

# The Crystal Palace and South Norwood Low Traffic Neighbourhood

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“Active travel is affordable, delivers significant health benefits, has been shown to improve well-being, mitigates congestion, improves air quality and has no carbon emissions at the point of use. Towns and cities based around active travel will have happier and healthier citizens as well as lasting local economic benefits. In July we published ‘Gear Change: A Bold vision for cycling and walking’, which set out a range of commitments to increase levels of active travel. Reallocating road space is very much part of that vision.

The government therefore expects local authorities to make significant changes to their road layouts to give more space to cyclists and pedestrians. Such changes will help embed altered behaviours and demonstrate the positive effects of active travel. I’m pleased to see that many authorities have already begun to do this, and I urge you all to consider how you can begin to make use of the tools in this guidance, to make sure you do what is necessary to ensure transport networks support recovery from the COVID-19 emergency and provide a lasting legacy of greener, safer transport”

Grant Shapps  
Secretary of State for Transport, Forward to Statutory guidance on  
Traffic Management Act 2004: Network Management in Response to COVID-19  
(Updated 13 November 2020)

## Roadworks and Closures



- **22nd March** - Scaffold / Temp signals implementation
- Auckland Road closed for SGN gas works
- **21st August** – Temporary LTN current state

Road/Section of Road Name	2. Closed between	3. TTRO start date	
Lancaster Road, South Norwood (fronting Nos. 2 to 8 Lancaster Road)	Southern Avenue, South Norwood	22/05/20	
Auckland Road (fronting property Nos. 70 to 110 Auckland Road), Upper Norwood	Cypress Road, Upper Norwood	03/07/20	
Fox Hill, Upper Norwood	Braybrooke Gardens, Upper Norwood	21/08/20	
Stambourne Way, Upper Norwood	Auckland Road, Upper Norwood	21/08/20	
Sylvan Hill, Upper Norwood	Between Nos. 11 & 13 Sylvan Hill, Upper Norwood	21/08/20	

- **1<sup>st</sup> November** - Scaffold / temp signal removal
- **1<sup>st</sup> – 3<sup>rd</sup> November** – SCOOT fault at Anerley and Church Road junction
- **10<sup>th</sup> November** – Temp signals on Anerley for Thames works (1 day only, very large delays)



STREETSPACE  
FOR LONDON

# Statutory and Strategy



London Borough of Croydon  
Third Local Implementation Plan



March 2019

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# The Expeditious Movement of Traffic: A Win Win

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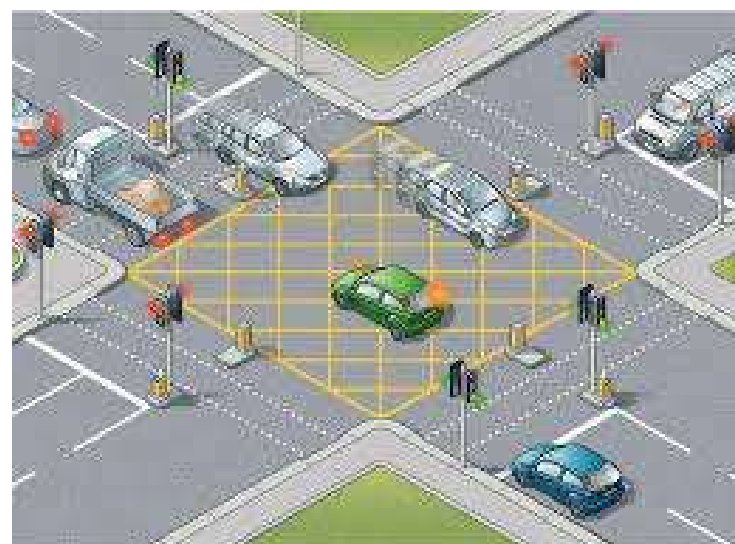
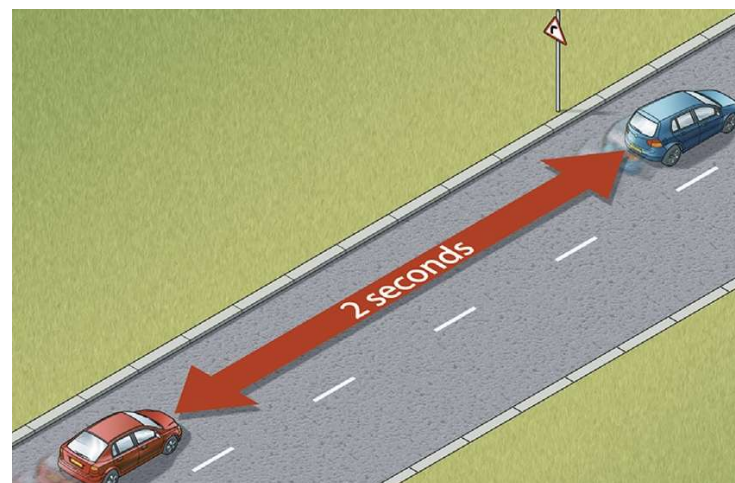
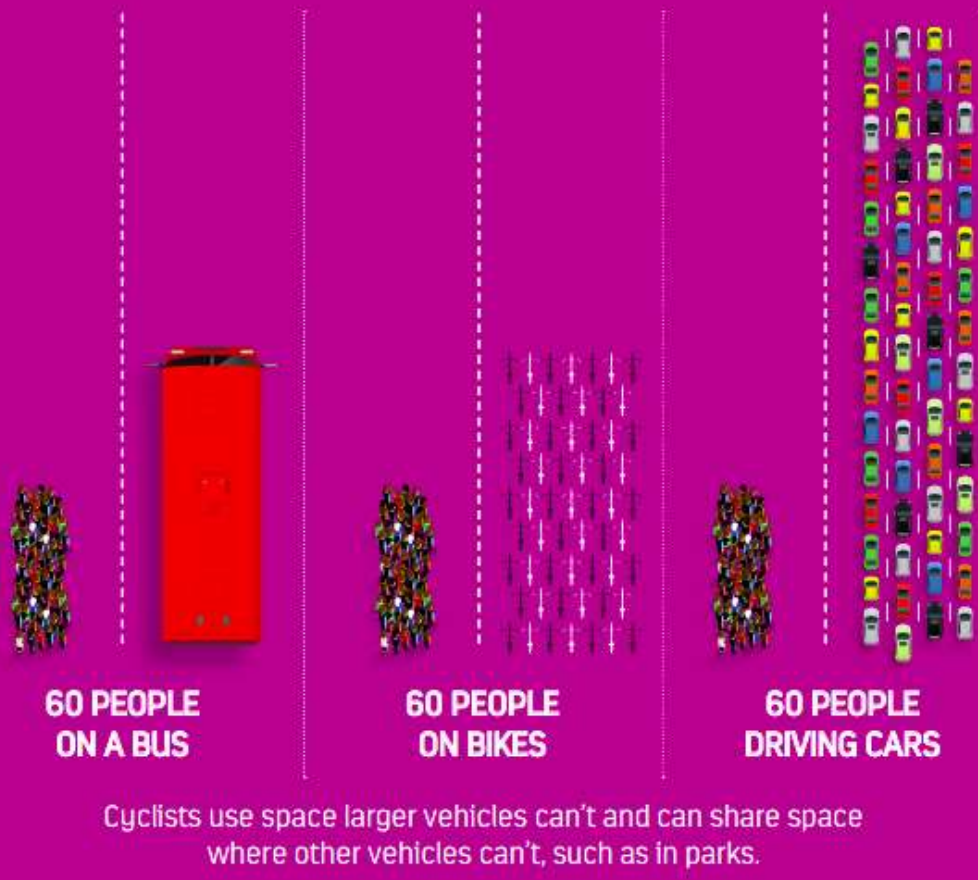
## ‘Mitigating congestion’: Duty regarding the expeditious movement of traffic

‘The overall aim of the “expeditious movement of traffic” implies a network that is working efficiently without unnecessary delay to those travelling on it. But the duty is also qualified in terms of practicability and other responsibilities of the authority. This means that the duty is placed alongside all the other things that an authority has to consider, and it does not take precedence..... But, the statutory duty reflects the importance placed on making best use of existing road space for the benefit of all road users.

Traffic Management Act 2004 Network Management Duty Guidance (2004)



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



Ian Plowright

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**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

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**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	

# The Healthy Streets Approach & Healthy Streets Indicators

## Healthy Streets

**Indicators:** 10 evidence-based indicators of what makes streets appealing, healthy, inclusive places.

Working towards these will help to create a healthier city, in which all people are included and can live well, and where inequalities are reduced.



## The 10 Indicators:

- ▶ Pedestrians from all walks of life
- ▶ Easy to cross
- ▶ Shade and shelter
- ▶ Places to stop and rest
- ▶ Not too noisy
- ▶ People choose to walk, cycle and use public transport
- ▶ People feel safe
- ▶ Things to see and do
- ▶ People feel relaxed
- ▶ Clean air

Source: 'Healthy Streets Explained' TfL

## WEIGHT

### Overweight and obesity in Croydon

Weight is measured in children at school in reception (aged 4-5) and year 6 (aged 10-11). In Croydon, slightly more than one in five children (21.9%) aged 4-5 are overweight or obese. By the time they reach the ages of 10-11, this increases to just greater than one in three children (37.9%) (86).

The prevalence of overweight and obese children in Croydon overall is similar to the average across London. While reception year prevalence has remained fairly constant over time, the proportion of year 6 children measuring as overweight and obese is increasing. This is not just happening in Croydon, it is happening across England.

There is some variation across the borough, with high levels of excess weight being concentrated in the north of the borough in year 6 children but more spread out across the borough in reception year children (87).

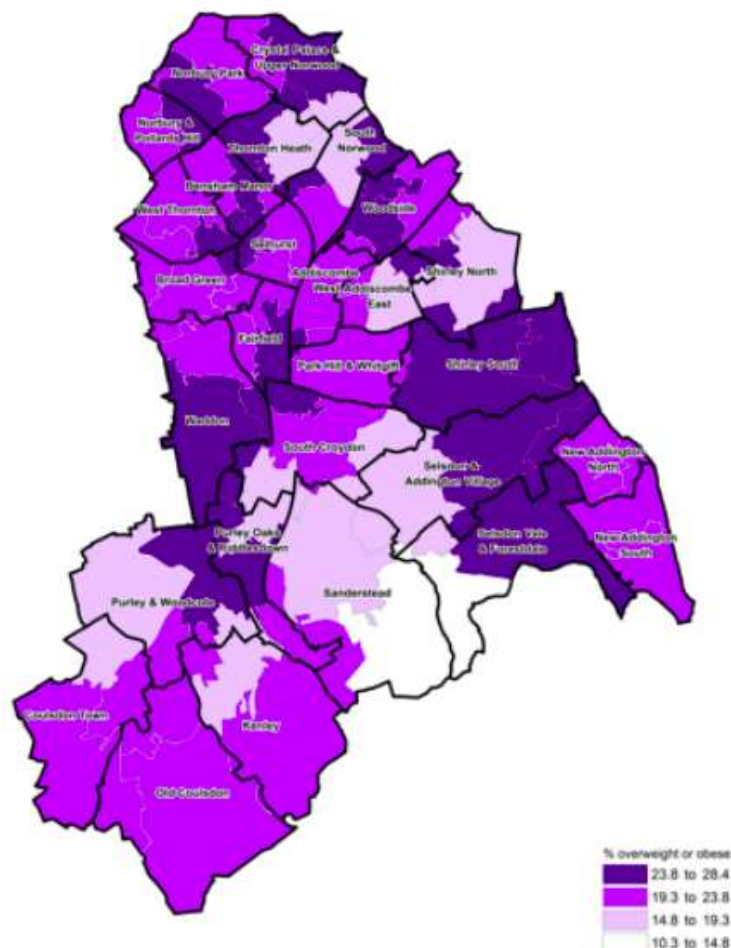


**1 IN 5 CHILDREN  
IN RECEPTION YEAR IS  
OVERWEIGHT OR OBESE**



**1 IN 3 CHILDREN  
IN YEAR 6 IS OVERWEIGHT OR OBESE**

Prevalence of overweight and obese reception age in Croydon.  
NCMP small area data, 2015-2018

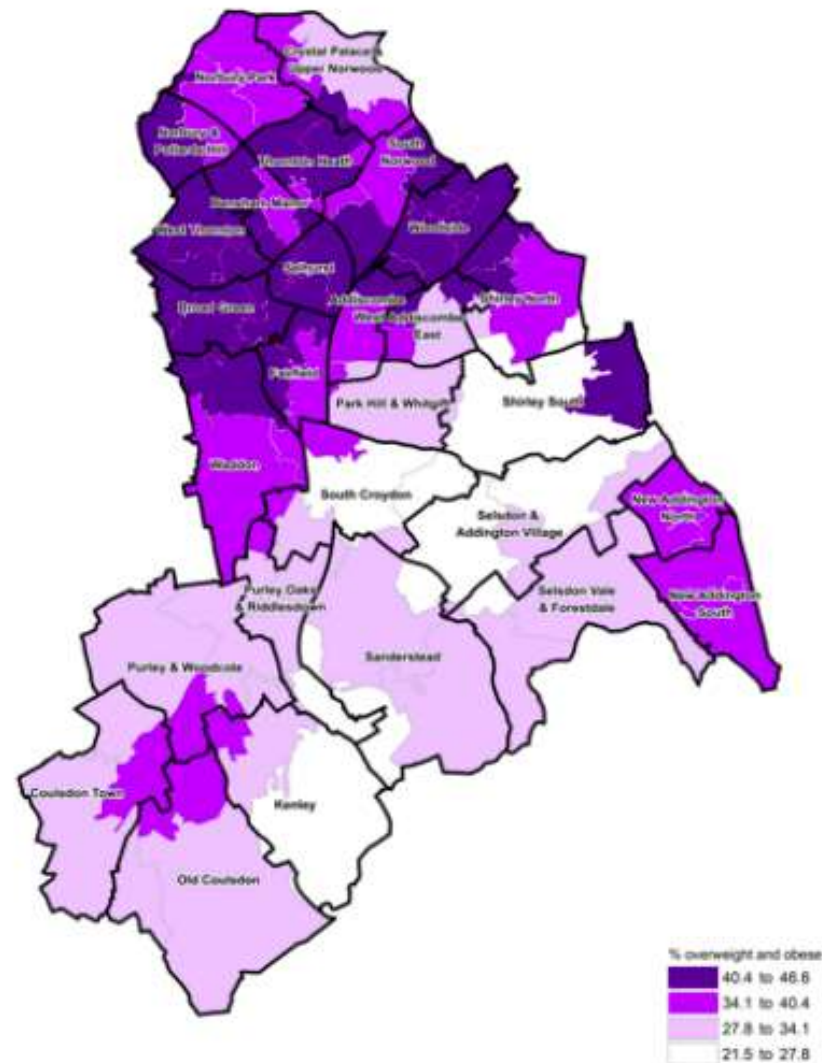


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## Prevalence of overweight and obese year 6 age children in Croydon.

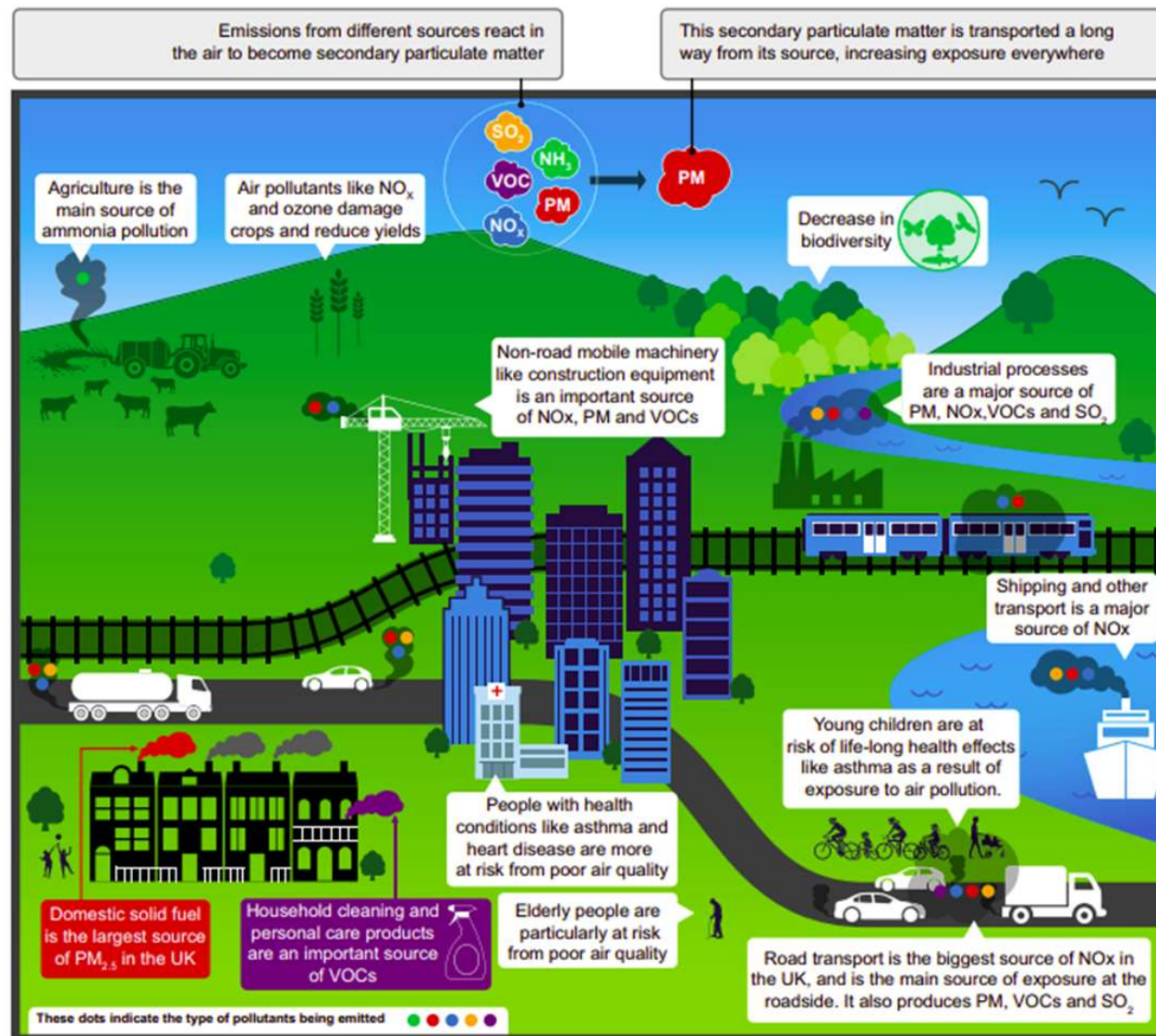
NCMP small area data, 2015-2018

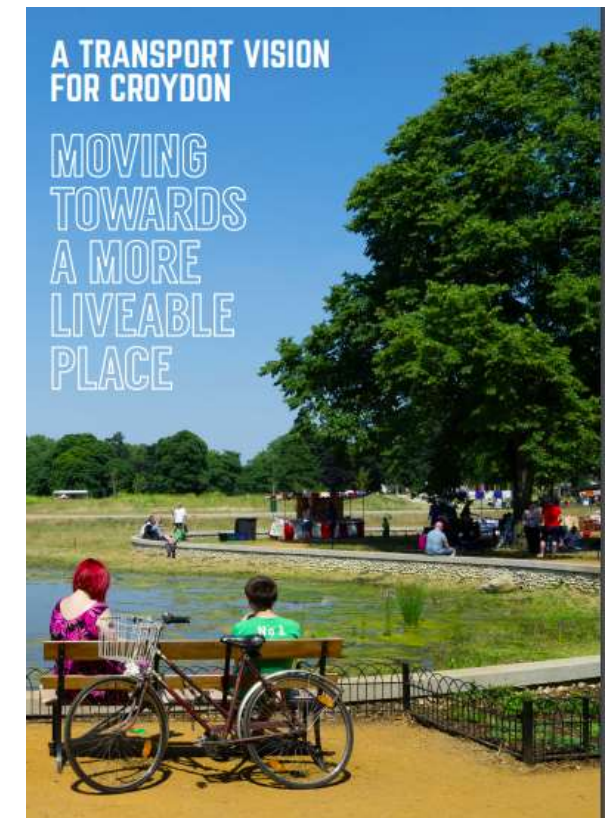


**Ian Plowright and  
Rachel Flowers**

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‘This unprecedented pandemic has also shown many of us, myself very much included, that we need to think harder about our health. We need to think harder about how we can make lifestyle changes that keep us more active and fit – the way we travel is central to this.’ Boris Johnson, Prime Minister

‘You can’t keep doing it the same way over and over again and expect different results’

Albert Einstein

**Ian Plowright and Rachel Flowers**

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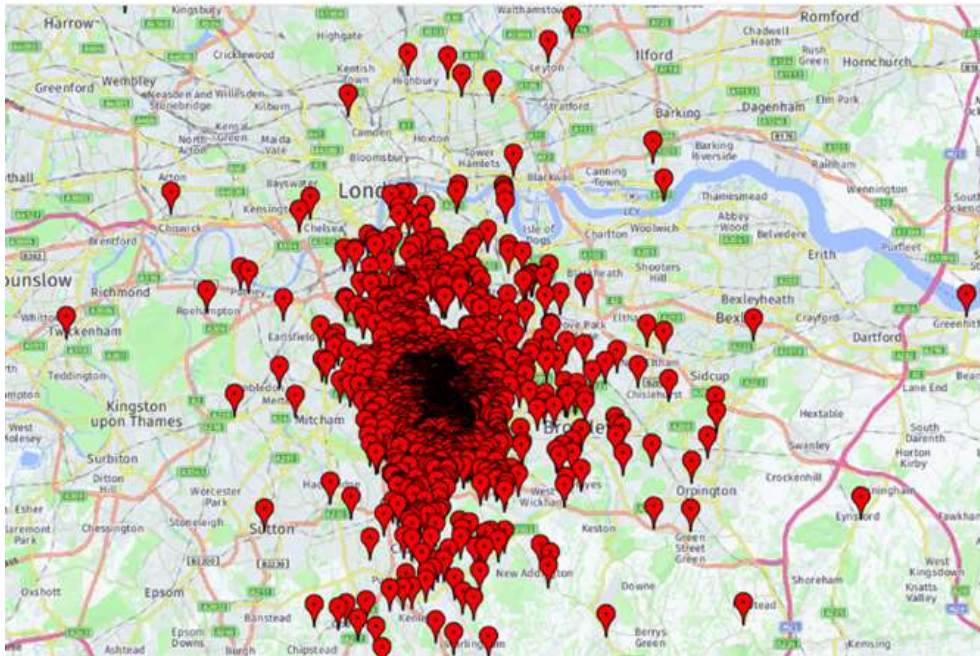


‘Very few changes to anything will command unanimous support, and we do not ask it for these schemes. But there is clear evidence that for all the controversy they can sometimes cause, ambitious cycling and walking schemes have significant, if quieter, majority support. In recent surveys by my Department, 65 per cent of people across England supported reallocating road space to walking and cycling in their local area and nearly eight out of ten people support measures to reduce road traffic in their neighbourhood. In individual neighbourhoods from which through traffic has been removed, surveys again find that clear majorities of residents welcome the schemes and want them to stay.’

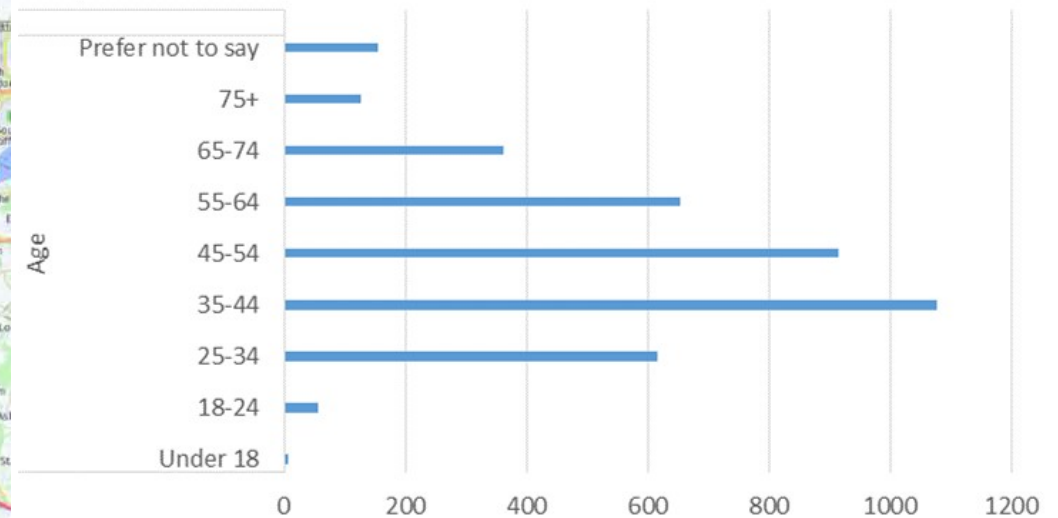
‘Councils must develop schemes that work for their communities. .... Consultation should include objective tests of public opinion, such as scientific polling, to cut through the noise and passion schemes can generate and gather a truly representative picture of local views. It should engage stakeholders, including local MPs, but it should not be confused with listening only to the loudest voices or giving any one group a veto.’

Grant Shapps

Active Travel Funding Tranche 2 Allocations letter to Sadiq Khan 13 November 2020



Age Profile of Responders



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# Recent submissions

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Dear Committee Members and Councillors

My wife and I wish to indicate that we are broadly in agreement with the recommendation put forward in the report to the committee, though we have reservations about allowing resident access through the bus gate.

We want you to know that the LTN is working well and our own changed travel behaviour is an indication of this. Despite advancing years (144 years combined) we have dramatically responded to both the COVID crisis and the LTN implementation. We no longer use our Freedom Passes and walk to the triangle from near the bus gate to do our 'heavy' shopping. In the past 8 months we have only used our car twice for journeys under 5km, and they were to transport an even older and more vulnerable member of our bubble. It has been an eye-opener to experience the joys of walking in a beautiful and safe neighbourhood, and we have been struck by the increased number of people taking advantage of it. My wife has even tried cycling to Dulwich, something she would not have even contemplated without the protection provided by the LTN.

It may appear that your decision will be based on local criteria. But you are not doing this in isolation. All over London, all over England, even all over the world, democratic representatives are facing exactly the same conundrum in the face of almost identical arguments from supporters and opponents of these schemes. Nor is it isolated from the age in which we live. Climate change is the dominant issue that needs addressing and Croydon council is already taking complimentary steps to address this.

You have a very simple choice: do we go back to the past that everyone knows does not work or choose to tackle the problems we all know we have to face.

Thank you for serving the community.

(email from resident (living just south of the bus gate) to TMAC and local MPs, 9 Jan 2021)

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**Ian Plowright**

# The Recommendations