APPENDIX D – Draft LIP3 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% 63%	2021 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% 70%	2021 2041	
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% 51%	2021 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) Baseline 2005-09 = 141	2021 2022	54 49	
	Deaths and serious injuries (KSIs) from road collisions base year 2010/14 (for 2030 target). Baseline 2010-14 = 76	2030 2041	27 0	
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 10per cent. Observed annual vehicle kilometres (millions) = 1,185	1,162 1,046	2021 2041	
Reduce the number of	10 per cent reduction in number of freight vehicles crossing into central	N/A	N/A	N/A

Objective	Metric	Borough target	Target year	Additional commentary
freight trips in the central London morning peak.	London in the morning peak period (07:00am - 10:00am) by 2026.			
Reduce car ownership in London.	Total cars owned and car ownership per household, borough residents. Quarter of a million fewer cars owned in London. No. of cars owned (no. of vehicles registered to Croydon addresses) Baseline average 2013-2016 = 143,710 Latest year 2016 = 148,256	141,200 137,800	2021 2041	Very challenging target in the context of growth of 36,000 new dwellings between now and 2031
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 56,700	2021 2041	
Reduced NO_x emissions.	NO_X emissions (in tonnes) from road transport within the borough. Base year 2013 = 990.	330 40	2021 2041	
Reduced particulate emissions.	PM_{10} emissions (in tonnes) from road transport within borough. Base year 2013 = 88.	75 41	2021 2041	
Reduced particulate emissions.	$PM_{2.5}$ emissions (in tonnes) from road transport within borough. Base year 2013 = 49.	36 20	2021 2041	
A good public transport experience				
Outcome 5: The public transport network will meet the needs of a growing London				
More trips by public transport - 14-15 million trips made by public transport every day by 2041.	Trips per day by trip origin. Reported as 3yr moving average. Base year 2013/14 - 2015/16 = 216.	229 321	2021 2041	

Objective	Metric	Borough target	Target year	Additional commentary
Outcome 6: Public transport will be safe, affordable and accessible to all				
Everyone will be able to travel spontaneously and independently.	Reduce the difference between total public transport network journey time and total step-free public transport network. Baseline – Time difference in 2015 = 5 minutes	4.5 mins 2 mins	2021 2041	
Outcome 7: Journeys by public transport will be pleasant, fast and reliable				
Bus journeys will be quick and reliable, an attractive alternative to the car	Annualised average bus speeds from ibus in mph. Base year 2015 = 10.7 mph	10.8 11.2	2021 2041	
New homes and jobs				
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**				

Borough Outcome Delivery Targets (Pro-forma C)

Delivery output	Metric	Borough target	Target year	Additional commentary
Healthy Streets and healthy people			
Outcome 1: London's streets will be healthy and more Londoners will travel actively			
Increase in cycle parking facilities	• On-street spaces • Off-street spaces	150 200	Per annum up to 2022	
Improved facilities for pedestrians and cyclists	Number of new or upgraded pedestrian & cycle crossing facilities delivered	12	Per annum up to 2022	
Outcome 2: London's streets will be safe and secure			
Safer speeds	% of borough road network with 20mph limit	95%	By 2022	
Safety schemes & monitoring	Number of completed infrastructure schemes and % entered into Traffic Accident Diary System (TADS)	XX 80%	2022	
Deliver a programme of training and education to improve the safety of vulnerable road users	Number and proportion of STARS schools – bronze, silver and gold	Bronze 50 Silver 25 Gold 25	2022	
Deliver a programme of training and education to improve the safety of vulnerable road users	Number of people delivered training (eg BikeSafe-London, 121 Motorcycle skills)	xx	2022	
Deliver a programme of training and education to improve the safety of vulnerable road users – adults	• Trained to Basic cycle skills • Trained to Urban cycle skills	300 80	Per annum	

Delivery output	Metric	Borough target	Target year	Additional commentary
	• Trained to Advanced cycle skills	5		
Deliver a programme of training and education to improve the safety of vulnerable road users – children	• Trained to Bikeability level 1 • Trained to Bikeability level 2 • Trained to Bikeability level 3	400 270 80	Per annum	
Deliver a programme of training and education to improve the safety of vulnerable road users	Number of children who received pedestrian skills training	10000		
Outcome 3: London's streets will be used more efficiently and have less traffic on them				
Support the provision of car clubs where it reduces car use and ownership	Number of car club vehicles present in the borough	150	2022	
Deliver a London-wide strategic cycle network, with new, high-quality, safe routes and improved infrastructure	Kilometres of new or upgraded cycle routes	50km	2025	
Outcome 4: London's streets will be clean and green				
Increase number of publicly accessible electric vehicle charging points	Number implemented	400	2022	
Incorporate sustainable drainage infrastructure into schemes	The effective area (m_2) of impermeable surface (carriageway/ footway/cycle lane/car park, etc.) which drains into the SuDS feature	Tbc	tbc	
A good public transport experience				
Outcome 5: The public transport network will meet the needs of a growing London				
NA				
Outcome 6: Public transport will be safe, affordable and accessible to all				

Delivery output	Metric	Borough target	Target year	Additional commentary
Upgrade and maintain network of accessible bus stops	% of stops accessible in borough	99%	2022	
Outcome 7: Journeys by public transport will be pleasant, fast and reliable				
Improve bus journey time reliability with bus priority improvement projects	• Number completed • Additional km's of bus priority	10 5	2025	
New homes and jobs				
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**				
Number or proportion of housing units in areas within PTALs 3-6 or within 800 metres of a tube, rail station or town centre area	• No. of approved units • No. of started on site units • No. of completed units	Tbc	2031	
Proportion of new A1, A2 and B1 within PTALs 3-6 or within 800 metres of a tube, rail station or town centre area	Gross floor area m2 - approved units Gross floor area m2 - started on site units Gross floor area m2 - completed units	Tbc	2031	
Proportion of referred applications	Above London Plan car parking standard • At London Plan car parking standard • Below London Plan car parking standard	% of referred applications in each category (at Stage 2 or 3)	2031	