

APPENDIX A – LIP OBJECTIVES SETTING

MTS Drivers		Healthy Streets and healthy people			
MTS Outcomes	Overarching mode share aim – changing the transport mix	Outcome 1: London's streets will be healthy and more Londoners will travel actively	Outcome 2: London's streets will be safe and secure	Outcome 3: London's streets will be used more efficiently and have less traffic on them	Outcome 4: London's streets will be green and clean
Challenges & opportunities	<ul style="list-style-type: none"> Highest levels of in-borough commuting in London – too many short car trips <5km Technology advances and advent of autonomous vehicles Loss of 11,000 jobs in Croydon town centre in past decade, residents having to travel further afield for work 	<ul style="list-style-type: none"> Low physical activity – resulting impacts on obesity, poor physical health, mental health and social isolation Very low and decreasing cycling levels (unique in London) Low levels of access to bicycles Hilly topography in north & south of borough Ageing population Accessibility through parks after dark Physical severance by roads & rail infrastructure 	<ul style="list-style-type: none"> Speeding traffic, driver behavior resulting in road danger and fear of cycling and walking Lack of enforcement and traffic police presence on London's roads Lack of safe pedestrian provision at key junctions Accommodating cycle routes alongside bus priority on main movement corridors 	<ul style="list-style-type: none"> External traffic cutting through residential areas School run car trips are a key cause of traffic congestion in the borough Increasing car ownership in recent years High numbers of staff driving to and from work Increase in online deliveries & associated traffic Increasing population 	<ul style="list-style-type: none"> Air pollution along main radial roads from traffic sources School run congestion Idling engines outside schools and town centres Significant surface water flooding risk in parts of borough
Local Overarching Objectives	<ol style="list-style-type: none"> 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. 	<ol style="list-style-type: none"> Croydon will create healthy streets and neighbourhoods that encourage walking and cycling, and where traffic volumes and speeds are lower. Croydon will improve accessibility for pedestrians and cyclists through increased priority at key junctions and reduced severance caused by major roads, railway lines and parks. Croydon will implement and deliver the network of cycle routes outlined in the Croydon Cycle Strategy 	<ol style="list-style-type: none"> 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 killed or serious injuries on our roads by 2041. 	<ol style="list-style-type: none"> 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. 	<ol style="list-style-type: none"> Croydon will tackle road based air pollution by reducing traffic volumes, supporting the shift to zero emission vehicles and introducing new green infrastructure.
Short – medium term delivery objectives & proposals (2019-2025)	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Deliver direct, safe and high quality cycle highways between central Croydon and local centres by 2023. Deliver a network of safe and quiet cycle routes through low traffic residential neighbourhoods to encourage new cyclists. Secure funding & deliver a Liveable Neighbourhood scheme to the west of the Growth Zone area. Reduce severance by removing or improving intimidating subways and underpasses. Improve access for pedestrians and cyclists through our parks and open spaces after dark by introducing lighting and improving security. Improve access to cycles for our residents by introducing a shared cycle hire scheme that includes e-bikes. Expand and upgrade our network of greenways and public rights of way to encourage more leisure walking and cycling trips. Continue to create attractive high streets and district centres with high quality public realm, good signage and legibility. Continue the installation of visitor cycle parking at key destinations and secure residential cycle parking. Rollout the Healthy Schools Neighbourhoods programme to work with schools, parents and local residents to increase walking and cycling trips in these neighbourhoods. 	<ul style="list-style-type: none"> Lobby the Metropolitan Police to enforce 20mph limits on all our residential streets and introduce speed reduction measures on streets where there is evidence of an ongoing speed and safety issue. Extend 20mph speed limits onto our main roads in busy pedestrian areas such as district and town centres, and other locations with specific safety concerns. Provide safe and secure crossing facilities with dedicated pedestrian phases at all key junctions in the borough, including pedestrian countdown where appropriate. Work with local residents to reduce external through traffic in residential areas using the Low Traffic Neighbourhoods principles. Undertake targeted behavior change campaigns to encourage safer behaviours amongst drivers. 	<ul style="list-style-type: none"> Implement and deliver the Healthy Schools Neighbourhoods programme to work with schools, parents and local residents to reduce school run vehicle trips and tackle the associated congestion and air pollution. Work with businesses and residents to reduce the impact of deliveries and the growth in the online economy on our road network Investigate and deliver new strategies for reducing traffic volumes and congestion in the borough Review the number of Council staff needing to drive their own car for work and reduce the impacts of parking stress around the Council offices. Reduce the need for residents to own their own car by increasing access to car club vehicles, and enabling the expansion of flexible car clubs into the borough. Manage the impacts of parking demand on our roads by continuing the introduction of parking controls where supported by the local community, and ongoing review of existing schemes. 	<ul style="list-style-type: none"> Support the shift to electric and low emission vehicles by introducing over 400 electric vehicle charging points in the next 4 years. Facilitate the expansion of rapid electric vehicle charging hubs for particular use by taxis and freight vehicles. Investigate the feasibility for micro-consolidation and micro-distribution hubs around the Growth Zone and in our industrial areas & a cargo bike delivery scheme. Introduce 3500 new street trees and new green infrastructure along our main roads with known air pollution issues. Investigate the creation of localised zero emission zones around vulnerable sites in the borough such as Croydon University Hospital and schools that include no idling enforcement. Ensure that construction and development related traffic in the Growth Zone does not negatively impact on air quality and the safety of pedestrians and cyclists through strict enforcement of Construction and Logistics Traffic Management Plans.
Longer term goals (Up to 2041)	<ul style="list-style-type: none"> By 2041, 63% of all journeys made by residents are by walking, cycling and public transport. 	<ul style="list-style-type: none"> By 2041 Croydon will have a well-developed cycling culture and cycling will be seen as the norm rather than the exception. By 2041 Croydon Metropolitan Town Centre will be renowned for attractive and high quality public realm, and people choose to walk and cycle to get there. 	<ul style="list-style-type: none"> By 2041 Croydon will have the safest roads in London with zero fatalities on our roads. 	<ul style="list-style-type: none"> By 2041 Croydon will be a place of mixed modality with a world class walking and cycling environment, and a reduced reliance on the car. By 2041 we will have safely and sustainably accommodated autonomous vehicles on our road network and they will have contributed to the reduction of traffic on our roads. 	<ul style="list-style-type: none"> By 2041 we will have worked with neighbouring boroughs to have delivered innovative and efficient ways of managing freight and logistics that minimizes the number of vehicles on our roads. We will have adapted the public realm and transport systems to cope with the changes to our climate, and the integration of Sustainable Urban Drainage (SUDs) across the public realm has mitigated the impacts of surface water flooding.

	A good public transport experience			New homes and jobs	
	Outcome 5: The public transport network will meet the needs of a growing London	Outcome 6: Public transport will be safe, affordable and accessible to all	Outcome 7: Journeys by public transport will be pleasant, fast and reliable	Outcome 8: Active, efficient and sustainable travel will be the best options in new developments	Outcome 9: Transport investment will unlock the delivery of new homes and jobs
Challenges & opportunities	<p>Overcrowding on the tram network</p> <p>Overcrowding at East Croydon station</p> <p>Slower bus journey times due to road congestion</p> <p>Poor bus accessibility and east – west connections in the south of the borough</p>	<p>Affordability of public transport</p> <p>Lack of step free access at rail stations in the borough particularly West Croydon</p> <p>General accessibility of the wider public transport network lacking</p> <p>Recommendations from the tram incident</p> <p>Bus casualties in town centre area</p> <p>Anti-social behaviour on buses at school exit times</p>	<p>Bus congestion in town centre</p> <p>Increasing bus wait times</p> <p>Poor performance of train operating companies (TOCs)</p> <p>Frequency of stopping services at certain times of day and week</p>	<p>Suburban densification and impacts on parking and transport network in lower PTAL areas</p> <p>Westfield development – 3,000 new car parking spaces</p> <p>Construction impacts on our streets and transport network in the Growth Zone</p>	<p>New transport infrastructure to accommodate growth along main movement corridors in the borough</p> <p>Scale of development occurring in the Growth Zone taking place over a relatively short period of time</p> <p>23,500 new jobs in Growth Zone in the next decade and 30,000 new homes across the borough in the next decade</p> <p>Brighton Mainline Upgrade</p>
Local Overarching Objectives	<p>8. Work with the Mayor, TfL, Network Rail, bus operators and TOCs to improve public transport links, reduce overcrowding on the public transport network and ensure Croydon is the best connected Metropolitan Town Centre in Outer London.</p>	<p>9. Work with the Mayor, TfL, Network Rail, bus operators and TOCs to ensure the entire public transport network is accessible, safe and step free.</p>	<p>10. Work with TfL to introduce additional bus priority measures on key road corridors to improve efficiency and reliability of bus services.</p> <p>11. Lobby the TOCs and the DfT to improve performance of train services and reduce gaps in service frequencies.</p>	<p>12. Ensure all new development incorporates the ten Healthy Streets principles into their design, and ensure they are integrated with the local walking and cycling networks as well as public transport.</p>	<p>13. Work with key partners to increase public transport capacity in the borough to support the creation of new homes and jobs planned over the next two decades, including the extension of the tram to Crystal Palace and Brighton Mainline Upgrade.</p>
Short – medium term delivery objectives & proposals (2019-2025)	<ul style="list-style-type: none"> Partner with Transport for London and Network Rail to improve public transport links to our local high streets, including introducing new bus routes to better connect Croydon's places Work with the Mayor, TfL, Network Rail, bus operators and TOCs to improve public transport links and reduce overcrowding on the public transport network. Work with TfL and the Mayor to increase capacity and reduce overcrowding on the tram network. Continue to work with partners in the Capital2Coast LEP including Gatwick Airport to enhance our national and international links making Croydon one of the best connected and best places to do business in London and the South East. Work with TfL and the Mayor to ensure Overground rail metroisation meets needs of Croydon's residents and boosts the local economy. 	<ul style="list-style-type: none"> Work with TfL and technology partners to pilot autonomous and demand responsive vehicles to improve public transport accessibility in harder to reach areas of the borough. Lobby TfL to ensure the adoption of safety recommendations from the tram derailment investigation. Work towards ensuring all rail stations in Croydon are fully accessible and step free. Ensure the bus network is accessible in Croydon by tackling the few remaining bus stops that are not accessible. Work with TfL, the Metropolitan Police and secondary schools to reduce anti-social behaviour and crowding on buses at school closing times. Improve connections between modes at public transport interchange hubs, ensuring it is easy and safe to walk and cycle to and from them. 	<ul style="list-style-type: none"> Work with TfL to review bus services operating in the Growth Zone to improve efficiency and reduce bus congestion. Work with TfL to introduce additional bus priority measures on key road corridors to improve efficiency and reliability of bus services to accommodate growth in the borough. Continue to effectively lobby Network Rail, DfT and the train operating companies (TOCs) to improve rail services. 	<ul style="list-style-type: none"> Ensure construction works and development related traffic does not impact on businesses operating in the town centre. Ensure all new development incorporates the ten Healthy Streets principles into their design, reduce the dominance of vehicles and connect to local walking and cycling networks as well as public transport. Use the planning system to direct higher density development to the most accessible places in the borough and secure funding to upgrade the public realm and transport infrastructure. 	<ul style="list-style-type: none"> Lobby TfL and the Mayor to develop proposals for tram extensions to Crystal Palace and Purley. Work with Network Rail to upgrade East Croydon station and create 2 additional platforms to reduce overcrowding and accommodate growth. Work with Network Rail to successfully deliver the Brighton Mainline Upgrade works in the borough. Work with TfL and the Mayor to ensure a successful Fiveways Junction Scheme is delivered on time. Design and deliver 3 'Movement Corridors' serving the Growth Zone: Brighton Road, Mitcham Road and London Road, that consider holistic improvements for buses, cycling and walking. Work with Network Rail and TfL to ensure the successful redevelopment of West Croydon station to increase capacity, reduce overcrowding and provide adequate step-free access and interchange. Increase the public transport capacity in the borough to support the creation of new homes and jobs.
Longer term goals (Up to 2041)	<ul style="list-style-type: none"> Croydon's economy is thriving and businesses flock to the Town Centre because it is the best connected in South London. 	<ul style="list-style-type: none"> By 2041 every station and stop will be step free and fully accessible. 	<ul style="list-style-type: none"> By 2041, public transport will be the most convenient way of getting between Central Croydon, our local centres and locations further afield. 	<ul style="list-style-type: none"> By 2041, residents in new developments will be more active and fitter than the borough average. 	<ul style="list-style-type: none"> By 2041, the Brighton Mainline Upgrade will have been successfully completed and there will be new tram and rapid bus connections linking our local centres with central Croydon.

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Local policies and plans										
Local Plan 2018										
Strategic Objective 1 – establish Croydon as the premier business location in South London and the Gatwick Diamond	-	-	-	-	-	✓	-	-	✓	✓✓
Strategic Objective 4 – reduce social, economic and environmental deprivation	✓	✓	✓	-	✓✓	✓	✓✓	✓	✓✓	✓
Strategic Objective 8 – improve accessibility, connectivity, sustainability and ease of movement to, from and within the Borough	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓✓	✓✓	✓✓✓	✓✓✓
A Transport Vision for Croydon: Moving Towards a More Liveable Place										
Increasingly connected - enhancing national and international links and ensuring Croydon is a place that is easy to get to and through	✓	✓	✓	✓	-	✓	✓	✓	✓	✓
Better places – turning challenges into opportunities such as switching the many short car trips to walking and cycling	✓✓✓	✓✓	✓✓	✓✓	✓	✓	✓	✓	✓	-
Safer and calmer – reducing road user casualties such as through training and education and 20mph speed limits	✓	✓✓	✓✓✓	✓✓	✓✓	✓	✓	✓	✓	-
Mixed Modality – achieving a walking and cycling environment with the aim for a more liveable city; reducing the need to own a car	✓✓✓	✓✓✓	✓✓	✓✓✓	✓✓	✓	✓	✓	✓	-
A Healthy City – ensuring clean air is enjoyed by all by widening travel choices and ensuring active travel is available to all	✓✓	✓✓✓	✓✓	✓✓✓	✓✓	✓	✓	✓	✓	-
Community Strategy 2016-2021										
Outcome 1 – a great place to learn, work and live	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Outcome 2 – a place of opportunity for everyone	-	✓	✓	✓	✓	✓	✓	✓	✓	-
Outcome 3 – a place with a vibrant and connected community and volunteer sector	✓	✓	✓	✓	✓	✓	✓	✓	✓	-
Connected - a place that is well connected, easy to get to and around, and supported by infrastructure that enables people to easily come together; with one of the best digital, communications and transport networks in the country	✓✓	✓	✓	✓✓	✓	✓✓	✓✓	✓	✓	✓
Sustainable - a place that sets the pace amongst London boroughs on promoting environmental sustainability and where the natural environment forms the arteries and veins of the borough	✓✓✓	✓✓✓	✓✓	✓✓	✓✓✓	✓	✓	✓	✓✓	✓
Croydon's Corporate Plan 2015-18. Key ambitions :										
Growth: • To enable more local people to access a wider range of jobs • To create a place where people and businesses want to be	✓✓	✓	✓	✓✓	✓✓	✓	✓	✓✓	✓	✓✓
Independence: • To help people from all communities live longer, healthier lives through positive lifestyle choices	✓✓✓	✓✓✓	✓✓	✓✓✓	✓✓	✓	✓	✓	✓✓	-
Liveability: • To build a place that is easy and safe for all to get to and move around in • To improve wellbeing across all communities through sport and physical activity	✓✓✓	✓✓✓	✓✓✓	✓✓	✓✓	✓	✓✓✓	✓	✓✓	✓✓
AMBITIOUS FOR CROYDON – CORPORATE PLAN 2018-2022; Key themes:										
▪ Transport and environment	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓
▪ Creating jobs and growing the economy	-	-	-	-	✓	✓✓	✓	✓	✓✓	✓✓✓
▪ A healthier Croydon	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓✓	-	✓	✓	✓✓✓	