

Further Policy Background to the Temporary LTN

Background

- 1.1 The Temporary LTN was implemented ‘reactively’ in stages, as a response to the Covid19 Pandemic. The Temporary LTN also has the potential to address matters of importance, including furthering the Mayor of London’s ‘Healthy Streets’ objective. The Temporary LTN is an example of where rapid action to respond to the Pandemic (asked of local authorities by the Secretary of State for Transport) meets policy (primarily in the form of the Mayor of London’s Transport Strategy and the Council’s statutory plan to implement that Strategy within the Borough). This appendix sets out the policy and Pandemic background to the Temporary LTN, and policy considerations to be had in determining its future.

Mayor of London’s Transport Strategy and the Croydon Local Implementation Plan

- 1.2 The Greater London Authority Act 1999 requires the Mayor of London to make a Transport Strategy. It requires each London local authority to make a plan (a Local Implementation Plan (LIP)) to implement the Strategy within its area. The Mayor has to approve each local authority’s LIP. To do so he must be satisfied that:
- a) the LIP is consistent with the transport strategy,
 - b) the proposals contained in the LIP are adequate to implement his Strategy, and
 - c) the timetable for implementing those proposals, and the date by which those proposals are to be implemented, are adequate for those purposes.

The Act ‘presumes’ the local authority will implement its LIP. If the Mayor considers a local authority to be failing or likely to fail to implement proposals in the LIP, the Act enables the Mayor to exercise the powers of the local authority to implement the LIP, and charge the local authority for doing so.

- 1.3 Section 159 of the Greater London Authority Act 1999 authorises Transport for London (TfL) to give financial assistance to any body (including local authorities) for expenditure incurred doing anything conducive to the provision of safe, integrated, efficient and economic transport. TfL has used this power to provide funding (‘LIP Funding’) to local authorities to support the implementation of their LIPs (with the exception of the first half of the current financial year).
- 1.4 Published in 2018, the Mayor’s Transport Strategy uses the ‘Healthy Streets Approach’ to prioritise human health in planning the city. The Mayor wishes to change London’s transport mix so the city works better for everyone. Three key themes are at the heart of the Strategy:

Healthy Streets and Healthy People

- creating streets and street networks that encourage walking, cycling and public transport use to reduce car dependency and the health problems it creates. The Strategy Vision is expressed as:

'Changing the transport mix

- *The success of London's future transport system relies upon reducing Londoners' dependency on cars in favour of increased walking, cycling and public transport use. This simple aim of a shift away from the car will help address many of London's health problems, by reducing inactivity and cleaning up the air. It will help to eliminate the blight of road danger. It will limit the city's contribution to climate change and help to develop attractive local environments. It will reconnect communities by creating places where people are prioritised over cars.....'*

Policy 1 of the Strategy states:

- *'The Mayor, through TfL and the boroughs, and working with stakeholders, will reduce Londoners' dependency on cars in favour of active, efficient and sustainable modes of travel, with the central aim for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041.'*

1.5 On 15 October 2018, Cabinet approved the draft Croydon LIP (Decision ref: 81/18) core components, including draft LIP Objectives:

'1. Croydon will look to reduce the number of local in-borough car journeys by creating a transport network that prioritises walking, cycling and public transport.

2. Croydon will create healthy streets and neighbourhoods that encourage walking and cycling, where traffic volumes and speeds are low.'

The officers' report to Cabinet explained:

'4.9 The following programme areas and projects being proposed in Croydon's draft LIP3 are detailed below:

- *Healthy Schools Neighbourhoods – this will be a holistic approach to tackling the school run and encouraging walking and cycling to and from school whilst also helping all in the neighbourhood make local journeys on foot and by bike. It will include a package of measures such as school pedestrian zones, bikeability training, school safety schemes, neighbourhood traffic reduction schemes and behaviour change measures, all focused upon a cluster of schools in the same neighbourhood at the same time. Two areas that have been identified as having clusters of schools suitable for piloting the concept are Broad Green and Upper Norwood.'*

1.6 The consultation draft LIP was published in December 2018, containing proposals for *'Healthy Schools Neighbourhoods'* including at Upper Norwood where it was proposed *'Working with schools and the neighbouring communities to develop and deliver 'Healthy Schools Neighbourhoods' in which it is easier and more enjoyable for all to move around on foot and on bike'*.

1.7 The consultation on the draft LIP included an online questionnaire to which there were just under one thousand responses. In summary, the results where:

- 86% of respondents agreed that traffic levels are too high in Croydon.
- 44% of respondents agreed that traffic speeds are too high, with 37% disagreeing, 19% were not sure.
- Less than 5% agreed that the street environment encouraged them to cycle, whilst 77% disagreed, with over 52% disagreeing strongly.

- Over 55% agreed that children should be able to play in residential streets, 26% disagreeing.
- 74% stated that they are concerned about air quality.
- 72% agreed that traffic levels need to be lower.
- 40% agreed they would cycle more if conditions were right, with 43% disagreeing.
- 64% stated they would use public transport more if it was convenient.
- 61% would travel by car less if the alternatives were better.
- 78% agreed that less vehicles would mean better air quality.

1.8 The draft LIP proposed both ‘Low Traffic Neighbourhoods’ and ‘Healthy Schools Neighbourhoods’. The emphasis shifted onto the latter in the finalised LIP. The term ‘Low Traffic Neighbourhood’ contains a clear objective. It was felt that ‘Healthy Schools Neighbourhood’ was a more appropriate title if engaging with residents and other stakeholders with an open and receptive mind on issues and principles, before moving to objectives and then measures to achieve those objectives.

1.9 The short to medium term delivery objectives and proposals of the LIP include:

‘Work with local residents to reduce external through traffic in residential areas using the Low Traffic Neighbourhoods principles’,

and the LIP ‘Three-year indicative Programme of Investment’ explains:

‘3.8.3 Consultation and early engagement with key stakeholders identified that traffic dominance and the fear of road danger were key factors in why people in Croydon were not walking or cycling more often. Stakeholders highlighted particular concerns around speeding vehicles, dangerous driving and lack of priority for pedestrians or dedicated infrastructure for cyclists. Discussions with both internal and external stakeholders identified that the school run and associated vehicle trips were key causal factors for congestion and high car trips in the Borough, and should be an area of intervention that is prioritised.’

The LIP also includes a map of the ‘Croydon Cycle Route Network’ which includes ‘Existing secondary cycle routes’ amongst which are shown Auckland Road, Lancaster Road and Southern Avenue. These are on the old/historic London Cycle Network which the Council aims to keep signed within Croydon.

1.10 At its September 2019 meeting, Cabinet agreed (Decision ref:75/19) the submission to be made to TfL for 2020/21 funding to support implementation of the LIP. This included £300,000 for Healthy Schools Neighbourhoods pilot areas including Broad Green and Upper Norwood/Crystal Palace. Due to the Covid19 Pandemic and the resulting effect on TfL’s Finances, this LIP funding was not provided.