

Appendix 7: Additional Duties and Considerations When Taking a Decision to Implement an Experimental Healthy Neighbourhood or to Remove One / an LTN

Section 121B of the Road Traffic Regulation Act 1984

Section 121B of the Road Traffic Regulation Act states that no London borough council shall exercise any power under the Act in a way which will affect, or be likely to affect a:

- GLA (TfL) road,
- Strategic Road or
- road in another London borough,

unless the council has given notice of the proposal to exercise the power to TfL; and in a case where the road concerned is in another London borough, to the council for that borough and the proposal has been approved. The London Road A235 and the Roman Way/Mitcham Road A236 are both Strategic Roads. TfL has been engaged with informally and formally via its Road Space Review Panel regarding the Parsons Mead area Temporary LTN and recommended Experimental CHN. The other recommended Experimental CHNs are not predicted to affect traffic on the GLA/TfL Road Network, the Strategic Road Network, or roads in another borough. TfL's principal interest is the London Road and the bus routes running along it. Bus journey time and reliability will be key parts of the monitoring strategies. TfL is supportive of the experiment and has provided the funding with which to implement it.

The Traffic Management Duty, Section 16 of the Traffic Management Act 2004

Section 16 of the Traffic Management Act 2004 imposes 'The Network Management Duty', namely it is the duty of a local traffic authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:

- (a) securing the expeditious movement of traffic on the authority's road network; and
- (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

The action which the authority may take in performing that duty includes, in particular, any action which they consider will contribute to securing:

- (a) the more efficient use of their road network; or
- (b) the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on their road network or a road network for which another authority is the traffic authority.

Section 31 of the Act defines ‘traffic’ as including pedestrians. The Traffic Management Act 2004, Network Management Duty Guidance²¹ explains that the Network Management Duty requires the local traffic authority to consider the movement of all road users, pedestrians and cyclists, as well as motorised vehicles. It also explains that 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.

It is the junctions that generally dictate the capacity of the network. The junctions only operate efficiently (and hence the network efficiently) when they are not saturated. One of the main reasons the Mayor and Croydon Council have set a road traffic reduction target (see LIP indicators and targets further below within this Appendix) is with the aim of ensuring that those with an essential need to use a private car or other motor vehicle can do so on a network that is operating more efficiently. Cycling and walking are amongst the most space efficient means of moving through the street network.

The Health and Social Care Act 2012 and National Health Service Act 2006

The Health and Social Care Act 2012 sets a duty for the improvement of public health by amending the National Health Service Act 2006 so as to require each local authority to take such steps as it considers appropriate for improving the health of the people in its area.

The Education Act 1996

The Education Act 1996 (as amended) places various duties on local authorities including the promotion of sustainable travel and transport modes for the journey to, from, and between schools and other institutions, explaining that “Sustainable modes of travel” are modes of travel which the authority consider may improve either or both of the following:

- (a) the physical well-being of those who use them;
- (b) the environmental well-being of the whole or a part of their area.

The ‘Home to School Travel and Transport Guidance: Statutory guidance for local authorities’ explains that the sustainable school travel duty should have a broad impact, including providing health benefits for children, and their families, through active journeys, such as walking and cycling. It can also bring significant environmental improvements, through reduced levels of congestion and improvements in air quality to which children are particularly vulnerable.

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<https://webarchive.nationalarchives.gov.uk/ukgwa/+http://www.dft.gov.uk/pgr/roads/tpm/tmaportal/tmafeatures/tmapart2/tmafeaturespart2.pdf>

The Crime and Disorder Act 1998

The Crime and Disorder Act 1998 places a duty on the local authority to consider crime and disorder implications of exercising its various functions. It is the duty of each authority to exercise its various functions with due regard to the likely effect of the exercise of those functions, and the need to do all that it reasonably can to prevent crime and disorder in its area (including anti-social and other behaviour adversely affecting the local environment).

The Equality Act 2010

The Equality Act 2010 places a duty on local authorities to comply with the provisions set out in the Act. The two provisions are:

- The duty under section 1 of the Equality Act 2010, to have due regard to the desirability of exercising the Council's functions in a way that is designed to reduce the inequalities of outcome which result from socio-economic disadvantage;
- The public sector equality duty in s 149 of the Equality Act 2010 requires the Council to have due regard to the need to:
 - (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act;
 - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

The Human Rights Act 1998

The Human Rights Act 1998 states that it is unlawful for a public authority to act in a way which is incompatible with a right or freedom under the European Convention on Human Rights. Hence regard should be had to the provisions of the Human Rights Act. In particular, the provisions of Article 1, of the First Protocol protection of property and Article 8, right to respect for private and family life. In relation to Article 1 some residents have been unable to use the most direct access route when driving to their home, following the implementation of the measures creating the Temporary LTNs. However, alternative access for motor vehicles has been maintained. Access for those choosing to walk or cycle or has been aided by the temporary restrictions and direct motor vehicle access would be returned to residents with cars living within the proposed Experimental CHNs. The proposed CHNs are part of a wider network / programme agreed by Cabinet on 26 July, intended to further assist walking and cycling to directly access places or to access public transport. Further, the right under Article 1 is qualified rather than absolute as it permits the deprivation of an individual's possessions or rights where it is in the wider public interest. The public interest benefits of the temporary schemes and recommended experimental schemes and permanent scheme are outlined within the report. A move to the recommended

experimental schemes would see ease of access to their homes by car return to the pre-temporary scheme level for most residents.

In relation to Article 8, the right to respect for private and family life has a broad interpretation and extends to being in a public place if there is a reasonable expectation of privacy there. This right can be interfered with where lawful, e.g. where it is necessary and proportionate to protect a number of other concerns including public safety and health. It is not considered that the implementation of the temporary restrictions impeded on the right to individuals' right to respect for private and family life, either in public or on private land, nor would the making of the recommended ETROs. Further, the schemes are proposed to contribute to the more general reduction in vehicle mileage, which will enhance public safety and health. Traditionally 'family life' extended out into the street where siblings would play and children walk together to school. The CHN would facilitate this returning.

The Greater London Authority Act 1999 (Including the Duties to Make and Implement a Local Implementation Plan)

The Greater London Authority Act 1999 places a duty on each London local authority to have regard to the Mayor of London's Transport Strategy when exercising any function. This therefore includes the exercise of its Traffic Management Duty and when deciding whether to implement a CHN and remove a LTN.

The Act 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 they 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.

Streetspace Plan for London

When launching his (and TfL's) Streetspace Plan for London in May 2020, the Mayor of London explained that by fast-tracking the transformation of streets across the Capital, many Londoners rediscovered '*the joys of walking and cycling*' during lockdown and, by quickly creating temporary cycle lanes and closing roads to through traffic '*we will enable millions more people to change the way they get around our city*'.

Gear Change: A Bold Vision for Cycling and Walking'²²

The cycling and walking plan for England (DfT, July 2020) describes the vision to make England a great walking and cycling nation:

'Places will be truly walkable. A travel revolution in our streets, towns and communities will have made cycling a mass form of transit. Cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030.'

It sets out the actions required at all levels of government to make this a reality, grouped under four themes:

- better streets for cycling and people
- cycling and walking at the heart of decision-making
- empowering and encouraging local authorities
- enabling people to cycle and protecting them when they do

It explains that the government wants – and needs – to see a step-change in cycling and walking in the coming years. It explains that the challenge is huge, but the ambition is clear and that there is now a unique opportunity to transform the role cycling and walking can play in the country's transport system, and get England moving differently. It explains the health, congestion, air quality, economic and climate change costs arising from motorised transport use and the benefits and savings from walking and cycling. It includes:

'In particular, there are many shorter journeys that could be shifted from cars, to walking, or cycling. We want to see a future where half of all journeys in towns and cities are cycled or walked. 58% of car journeys in 2018 were under 5 miles. And in urban areas, more than 40% of journeys were under 2 miles in 2017–1817. For many people, these journeys are perfectly suited to cycling and walking.'

'Actions, not just words To make England an active travel nation, we need to take action to tackle the main barriers. We need to attract people to active travel by building better quality infrastructure, making streets better for everyone, and we need to make sure people feel safe and confident cycling. To deliver this, we need to ensure active travel is embedded in wider policy making, and want to encourage and empower local authorities to take bold decisions.'

'There will be less rat-running and many more low-traffic neighbourhoods 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.'

²² <https://www.gov.uk/government/publications/cycling-and-walking-plan-for-england>

Statutory Guidance 'Traffic Management Act 2004: Network Management to Support Recovery from COVID-19'

The Secretary of State for Transport uses the Forward to the Guidance to send the following message to local authorities:

'The COVID-19 pandemic has had a terrible impact on the lives and health of many UK citizens. But it has also resulted in cleaner air, quieter streets – and an extraordinary rise in walking and cycling.

Cycling increased by 46% last year, the biggest rise in postwar history. Many more people have discovered the joys of cycling. In many places, the delivery bike has now become as common a sight as the delivery van.

An important part in the rise has been played by the hundreds of schemes to promote cycling and walking installed under this network management duty (NMD) guidance since the beginning of the pandemic. We want to secure those schemes, and the gains they have helped achieve, and to go further.

As we emerge from the pandemic, local authorities should continue to make significant changes to their road layouts to give more space to cyclists and pedestrians and to maintain the changes they have already made.

Remarkable work has been done by many authorities, achieving significant change in a short period. A few, however, have removed or watered down schemes, sometimes within a few weeks or days, or without notice, or both. Of course, not every scheme is perfect, and a minority will not stand the test of time. But we are clear that schemes must be given that time. They must be allowed to bed in, must be tested against more normal traffic conditions and must be in place long enough for their benefits and disbenefits to be properly evaluated and understood.

We have no interest in requiring councils to keep schemes which are proven not to work. But that proof must be presented. Schemes must not be removed prematurely or without proper evidence. And any decisions on whether to remove or modify them must be publicly consulted on with the same rigour as we require for decisions to install them. This guidance lays out new standards for consultation, including the use of objective methods, such as professional polling, to provide a genuine picture of local opinion, rather than listening only to the loudest voices.

In this way, we will do what is necessary to ensure that transport networks support recovery from the emergency and provide a lasting legacy of greener, safer travel.'

*Grant Shapps
Secretary of State for Transport*

The Guidance includes:

'As set out in 'Gear change', we continue to expect local authorities to take measures to reallocate road space to people walking and cycling. The focus should now be on devising further schemes and assessing COVID-19 schemes with a view to making them permanent. The assumption should be that they will be retained unless there is substantial evidence to the contrary. Authorities should also be considering how to introduce further active travel schemes, building on those already delivered.

Measures should be taken as swiftly as possible, but not at the expense of consulting local communities.....

None of these measures are new – they are interventions that are a standard part of the traffic management toolkit and a step-change in their roll-out continues to be needed to maintain a green recovery. They include:

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- *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, when designed and delivered well, this can create low-traffic or traffic-free neighbourhoods, which have been shown to lead to a more pleasant environment that encourages people to walk and cycle, and improved safety*
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And

'Trial or experimental schemes should be left in place for the full duration of the temporary traffic regulation order (TTRO) or experimental traffic regulation order (ETRO), where appropriate, or where no traffic regulation order (TRO) is required, until at least 12 months' traffic data is available and has been published. This will allow them to settle in and for changes in travel patterns and behaviours to become apparent so that an informed decision can be made. Adjustments may be necessary to take account of real-world feedback but the aim should be to retain schemes and adjust, not remove them, unless there is substantial evidence to support this.

In assessing how and in what form to make schemes permanent, authorities should collect appropriate data to build a robust evidence base on which to make decisions. This should include traffic counts, pedestrian and cyclist counts, traffic speed, air quality data, public opinion surveys and consultation responses.

Consultation and community engagement should always be undertaken whenever authorities propose to remove, modify or reduce existing schemes and whenever they propose to introduce new ones. Engagement, especially on schemes where there is public controversy, should use objective methods, such as professional polling to British Polling Council standards, to establish a truly representative picture of local views and to ensure that minority views

do not dominate the discourse. Consultations are not referendums, however. Polling results should be one part of the suite of robust, empirical evidence on which decisions are made.'

Decarbonising Transport A Better, Greener Britain

The plan published in July, sets out central government's commitments and the actions needed to decarbonise the transport system in the UK. It explains:

- the pathway to net zero transport in the UK
- the wider benefits net zero transport can deliver
- the principles that underpin central government's approach to delivering net zero transport
- central government's commitments, the first of which is increasing cycling and walking, specifically with the aim that half of all journeys in towns and cities will be cycled or walked by 2030 and a world class cycling and walking network will be delivered in England by 2040
- that 67.7% of UK domestic transport emissions are from cars (and taxis) dwarfing emissions from other transport modes, and that as more short journeys (43 per cent of all urban and town journeys are under 2 miles) are cycled or walked, so the carbon, air quality, noise and congestion benefits will be complemented by significant improvements in public health and wellbeing

setting a series of priorities, the first of which is '*Accelerating modal shift to public and active transport*', specifically public transport and active travel will be the natural first choice for daily activities. The Plan explains:

'Increasing the share of journeys taken by cycling and walking does not rely on any technological breakthrough, delivers a host of co-benefits and is fundamental to any good local transport plan. With better quality infrastructure through high quality road design, dedicated routes, and networks, and enabling people to access cycles, people will feel safer and more confident walking and cycling for more and more short journeys.'

'Cycling and walking can help us tackle some of the most challenging issues we face as a society, not just climate change, but improving air quality, health and wellbeing, addressing inequalities, and tackling congestion and noise pollution on our roads. Increased levels of active travel can improve everyday life for us all.'

and the benefits LTNs bring:



The Mayor of London's Transport Strategy

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, the first being:

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.'

'THE HEALTHY STREETS APPROACH' Mayor's Transport Strategy pages 36 and 37

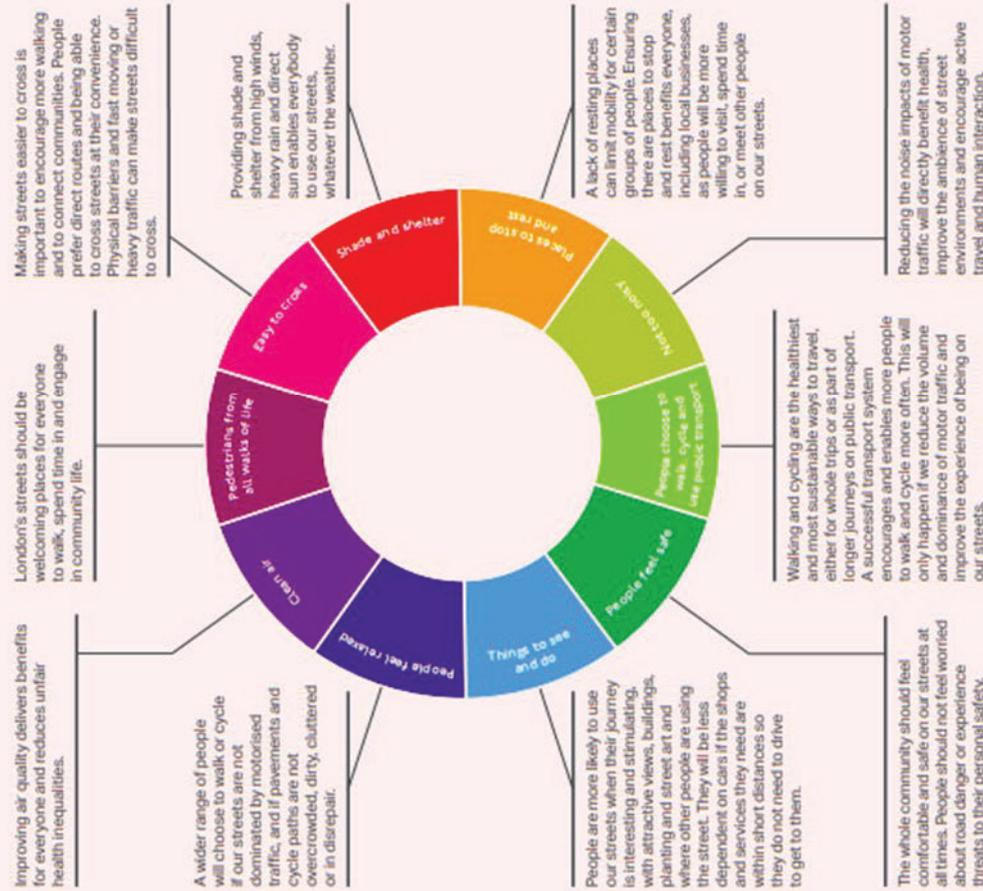
A new type of thinking is required to put into practice the theory of reducing car dependency and increasing active, efficient and sustainable travel. It requires an understanding of how Londoners interact with their city and what defines their quality of life, with particular attention to the streets where daily life plays out.

Whatever mode of transport Londoners use, the quality of the experience of using London's streets helps to define the quality of their journey. Eighty per cent of Londoners' trips are entirely on streets⁵, and all Tube and rail journeys rely on good street access to stations. A good street experience is therefore key to providing attractive public transport options of whatever mode.

The wider role streets play in virtually every aspect of London life also provides an enormous opportunity to use the Mayor's strategy for transport to improve Londoners' broader experience of their city. Streets are where Londoners spend their time and meet other people – they make up 80 per cent of the city's public space. They are places where people live, shop and work, where children play, where communities connect and where businesses can thrive. The experience of being on London's streets is particularly important for older people, the very young, disabled people and those living on lower incomes, who disproportionately feel the negative impacts of living in a car-dependent city. Improving public transport and assisted transport services for older and disabled people will help a wider range of people to become less car dependent, and improving streets to increase active travel levels, reduce road danger, improve air quality and reconnect communities will be vital in reducing unfair health inequalities.

The Healthy Streets Approach provides the framework for putting human health and experience at the heart of planning the city. It uses ten evidence-based indicators, shown in Figure 3, to assess the experience of being on our streets. Good performance against each indicator means that individual streets are appealing places to walk, cycle and spend time. Improvements against all the indicators across the city's streets will radically transform the day-to-day experience of living in London, helping to fulfil this strategy's overall aim of creating a better city for more people to live and work in.

FIGURE 3: THE TEN HEALTHY STREETS INDICATORS



5 Improving the health of Londoners – transport action plan, Transport for London, tfl.gov.uk, February 2014

Source: Lucy Saunders

The Croydon Local Implementation Plan

The LIP objectives include:

- i. Croydon will reduce reliance on the car for local in-borough car journeys by creating streets and a transport network that prioritises walking, cycling and public transport.
- ii. Croydon will reduce the number of local car trips and to ensure that by 2021/22 at least 50% of all journeys made residents are by walking, cycling and public transport. By 2041, 63% of all journeys made by residents are by walking, cycling and public transport.
- iii. Croydon will create healthy streets and neighbourhoods that encourage walking and cycling, and where traffic volumes and speeds are low.
- iv. Croydon will improve accessibility for pedestrians and cyclists through increased priority at key junctions and reduce severance caused by major roads, railway lines and parks.
- v. Croydon will implement and deliver the network of cycle routes and proposals outlined in the Croydon Cycle Strategy.
- vi. Croydon will support and deliver the principles of the Vision Zero Action Plan and work towards ensuring we have the safest roads in London with no deaths or serious injuries on our roads by 2041.
- vii. Croydon will reduce the volume of traffic on our roads and associated congestion through better management of our roads and kerbside space, and by offering pleasant, practical and safe alternatives to private cars and vans
- viii. Croydon will tackle road based air pollution by reducing traffic volumes, supporting the shift to zero emission vehicles and introducing new green infrastructure

Delivery of the LIP and London Mayor's objectives is measured by a series of indicators and targets. Those relating to LTNs/CHNs are listed in the table below.

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	
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. Croydon Baseline 2016 = 0%	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	
Outcome 2: London's streets will be safe and secure				
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 Observed with back casting applied 2005-09 baseline = 252 Observed 2017 = 126	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

Objective	Metric	Borough target	Target year	Additional commentary
	<p>Observed with back casting applied 2010-14 baseline = 170</p> <p>The Metropolitan Police Service (MPS) introduced a new collision reporting system in November 2016 - the Case Overview and Preparation Application (COPA). The City of London Police also moved to the Collision Reporting And SHaring (CRASH) system in October 2015. This has had a number of impacts on the data that is available to Transport for London (TfL), and the London Boroughs in the ACCSTATS database for collision investigation. Under the new systems officers use an 'injury-based assessment' in line with DfT STATS 20 guidance and online self reporting is available. Both of these changes are expected to provide a better assessment of injury occurrence and severity but have made data collected from November 2016 onwards difficult to compare with earlier data.</p>			<p>Vision Zero principles the 2041 targets will be extremely challenging.</p> <p>TfL commissioned the Transport Research Laboratory (TRL) to undertake a back-casting exercise to enable pre November 2016 data to be compared with post November 2016 data. These initial back cast estimates include the number of people killed or seriously injured (KSI) for each borough between 2005 and 2017 and this data has been used to update borough targets to align with those contained in the Mayor's Transport Strategy, namely a 65 percent reduction in KSIs by 2022 against the 2005-09 baseline, a 70 percent reduction in KSIs by 2030 against the 2010-14 baseline and zero KSIs by 2041. The targets contained in this final version of our LIP have been set against Outcome 2 for Vision Zero to reflect the reporting changes. The level of ambition remains unchanged, despite these revised figures.'</p>

Objective	Metric	Borough target	Target year	Additional commentary
Outcome 3: London's streets will be used more efficiently and have less traffic on them				
Reduce the volume of traffic in London.	Vehicle kilometres in given year. Base year 2015. Reduce overall traffic levels by 10%.	1,162	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	1,046	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.

Objective	Metric	Borough target	Target year	Additional commentary
Outcome 4: London's streets will be clean and green				
Reduced CO ₂ emissions.	CO ₂ emissions (in tonnes) from road transport within the borough. Base year 2013 = 250,200	211,300	2021	The 2021 interim trajectory represents a decrease of 38,900 tonnes of CO ₂ from the 2013 base year.
		56,700	2041	The 2041 target represents a decrease of 193,500 tonnes of CO ₂ from the 2013 base year.
Reduced NO _x emissions.	NO _x emissions (in tonnes) from road transport within the borough. Base year 2013 = 890	330	2021	Interim 2021 target of 330 is a decrease in 560 tonnes of NO _x from 2013 base year.
		40	2041	2041 target of 40 is a decrease in 850 tonnes of NO _x from 2013 base year.
Reduced particulate emissions.	PM ₁₀ emissions (in tonnes) from road transport within borough. Base year 2013 = 88	75	2021	Interim 2021 target of 75 is a decrease in 13 tonnes of PM ₁₀ from 2013 base year.
		41	2041	2041 target of 41 is a decrease in 47 tonnes of PM ₁₀ from 2013 base year.

Objective	Metric	Borough target	Target year	Additional commentary
Reduced particulate emissions.	PM _{2.5} 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 _{2.5} from 2013 base year.
		20	2041	2041 target of 20 is a decrease in 29 tonnes of PM _{2.5} from 2013 base year.

Road Classification

The system of roads classification is intended to direct motorists towards the most suitable routes for reaching their destination. It does this by identifying roads that are best suited for traffic. All UK roads (excluding motorways) fall into the following four categories:

- A roads – major roads intended to provide large-scale transport links within or between areas
- B roads – roads intended to connect different areas, and to feed traffic between A roads and smaller roads on the network
- classified unnumbered – smaller roads intended to connect together unclassified roads with A and B roads, and often linking a housing estate or a village to the rest of the network. Similar to 'minor roads' on an Ordnance Survey map and sometimes known unofficially as C roads
- unclassified – local roads intended for local traffic. The vast majority (60%) of roads in the UK fall within this category

As originally conceived, these four classes form a hierarchy. Large volumes of traffic and traffic travelling long distances should be using higher classes of road; smaller amounts of traffic travelling at lower speeds over shorter distances should be using lower classes of road²³. The streets in each of the recommended HNs are unclassified local roads intended for local traffic. In reality a number of them are acting as B roads if not A roads. The CHNs are recommended in part to ensure that the roads within them operate as per their classification. If CHNs are not permanently implemented, consideration should be given to reclassifying key streets through them as B (possibly A) Roads, reflecting the nature of the traffic they carry in the absence of LTN/CHN controls.

²³ <https://www.gov.uk/government/publications/guidance-on-road-classification-and-the-primary-route-network/guidance-on-road-classification-and-the-primary-route-network>