

Appendix 1. LIP Objectives, Outcomes, Indicators and Targets (First 4 Outcomes)

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	

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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

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Objective	Metric	Borough target	Target year	Additional commentary
	<p>Observed with back casting applied 2010-14 baseline = 170</p> <p><i>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.</i></p>			<p>Vision Zero principles the 2041 targets will be extremely challenging.</p> <p><i>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.'</i></p>

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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%. Observed annual vehicle kilometres (millions) in 2015 base year = 1,162	1,162	2021	The interim target trajectory of 1,162 represents a 0% change on the 2015 base year.
		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.

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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.	211,300	2021	The 2021 interim trajectory represents a decrease of 38,900 tonnes of CO ₂ from the 2013 base year.
	Base year 2013 = 250,200	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.	330	2021	Interim 2021 target of 330 is a decrease in 560 tonnes of NO _x from 2013 base year.
	Base year 2013 = 890	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.	75	2021	Interim 2021 target of 75 is a decrease in 13 tonnes of PM ₁₀ from 2013 base year.
	Base year 2013 = 88	41	2041	2041 target of 41 is a decrease in 47 tonnes of PM ₁₀ from 2013 base year.

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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.

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Croydon Results from Most Recent TfL Monitoring/Reporting

Borough: Croydon

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Mayor's Transport Strategy Outcomes

Overall aim: 80% walking, cycling and public transport

Active, efficient and sustainable mode share

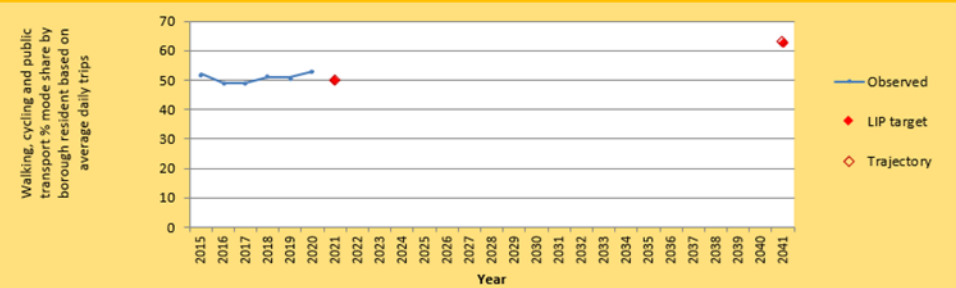
Walking, cycling and public transport % mode share by borough resident based on average daily trips

Observed						LIP target	
2012/13 to 2014/15	2013/14 to 2015/16	2014/15 to 2016/17	2015/16 to 2017/18	2016/17 to 2018/19	2017/18 to 2019/20	2021	2041
52	49	49	51	51	53	50	63

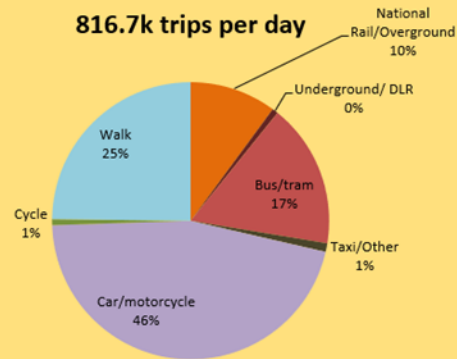
Supplementary mode share data

Borough residents' trips % mode share (main mode) based on average daily trips 2017/18 to 2019/20

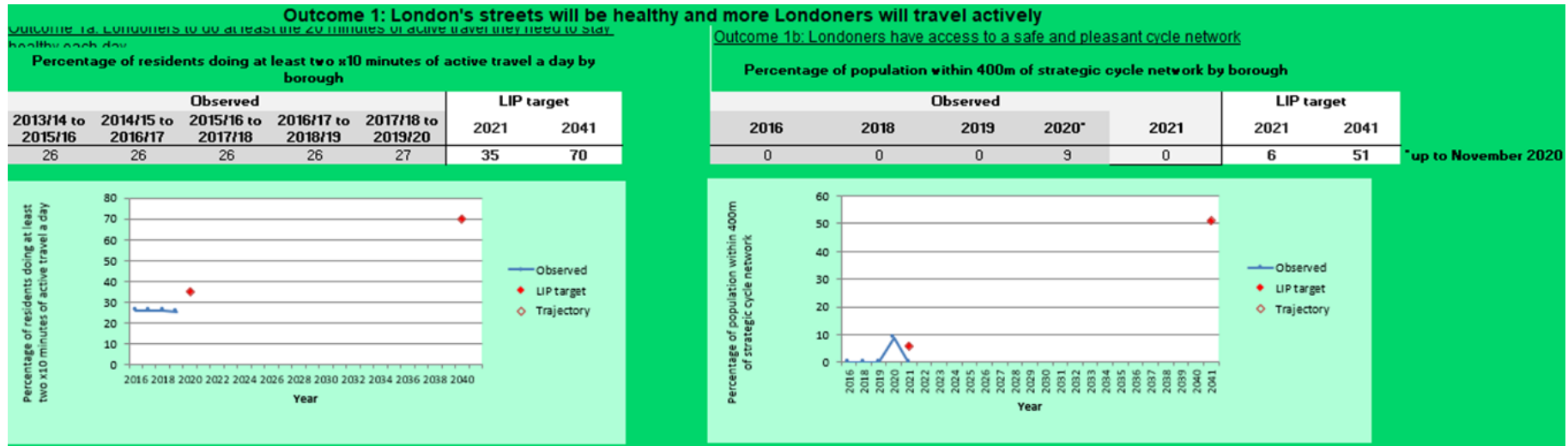
Trips per day	National Rail/Overground	Underground/DLR	Bus/tram	Taxi/Other	Car/motorcycle	Cycle	Walk
816.7	10.1	0.7	16.8	1	45.9	0.7	24.8



816.7k trips per day



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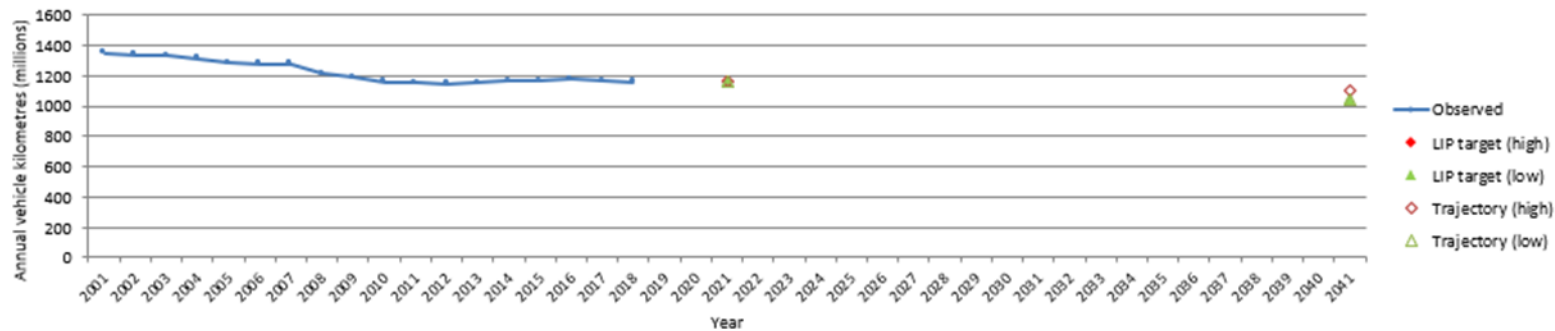
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Outcome 3: London's streets will be used more efficiently and have less traffic on them

Outcome 3a: Reduce the volume of traffic in London

Annual vehicle kilometres (millions)

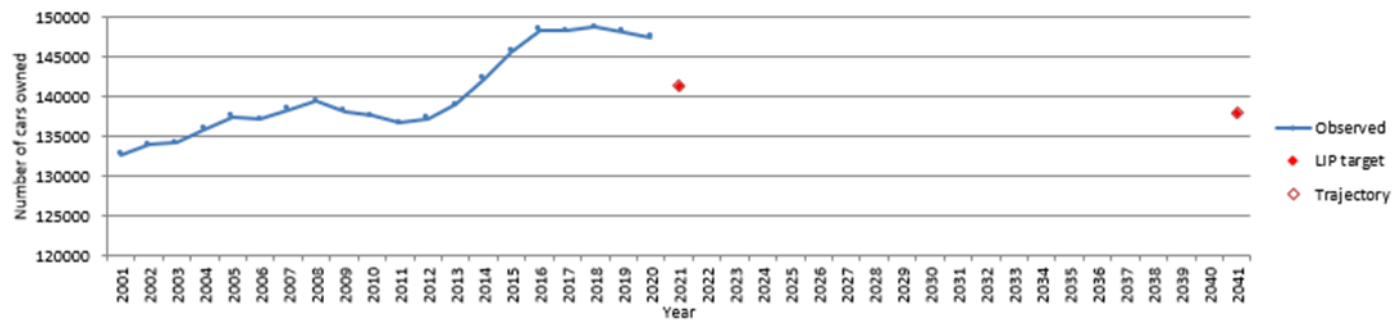
Observed					LIP target			
2014	2015	2016	2017	2018	Percentage change by 2021	Percentage change by 2041	2021	2041
1166	1162	1176	1164	1156	0%	#VALUE!	1162	Not set
1166	1162	1176	1164	1156	0%	-10%	1162	1046



Outcome 3c: Reduce car ownership in London

Number of cars owned

Observed							LIP target	
2014	2015	2016	2017	2018	2019	2020	2021	2041
142,100	145,573	148,256	148,184	148,620	148,103	147,340	141,200	137,800



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Outcome 4: London's streets will be clean and green

Outcome 4a: Reduced CO2 emissions

CO2 emissions (in tonnes) from road transport

Observed			LIP target	
2013	2016	2019	2021	2041
250,200	235,300	238,800	211,300	56,700

Outcome 4b: Reduced NOx emissions

NOx emissions (in tonnes) from road transport

Observed			LIP target	
2013	2016	2019	2021	2041
890	710	590	330	40

Outcome 4c: Reduced particulate emissions (PM10)

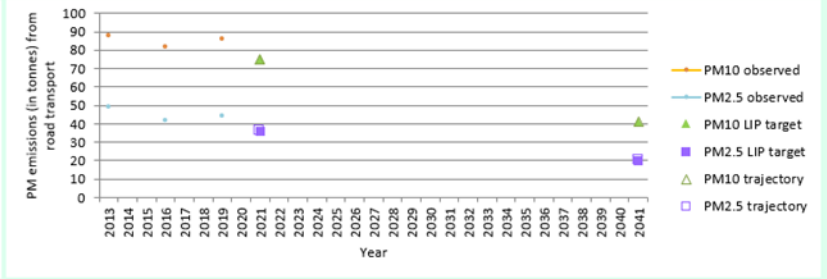
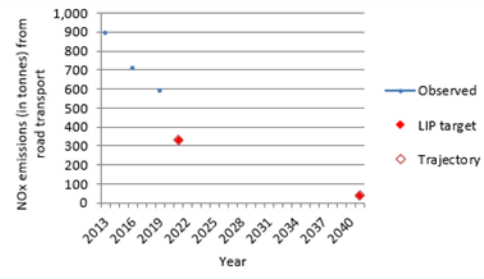
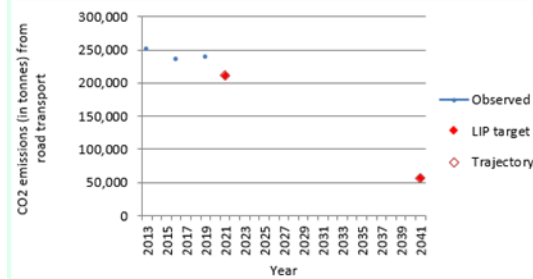
PM10 emissions (in tonnes) from road transport

Observed			LIP target	
2013	2016	2019	2021	2041
88	82	86	75	41

Outcome 4d: Reduced particulate emissions (PM2.5)

PM2.5 emissions (in tonnes) from road transport

Observed			LIP target	
2013	2016	2019	2021	2041
49	42	44	36	20



Sustainable Modeshare Performance Comparison (Source <https://content.tfl.gov.uk/travel-in-london-report-13.pdf>)

Figure 2.2i Trip-based active, efficient and sustainable mode share by borough of residence, LTDS 3-year average, 2017/18-2019/20.

