

Question Number	Question asked by:	Subject
<b>CABINET MEMBER FOR ENVIRONMENT, TRANSPORT &amp; REGENERATION</b> <b>Councillor Stuart King (Job Share)</b>		
PQ017-20	Jane Mitchell	LTN Feedback
PQ021-20	Claire Plaskasovitis	LTN Emergency Services
PQ024-20	Eliska Finlay	Road Closure - TFL Guidance

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**Councillor Stuart King****PQ017-20 asked by Jane Mitchell:**

*As a Labour council and cabinet minister for transport I am sure you would agree with the Mayor's election slogan, 'for the many and not the few'? In relation to the Upper Norwood/Crystal Palace Road Closures can Cllr King clarify the current position in relation to the direct feedback provided to the council (feedback on the Councils website and emails) and confirm how many are opposed and how many support the road closures?*

**Response**

To date the council has received 721 individual responses, with 170 of those expressing support for the scheme.

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**Councillor Stuart King**

**PQ021-20 asked by Claire Plaskasovitis:**

*What studies have been carried out to assess the impact of road closures on response times of the emergency services to incidents in the area when Portland Road is closed or gridlocked at or near the junctions of Ingatestone Road leading to Belfast Road/Apsley Road/Harrington Road*

**Response**

None, we do however continually monitor the numbers and locations of people killed or injured by vehicles in Croydon's streets.

We are also in close communication with the emergency services. The London Ambulance Service has confirmed that they are working with local government partners across London, and have stated publicly that they "are not aware of any LTNs that have led to any patient safety concerns or any significant delays".

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## Councillor Stuart King

### PQ024-20 asked by Eliska Finlay:

*Can Cllr King clarify how the Upper Norwood Crystal Palace Road closures fit with the vision guidance provided by TFL?*

#### Supplementary

*Cllr King accepts (in an email dated 26/9/20 14.21) that there are 'disadvantages to the introduction [in Upper Norwood and Crystal Palace] of these [road] closures' and that 'unfortunately' the changes will not suit everyone. He hopes 'an improved environment should outweigh the inconvenience to some car drivers...' Can Cllr King clarify what he means by the word 'inconvenience'?*

### Response

I am not sure which vision guidance the question refers to.

The Prime Minister's "Vision for Cycling and Walking published in July reports that physical inactivity is responsible for 1 in 6 UK deaths. It contains a section entitled 'There will be less rat-running and many more low-traffic neighbourhoods'. It explains: 'Residential side streets across the country can be blighted by rat-running. Low-traffic neighbourhoods will be created in many more groups of residential streets by installing point closures – for example, bollards or planters – on some of the roads. It would still be possible to access any road in the area, but motor traffic would not be able to use the roads as through routes. Streets within low traffic neighbourhoods will provide clear, direct routes for cyclists and pedestrians promoting walking and cycling. Accidents, pollution and noise will be dramatically reduced for residents.'

TfL's London Streetspace Plan – Interim Guidance to Boroughs published in May, refers London local authorities to the Department for Transport Covid related Guidance in the first instance. That Guidance states:

'Local authorities in areas with high levels of public transport use should take measures to reallocate road space to people walking and cycling, both to encourage active travel and to enable social distancing during restart'

'Measures should be taken as swiftly as possible, and in any event within weeks, given the urgent need to change travel habits before the restart takes full effect.

None of these measures are new – they are interventions that are a standard part of the traffic management toolkit, but a step-change in their roll-out is needed to ensure a green restart. They include:

- Modal filters (also known as filtered permeability); closing roads to motor traffic, for example by using planters or large barriers. Often used in residential areas, this can create neighbourhoods that are low-traffic or traffic free, creating a more pleasant environment that encourages people to walk and cycle, and improving safety.'

TfL's interim Guidance explains that The Mayor of London's Streetspace plan will transform London's streets, by accelerating delivery of low traffic neighbourhoods by working with boroughs to reduce through traffic on residential streets, to further enable more people to walk and cycle safely as part of their daily routine. It explains:

'A car-based recovery has significant risks to:

- safety (and meeting our Vision Zero aim);
- public health (COVID-19 related, physical activity, poor air quality etc.);
- economic recovery (delayed journey times );
- the environment (due to increased carbon emissions); and
- contradicting the Mayor's Transport Strategy.

We therefore need to urgently reconsider use of street space to provide safe and appealing spaces to walk and cycle as an alternative to car use in the context of reduced capacity on the public transport network'

#### Supplementary:

Wherever changes are made to the highway network there will always be some advantages for some and disadvantages for others, depending on individual circumstances, and this scheme is not unique in that regard.

However, access to all properties, road and businesses within the LTN remains possible by motor vehicle, our proposed revision to the scheme, that will see the introduction of ANPR cameras at the junctions controlled by Croydon, will mean that residents within the affected area will have easier, more convenient access than is currently available. Through traffic will remain prohibited.

By removing the many thousands of vehicles cutting through Auckland Road and Lancaster Road (both residential streets) we have allowed residents to use them for walking, cycling etc. without the fear of vehicles thundering past. The streets are now cleaner and more inviting than they were before.