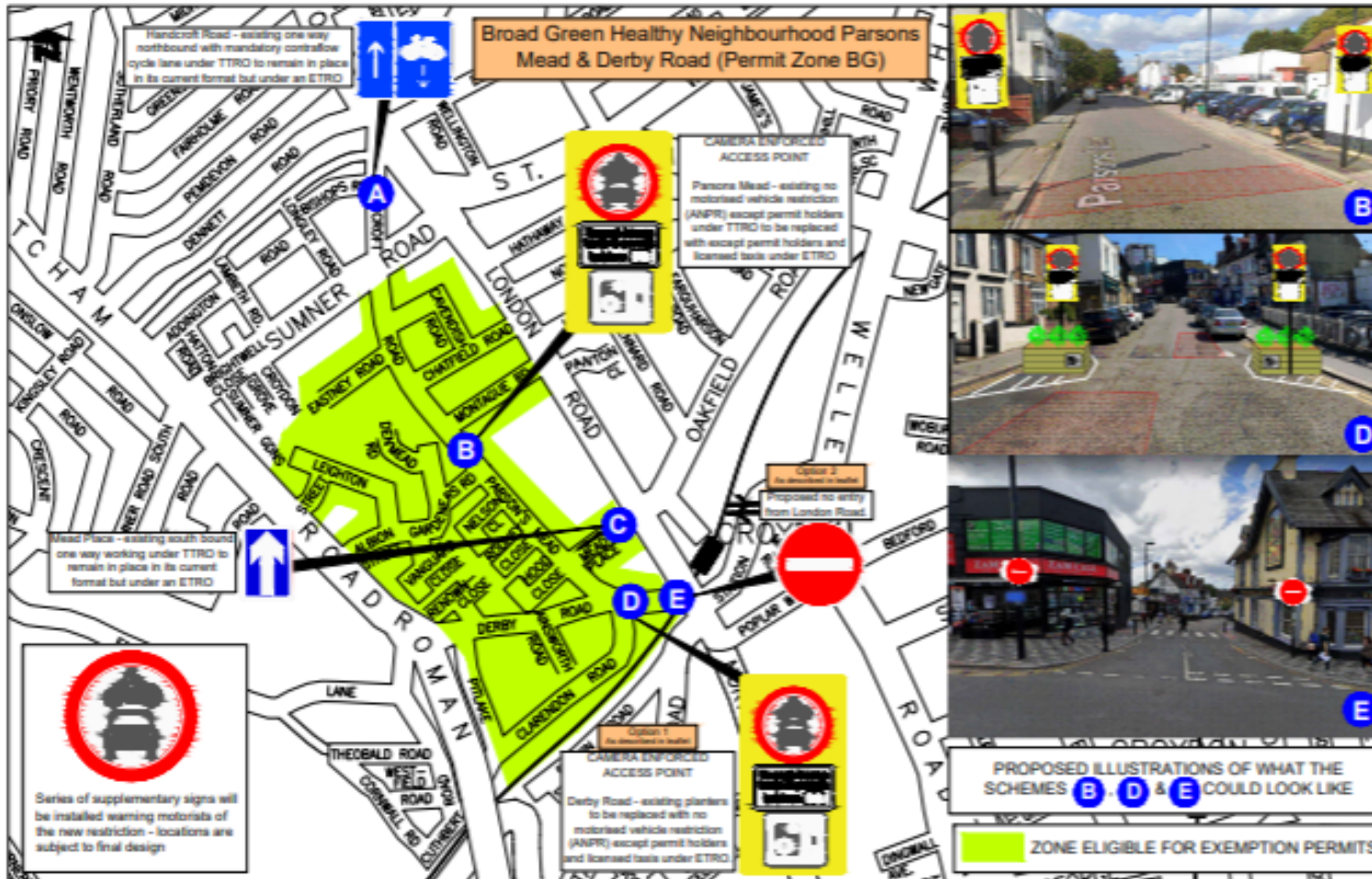
## 4.0 Broad Green (Parsons Mead & Sutherland Road Areas)



# 4.1 Key Proposals

- **Option 1:** Physical closure at Derby Road j/w Parsons Mead is removed and replaced with no motorised vehicle prohibition except for those with agreed exemptions – Officer recommended option
- **Option 2:** Physical closure on Derby Road j/w with one way working
- No motorised vehicle prohibition in Parsons Mead to be retained with updated exemptions
- One way working on Mead Place to be retained
- One way working with mandatory cycle lane on Handcroft Road to be retained
- Physical closure at Sutherland Road j/w Canterbury Road to be removed & replaced with no motorised vehicle prohibition except for those with agreed exemptions

# 4.2 Proposal Plan – Parsons Mead



# 4.3 Proposal Plan – Sutherland Road

