

A TRANSPORT VISION FOR CROYDON

MOVING TOWARDS A MORE LIVEABLE PLACE



PREFACE



Croydon has public transport connectivity unrivalled in outer London. Yet we are ambitious for more. We want a borough with improving connections between Croydon places and important places beyond, and even better infrastructure. We are determined to make Croydon's connectivity strengths a driver for growth but we are also ambitious for the people and places of Croydon, determined to ensure that it is easy and pleasant to travel within Croydon by a variety of modes of transport. We know that growth will bring transport challenges, but we also know that it will bring just as many opportunities. Well managed change means grasping those opportunities and ensuring that we use them to deliver for Croydon and its people. As Croydon changes and the numbers living, working and learning here grow, it is vital that we have a clear vision as to how we all will continue to access the jobs and services we need, and how the spaces we move through will be shaped and used. This Transport Vision is intended to guide our plan and programme making, taking us towards more attractive, healthier and safer neighbourhoods where it is easier to get around on foot, by bike, bus, tram or train.

A handwritten signature in black ink that reads "KDBee".

KATHY BEE
Cabinet Member for Transport and Environment
March 2015

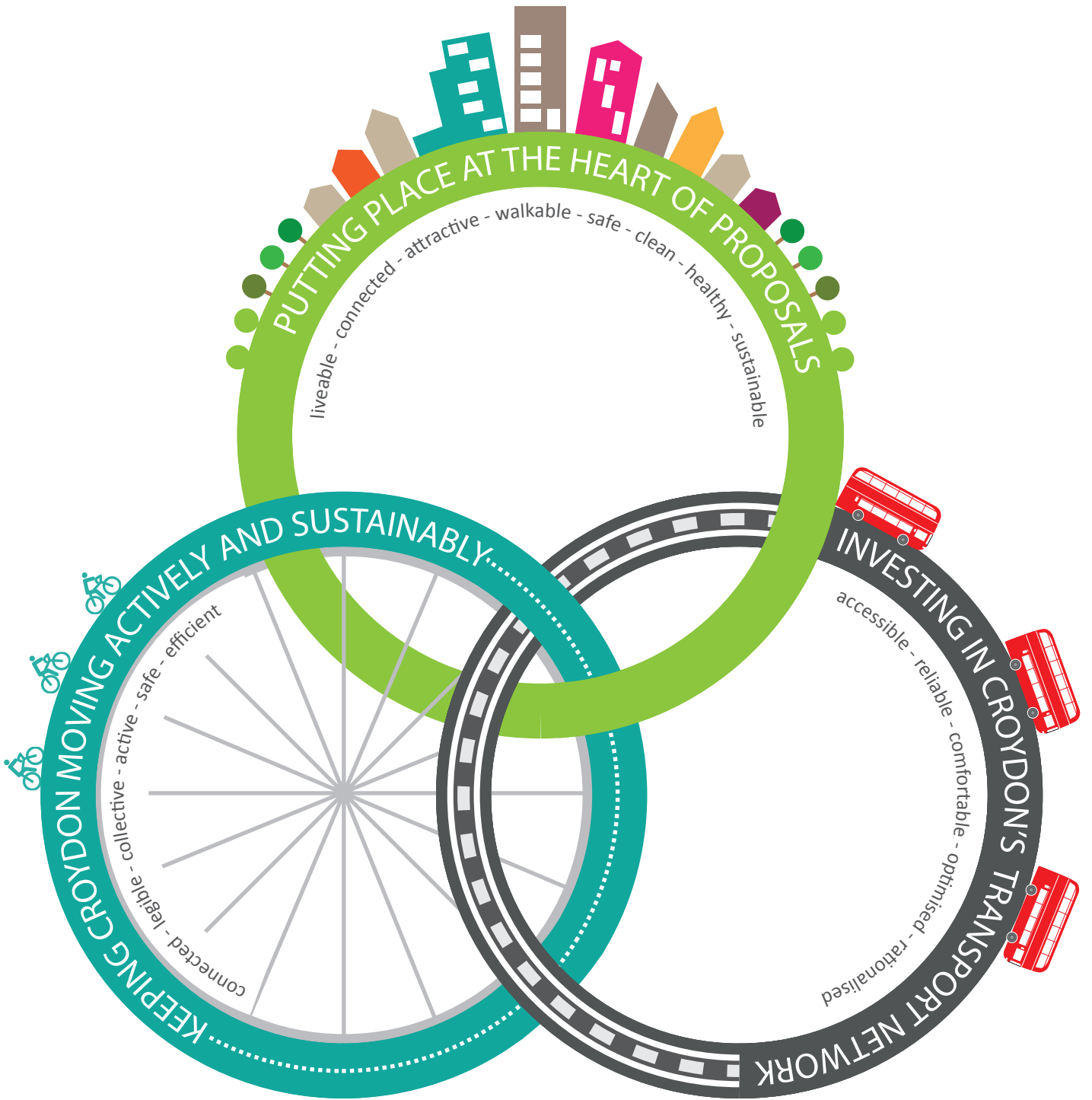
EXECUTIVE SUMMARY

'IF YOU PLAN CITIES FOR CARS AND TRAFFIC, YOU GET CARS AND TRAFFIC. IF YOU PLAN FOR PEOPLE AND PLACES, YOU GET PEOPLE AND PLACES.'

Fred Kent, Project for Public Spaces

Croydon and in particular its metropolitan centre, one of London's Opportunity Areas, is on the cusp of a renaissance. The plans are in place for a transformative programme of regeneration over the next twenty years bringing change on a scale not seen for several generations. This presents a once in a lifetime opportunity to rethink our approach to transport, to enhance our public space, to improve residents' experience and quality of life and to develop a truly unique Croydon solution, which will reshape the way that people travel in the borough. These plans coalesce in the Croydon Promise which sees Croydon's powerful connectivity advantages, enabling it to fulfil its potential to be south London's economic and cultural hub and achieve our ambition of growth for all. Our Vision explains how we will make 'transport work for Croydon' and how we will make it happen. It has people and places at its heart. By providing safer, more accessible routes; a safer and more pleasant environment; and more interesting places to draw pedestrians and cyclists back to Croydon's streets, we will help to change people's decisions around how they choose to travel.

Over the twenty year Vision period we will work with our partners to ensure Croydon has a transport system that ranks alongside the most sustainable and 'liveable' cities in the world, where it is easy to get around by tram, train, bus, bicycle or on foot. There is not a 'one size fits all' response to achieving our objectives. Instead it will require a joined up approach, drawing together the five key themes of: 'Increasingly Connected', 'Better Places', 'Safer and Calmer', 'Mixed Modality' and 'Healthy City', into an integrated vision for Croydon as a liveable, vibrant city full of brilliant people.



INTRODUCTION

This document sets a vision of how people will move in a growing Croydon over the next twenty years. It sees transport as a fundamental part of creating more liveable places and improving prosperity, health and wellbeing. Transport, access and quality of place are all critical to achieving our ambition of Croydon being the place where:

- people choose to live;
- companies and entrepreneurs choose to invest; and
- the metropolitan centre is a vibrant mixed use district with 20,000 new residents.

Croydon and the Croydon Opportunity Area in particular is entering a period of growth and renewal. A growing residential population and workforce pose potential challenges for the borough's transport system, street network, quality of environment and ultimately quality of life. Fortunately growth also presents opportunities. By managing and guiding growth, more people will be living close to and supporting the services they need and living by Croydon's public transport hubs providing ready access to the places of Croydon and beyond.

This Vision will guide Place Plans, transport plans and actions that will shape how we all move around, gain access to and use streets and other public spaces. The Vision builds upon the Croydon Promise, and our ask to government to support the reinvigoration of the metropolitan centre. It draws together Croydon's transport aspirations, including our plans to become a more sustainable borough.

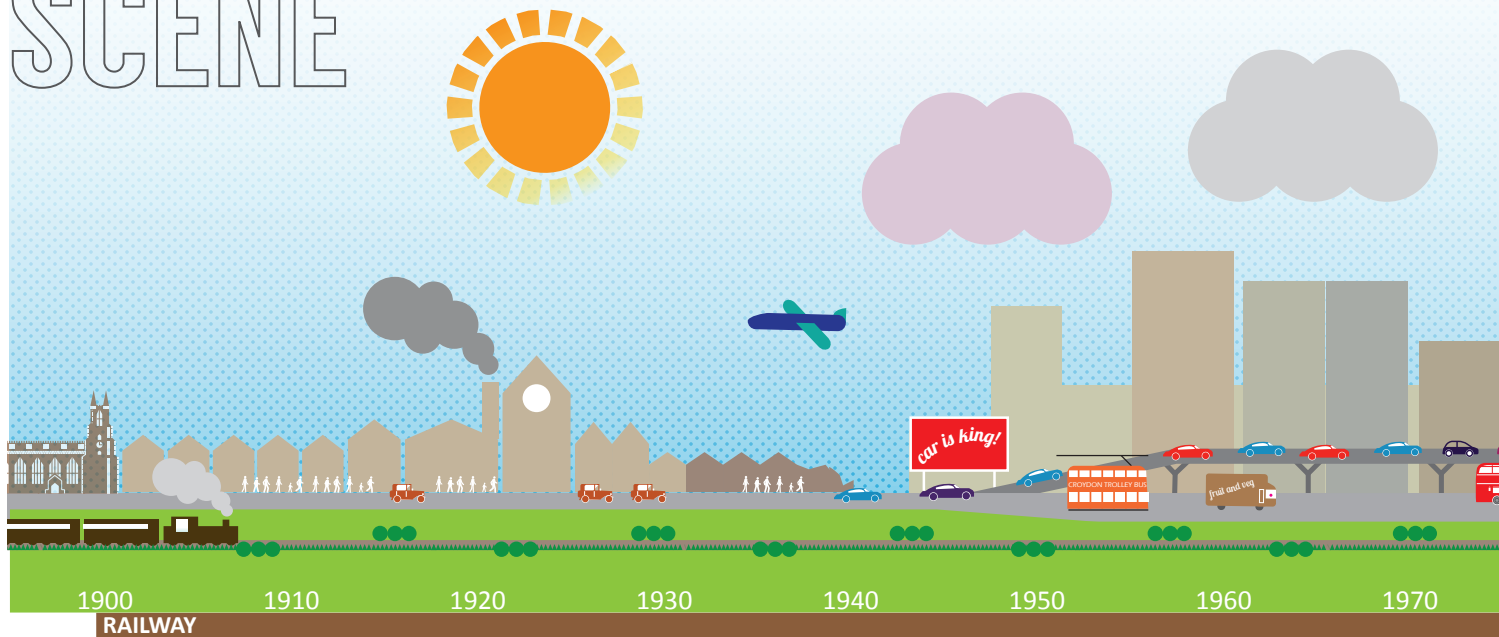
The scale of change facing Croydon raises questions regarding the role of transport, the role of our streets and other public places and how we move through those spaces in the future in order to access the jobs and services we all need. In its current form, Croydon's patterns of car use are unsustainable and often incompatible with our place based objectives. They erode the quality of town centre environments, and impede the realisation of our potential to be a world class destination.

The Transport Vision sets the agenda for the future, focusing on a careful balance between effective and efficient transport networks and influencing the demand for travel to ensure Croydon's transport system works with, rather than against, our wider regeneration objectives. It builds on the substantial body of work already undertaken through the Local Plan, the Opportunity Area Planning Framework, the five town centre Masterplans and the Croydon Promise, to set out a clear agenda for the future of Croydon as a high quality, high functioning place.

A shift towards more sustainable, accessible, active and healthy travel will be central to building a sustainable future for Croydon. Car ownership in parts of Croydon is high relative to inner London. There is the expectation that people can and will drive, with a disproportionately low number of people walking and cycling. The Vision sees attitudes and behaviours changing. We can see from the success of other cities that transport networks can be effectively harnessed to work with the urban environment, rather than movement working against the quality of place. Cities like New York and Copenhagen are leading the way through strong leadership and a clear focus on sustainable and integrated systems. Croydon's Vision looks to these examples setting our aspirations high to become a world leader in transport network operation, safety and quality of place.



SETTING THE SCENE



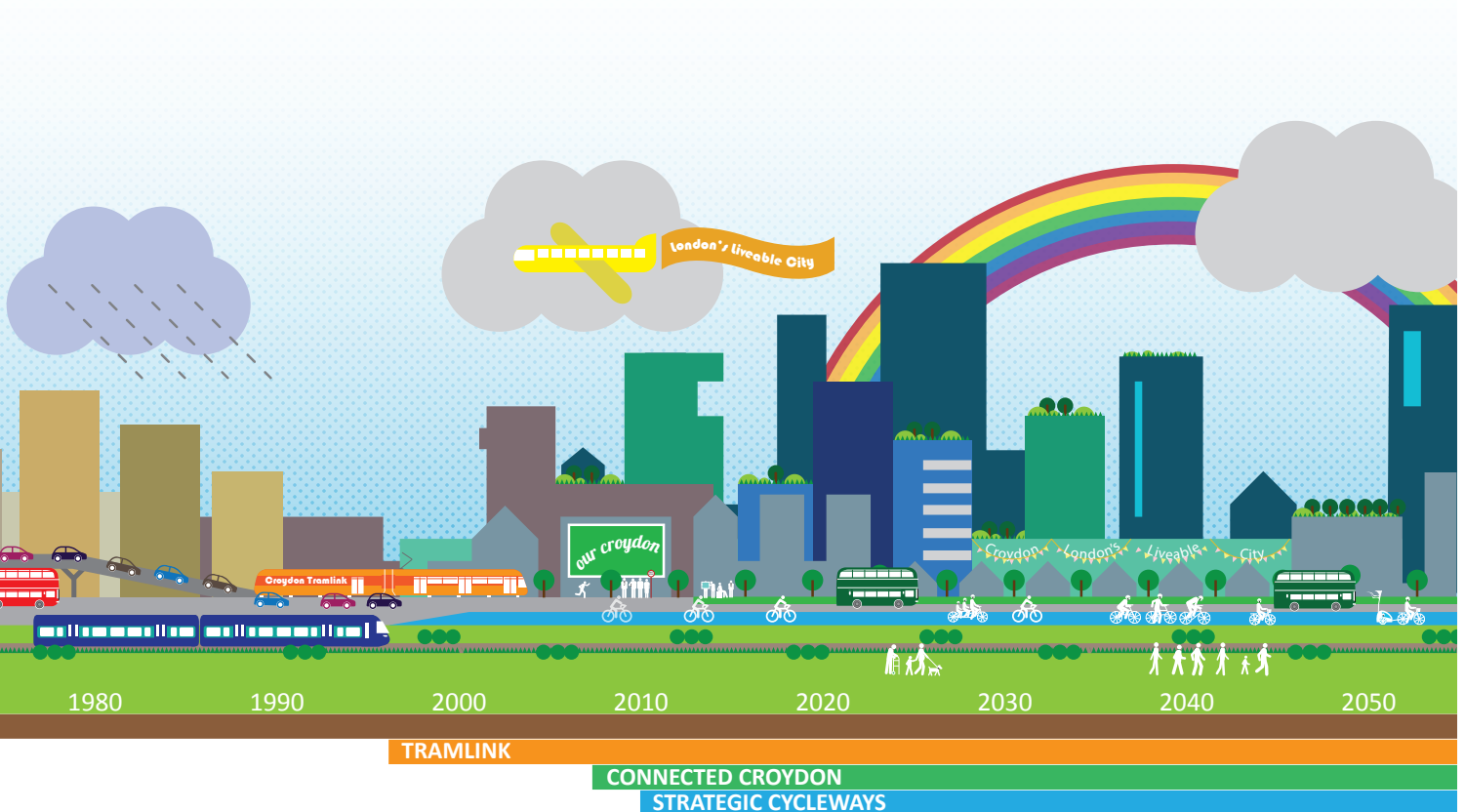
On a number of levels, 'movement' and 'place' are inextricably linked. Croydon is a prime example, originating as a strategic trading location on the route between London and the south coast ports, emerging as a market settlement in the 12th Century.

By the Mid 19th Century, canal then rail transport reached Croydon, creating new connections in to inner and central London and leading to rapid urban expansion. This was further supported by the development of the tram network. Both rail and trams helped to radically change the complexion of the town. Walking remained a vital form of transport with cycling increasingly so as Croydon moved into the 20th Century. Much of the life of Croydon traditionally took place in its streets and continued to do so up until the second half of the 20th Century.

After the Second World War, plans were drawn up for a significant growth in employment within and radical changes to Croydon's main town centre, which would sweep away a large part of the Victorian town centre

and remodel it as a modernist 'City of the Future'. People would no longer need to rely on walking, cycling, buses or trams to get to and through the town centre; rather they would speed direct to their destination by car. One of Croydon's perceived new strengths, the wiping away of important places in the town centre and multifunctional streets to be replaced by large single function roads, urban motorways and flyovers, resulted in an environment which has become one of its defining weaknesses.

In the late 1980's central government commissioned consultants to undertake a series of 'assessment studies' across London giving the consultants predictions for increased car use and setting each the challenge of developing road proposals to meet that demand. The results showed the scale of demolition and road building required to accommodate such travel by car, balanced by the recognition that people still need to move through south London and access important places like Croydon. This acted as a catalyst for the development of proposals to bring trams back to Croydon. Tramlink opened in



2000, further enhancing the metropolitan centre’s connectivity and accessibility, but also strengthening Croydon’s identity as a strategic location.

Croydon still retains the road infrastructure and car parks that were key elements of the modernist ‘City of the Future’. However, like most cities, Croydon only functions because the many people getting to it and through it, do so by means other than car.

The past modernist vision and resulting car focused infrastructure have left a lasting legacy. The Croydon metropolitan centre stands out in London as one of the places into which short car trips are focussed. During weekdays, the majority of car journeys into the centre are less than 5km in length. As Croydon’s population grows, the challenge and consequences of accommodating more short journeys by car are profound. However, the fact that so many short journeys are currently made by car and other motorised travel also offers great opportunity. It indicates huge potential for increased cycling and walking.

Lessons from other cities suggest that the transport future can be a positive one. In more dense cities people travel in ways different to how they travel in Croydon. London’s very recent past is also a reason for optimism, with a growing population mirrored by a declining trend in traffic on London’s roads, in particular car traffic. First observed in central London, declining levels of car use were then observed in inner London and more recently in Croydon. This highlights how behaviour is flexible rather than fixed and how people are able to make different travel choices and change travel behaviour in response to a changing city.

As we move forward we want to ensure that people are able to change their travel behaviour and are helped to let go of the car. It is a future where we build on Croydon’s long standing strengths, in particular its excellent rail connectivity and one of its relatively new strengths, that of being centred on the Tramlink network.

CROYDON'S TRANSPORT FUTURE

'YOU CAN'T KEEP DOING IT THE SAME WAY OVER AND OVER AGAIN AND EXPECT DIFFERENT RESULTS'
Albert Einstein

Croydon is South London's economic heart, its role arising in large part from its connectivity and accessibility, unrivalled in South London. In a future Croydon those connections will be even stronger, supporting an economic renaissance. Croydon will be fulfilling its full potential as south London's economic hub, accommodating a significant part of London's growing economic and cultural activity.

The important Croydon places are sustained by the borough's rail arteries connecting them with central, east, west and north London, and with Gatwick and the south coast. Croydon's future is one where its full potential has been achieved through strengthening of those arteries. Connectivity, capacity, journey times and reliability will all be greatly improved and 21st Century gateways achieved at East and West Croydon.

Delivering our Croydon Promise means a future where we are more intelligent in the way we use our streets. It is a future where streets are for much more than moving and parking of motor vehicles. Increasingly, people and life will be brought back into our streets, many becoming places where children can safely play, others becoming safer routes for children, older and disabled people to travel independently. It is a future where Quietway cycle routes will radiate from the metropolitan centre and other town centres, connecting people, places and green spaces. It is a future where all journeys will have improved access and safety for disabled people.

Away from designated cycle routes, a great many more streets will be cycle friendly and cycleable. To allow and encourage cyclists, other people and life back into our streets, the environment of many of our streets will be calmer and safer. Twenty miles per hour will be the norm in the metropolitan centre and large parts of the rest of the borough. It is a future where short journeys (the majority of journeys we make) can be walked or cycled and enjoyed. We will be relieved of the need to use the car for many of the journeys we make. This in

turn will reduce pressure on our road network, helping to provide the space for those with essential need to use a motor vehicle for important journeys. It will help reduce the need for costly investment in our bus network and reduce pressure on our tram and rail systems as people are able to choose to walk or cycle. However, growing populations will sustain an expanded bus network and higher frequencies where needed.

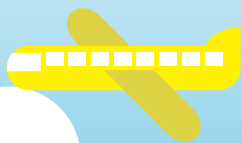
It is a future where many people will be relieved of the need to own a car, being able to choose and access 'car club' vehicles whenever the need arises. Many of those cars will be electric or other cleaner technology, as will many of the vehicles owned by people and businesses in Croydon. People will be helped in the choices they make through a system of 'fairer parking' where households are rewarded for owning fewer cars and for choosing less polluting engines.

If many of our ambitions for Croydon are to be realised then safety has to be our priority. We know that safety concerns and reduced accessibility are key reasons preventing many more people cycling and walking. This in turn has curtailed the independent mobility of children, young people, older and disabled people, with resulting inactivity and health consequences.

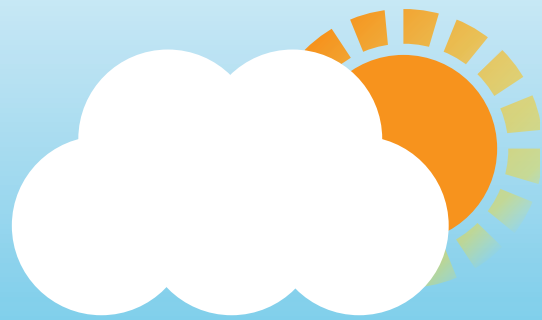
Croydon's future is one where we are all fitter and healthier, where the life expectancy of our children is greater not less than our own. People will get exercise as they travel. Children will exercise as they play in streets and as they walk or cycle to school.

The future is one where greater numbers of people living in more densely populated communities will encourage and sustain shops and services provided locally within easy walking and cycling distance. In the metropolitan centre, where few people live at the moment, there will be a large and thriving community living within a much improved environment where they are able to walk or cycle to the myriad of jobs, shops, restaurants and other services in the centre, or travel elsewhere on enhanced tram and rail systems.

Croydon's future is one where by choosing to make more efficient, clever and varied use of our streets, people are helped and encouraged to make different travel choices and Croydon becomes a busier and more liveable place.



Croydon: London's Liveable City



EASE OF ACCESS FOR PEDESTRIANS AND CYCLISTS BETWEEN CENTRAL CROYDON AND THE WANDLE VALLEY

LIVEABLE

BUILDING NEW MIXED NEIGHBOURHOODS

HEALTH

SHOPPING

OFFICE SPACE

PROSPEROUS

SAFER

HEALTHY

ENGAGING

CROYDON TRAMLINK

ACTIVE

HISTORIC

EDUCATION QUARTER

WALKABLE

CULTURAL ACTIVITY

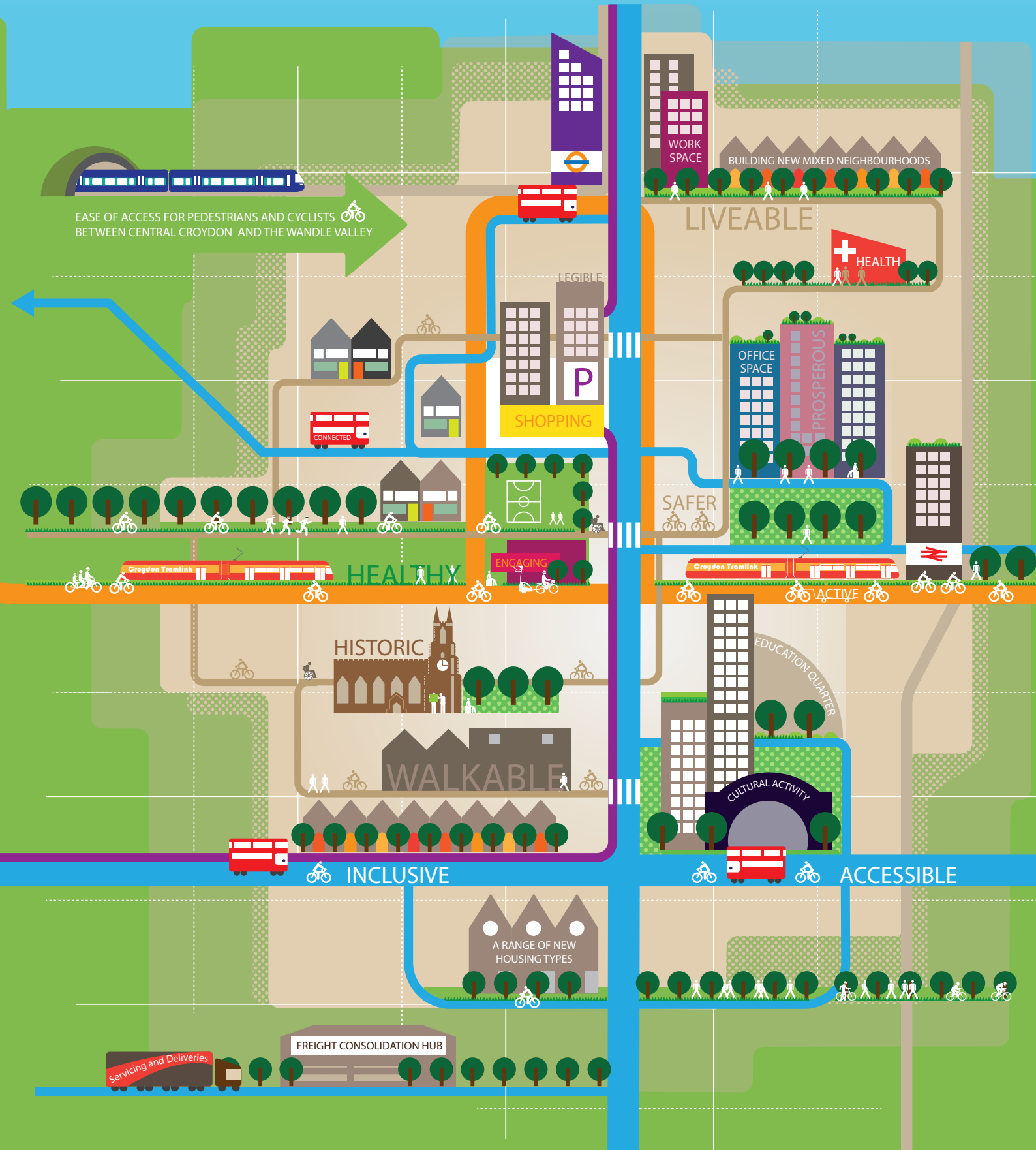
INCLUSIVE

ACCESSIBLE

A RANGE OF NEW HOUSING TYPES

FREIGHT CONSOLIDATION HUB

SERVICING AND DELIVERIES



MAKING TRANSPORT WORK FOR CROYDON

1 INCREASINGLY CONNECTED

FURTHER ENHANCING OUR NATIONAL AND INTERNATIONAL LINKS

Croydon is already beginning to benefit from the initial phases of the Thameslink programme with the lengthening of trains to twelve cars and new rolling stock in the near future. By the end of the programme Croydon will enjoy frequent services to the remade 21st Century London Bridge station and new direct connections to important cities such as Cambridge. However our ambitions do not end here. For Croydon to truly fulfil its potential and enjoy the benefits of growth, its connections to and through central London, to St Pancras International, Gatwick and the south coast need to be further enhanced.

Investment in other major movement corridors such as the A23 will also be needed to:

- ensure connection to Gatwick and the wider southeast for those with an essential need to use road travel
- enhance the environment of the important Croydon places sitting on the corridor
- improve the safe movement of pedestrians and cyclists across it

We will:

- encourage Network Rail and central government to invest in Croydon's main rail artery as it passes through East Croydon to Victoria and London Bridge. As well as the removal of capacity constraints and the building of additional platforms at East Croydon, we will press for rebuilt stations at East and West Croydon

- work to focus growth at East Croydon to support delivery of a 21st Century station and at West Croydon to deliver the quality of station envisaged by the West Croydon Masterplan
- support TfL in its efforts to ensure an interchange is provided at Old Oak Common connecting the West London Line with Crossrail and HS2, providing Croydon with improved links to Heathrow, improved connection to West London (and the growth at Old Oak Common) and to HS2, without the need to pass through central London
- work with TfL to investigate options for improvement along the A23 Corridor including at the important places on it
- support Croydon's development as a Smart City with fast virtual connections nationally and globally

ENSURING CROYDON IS A PLACE THAT IS EASY TO GET TO AND MOVE THROUGH, STRENGTHENING CONNECTIONS TO OUR SOUTH LONDON NEIGHBOURS AND GROWING PLACES OF CROYDON

Croydon's connectivity strengths include being at the heart of the Tramlink network. Sustainable growth in Croydon and South London will require widening the benefits of Tramlink. Key amongst these is the tram being an attractive alternative to the car for east-west journeys across south outer London. Croydon's future must be one where the tram serves more parts of Croydon and South London, providing a high quality, high capacity, safe and clean alternative to the car. Within the town centre the tram will be fully integrated into a high quality pedestrian and cycle environment.



One of south London's perceived weaknesses is the lack of an Underground network and its reliance on suburban rail. The weaknesses of that network must be overcome and South London and Croydon be better connected with the Underground.

We will:

- work with TfL and our South London partners to develop and deliver a Tramlink Strategy to achieve:
 - further capacity improvements on the existing network
 - new connections to Crystal Palace and other important places in South London
 - tram movement through the metropolitan centre that works with our place making and place quality ambitions
- work with TfL to achieve an enhanced bus network including increased priority, new links and capacity to serve growing places
- work with the Mayor of London to support further devolution of suburban rail routes to enable the Mayor to improve services and fully integrate journey planning and ticketing, building on and expanding the success of London Overground
- work with TfL and Network Rail to support the Mayor of London's ambition for 'A South London Metro' ensuring that no area of south London lacks fast, frequent and high quality metro style services
- encourage TfL to deliver its proposals to extend the Bakerloo Line and work to ensure that we maximise the benefit to the people of Croydon

2 BETTER PLACES

TURNING CHALLENGES INTO OPPORTUNITIES

A growing economy and numbers of jobs in Croydon builds on a further Croydon strength. Croydon enjoys the highest level of 'within borough' commuting in the capital. This suggests that for many of the people of Croydon, the commute is a relative short one with the potential for much more walking and cycling to work. More people living close by growing numbers of jobs will further strengthen this virtuous circle.



PUTT PUTT AND EAST CROYDON BRIDGE LINK, PHOTOGRAPHY BY JIM STEPHENSON

One of Croydon's key challenges will be turned into one of its main strengths. That challenge relates to the reliance currently placed on the private car, and a great many short car journeys focused on the metropolitan centre and other important Croydon places. By enabling those shorter journeys to be made on foot and by bike, local and global environmental benefits will be reaped. Croydon's potential to be the place of choice to live, work and invest can be realised and sustainable development brought closer.

We will:

- over time, working with TfL and our other partners, put in place safe cycling and walking infrastructure to connect to and through our most important places, ensuring active travel becomes a real, safe and attractive alternative to the car for many of the journeys Croydon people make
- ensure that Croydon's excellent and improving connections are a driver for growth, and the ability to move around easily through an improving public realm makes for a better not just bigger Croydon

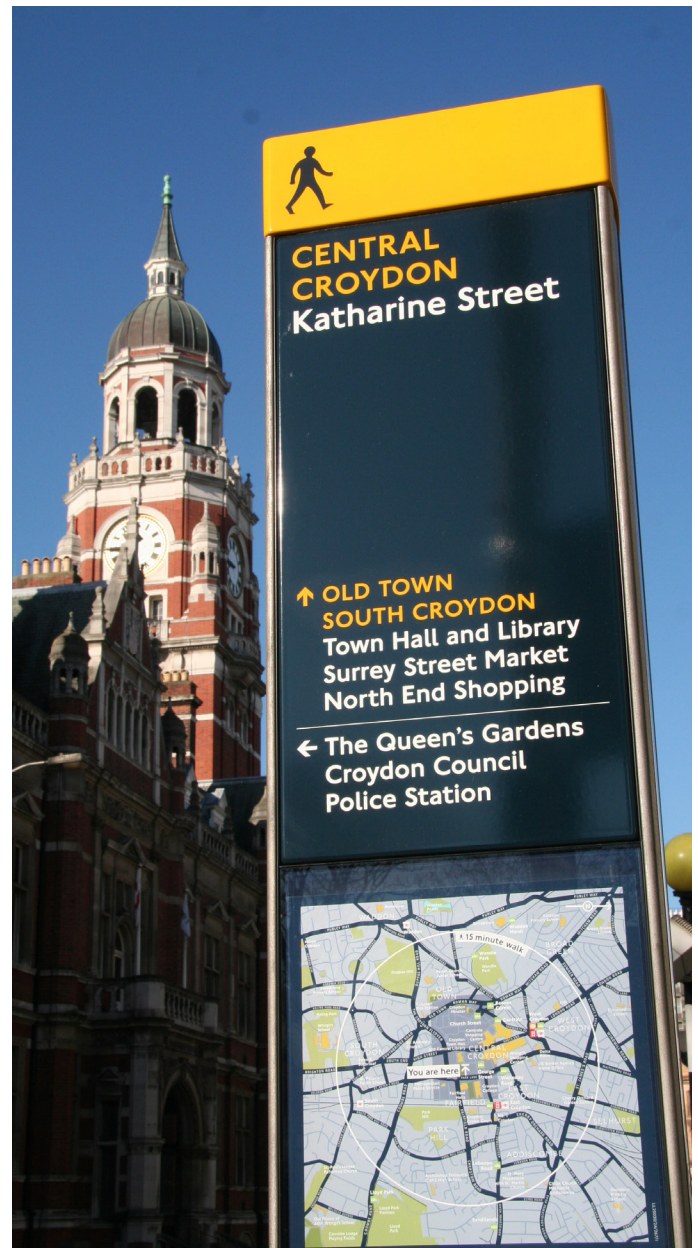
ENHANCING CROYDON'S IMPORTANT PLACES

Population and employment growth focussed at and around district centres and the metropolitan centre will be a catalyst for enhancing town centre vitality and viability. The metropolitan centre has public transport connectivity and accessibility rivalled only by that of central London. Most of Croydon's district centres are hubs on both the rail and bus networks. Growing populations at these important places will mean many more people with easy access to public transport and

many more people able to access the services they need on foot and by bike. In turn, growing populations will justify and sustain expanding public transport networks, particularly the bus network, in those places where public transport accessibility is currently at lower levels. This will be further supported by improving public realm quality through the Connected Croydon programme focused on the metropolitan centre and district centre high streets.

We will:

- use the planning system to guide new homes and business towards the most accessible centres aiming for 9,500 housing starts over the next five years and 2,000 business starts per annum
- deliver landmark place changing improvements. By 2020 we will complete the transformation of the Wellesley Road into a 'City Street' ensuring it becomes a beacon for positive change. By rebalancing 'movement' and 'place', the Wellesley Road will become a place of social exchange and the setting for a new residential quarter
- explore technological means of discouraging road traffic passing through the metropolitan centre
- invest in our urban realm to create an environment that is pleasant to walk, cycle and spend time in. This will include investment in our high streets, provision of new high quality routes and public spaces and greening to improve its visual and psychological impact on our wellbeing



LEGIBLE LONDON SIGNAGE. PHOTOGRAPHY: CROYDON COUNCIL

3 SAFER AND CALMER

SAFETY ON CROYDON'S STREETS WILL BE OUR PRIORITY

If many of our ambitions for Croydon are to be realised then safety has to be our priority. We know that safety concerns are key reasons preventing many more people cycling and walking. This in turn has curtailed the independent mobility, particularly of children, young people, older and disabled people, with resulting inactivity and health consequences.

There are and will be technical solutions to many road safety and accessibility issues, and we will exploit these to the full. However, by changing the nature of places and redesigning streets as much for 'quality of place' as for 'movement' we aim to influence driver behaviour. Through subtle yet strong messages sent by changing places we aim to further reduce the number and severity of casualties. Better places with more people residing, walking and cycling increases natural surveillance, reducing personal safety concerns. Yet people have to feel safe in a city in order to choose walking and cycling over using their cars. This can be achieved through animating our streets, and enabling other social and cultural street life activities to take place. By increasing the number of eyes on the street, we inevitably improve safety and security.

In a future Croydon, twenty miles per hour will be the upper limit for many parts of the borough helping ensure motorised traffic is compatible with walking and cycling. However much more needs to be done if we are to achieve the Mayor of London's ambition of 80 per cent

reduction in fatal and serious road casualties by 2040, moving towards the elimination of all such accidents. We are drawing up plans to set twenty miles per hour limits across a large part of the borough over the next few years and we will:

- work with TfL to strengthen our programmes of casualty investigation and action on Croydon streets and the Transport for London Road Network as it passes through the borough
- thoroughly review our Local Implementation Plan programme to ensure that the resources available to us are targeted as effectively as possible on delivering our safer streets, safer cycling and safer walking objectives
- not be afraid to try new ideas. We will innovate, try and test and go with what the evidence tells us works
- not only embrace new technology, but also work with industry partners to develop and trial it
- continue our programmes of adult and child cycle training and confidence building community led rides, but will significantly step up our safe cycle infrastructure delivery programme
- continue our programmes of in school safety education, including 'Kerb Craft' and School Travel Planning, shaping our safer routes to school programme. However we must significantly expand our safer place making activities if we are to increase child and young person independent mobility and active travel whilst cutting casualties amongst the young

- in partnership with the emergency services and TfL, continue our 'Safe Drive Stay Alive' programme targeting 16 – 19 year olds, highlighting consequences of dangerous driving
- provide education via Croydon businesses regarding the importance of wearing the correct clothing when riding powered two wheelers
- promote the Freight Operator Recognition Scheme as a way of ensuring cycle safety awareness amongst goods vehicle operators and drivers. We will lead by example with our own fleet and those of our contractors
- monitor our progress and report to all the percentage of the borough subject to twenty miles per hour and the number and severity of road casualties, with a specific focus on pedestrians and cyclists



4 MIXED MODALITY

ACHIEVING A WALKING CROYDON

Our aim is a more liveable city. Traditionally the street is where much of the life of the city takes place. Liveable streets and cities are also walkable streets and cities. Our twenty miles per hour plans, safety programmes and place making actions will take us a considerable way, but there is still more we can do.

We will:

- introduce road closures where residents want them to remove rat running traffic from local access streets
- continue the roll out of Play Streets
- embark on our first DIY Streets project in 2015 working with residents and other stakeholders to design solutions to the traffic problems in their street
- make Croydon places more legible by expanding the Legible London signing
- over time deliver the Local Plan network of Greenways, eventually permeating the borough and linking into the All London Green Grid

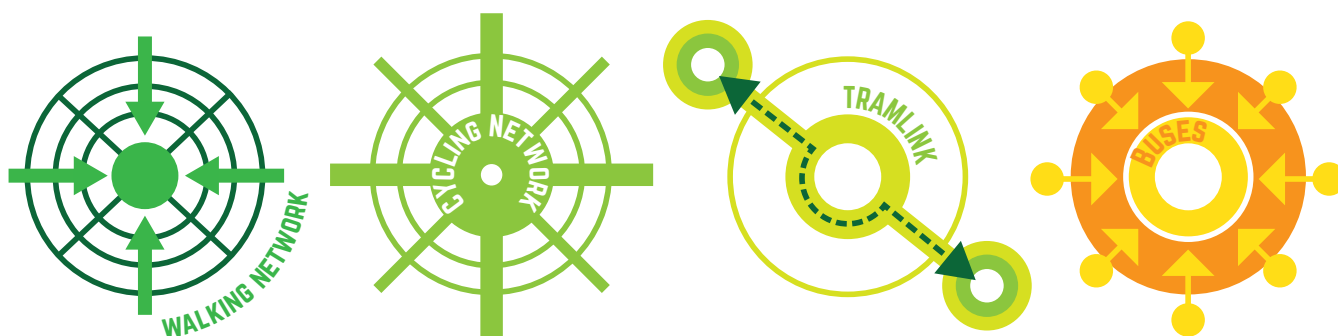
- over time help create more pleasant high street environments which are walkable, enjoyable and more accessible. People will be able to walk to their district and local centres through residential streets, enjoying lower traffic speeds and many relieved of extraneous traffic

ACHIEVING A CYCLING CROYDON

Our Transport Vision will guide the development of our cycling strategy which will look over the 20 year period of the Vision. Investment in new cycle routes and other infrastructure will raise the status of cycling in Croydon as a central component of our movement network. In turn, the cycling infrastructure will be a major part of the solution to safer cycling.

We will:

- subject our current policy and programmes to external 'Bicycle Policy Audit' (BYPAD)
- publish our cycle strategy in 2015 and thereafter monitor, review and update
- critically look at our Local Implementation Plan programme and priorities, producing a cycling delivery and action programme in the light of that review

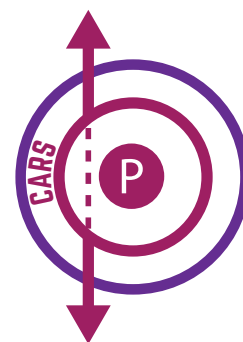
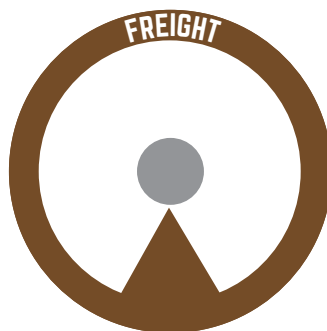
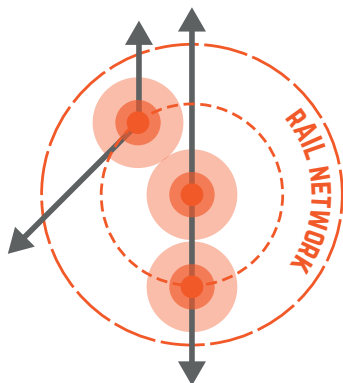


- aim to bring a hire bike scheme to Croydon in 2015 and depending on its success, grow and expand the scheme thereafter
- greatly improve the quantity and quality of cycle parking at East Croydon in 2015 and then look to other important interchanges and places
- deliver our first Quietway connecting from north of the borough to East Croydon by 2016
- aim to connect that Quietway across the Wellesley Road to the retail core and West Croydon by 2017
- by 2016 overcome a significant number of barriers to north-south cycling through the heart of the metropolitan centre
- report progress in terms of outputs (Kilometres of Quietways and new cycle lanes implemented) and outcomes (cycling mode share)

RELIEVING ALL OF THE NEED TO OWN A CAR AND ENSURING EQUALITY OF ACCESS TO THE CAR

Many of the preceding actions are intended to bring about places that are easy, safe and pleasant to move around on foot and by bike and with ready and improving access to public transport. In such places, people will be relieved of the need to own a car. Other European cities show that by providing access to car clubs / car share schemes we can widen access to the car and at the same time lower car use. Knowing that a car club car is always available when needed, means car ownership ceases to be essential and the car club car is used from time to time as part of the individual's travel mode choice mix. We will:

- work with our car club partners and through the planning system to spread car sharing clubs across the borough
- aim to have the first Croydon wide car club operating in 2016



5 A HEALTHY CITY

ENSURING CLEAN AIR IS ENJOYED BY ALL

All of the above actions are aimed at ensuring a Croydon that is better, not just bigger. However there is more that can be done; by widening travel choices and providing the right incentives, air quality in Croydon will be brought to safe standards.

We will:

- roll out a network of publically accessible electric vehicle charging points with continued help from central government and TfL
- use the planning system, Construction and Logistics Planning, plus Delivery and Servicing Planning to reduce the number of goods vehicle journeys. This will enable us to better manage air quality and other impacts
- work with TfL and our other partners to help deliver the London Infrastructure Plan 2050 ambition of 'Minimal Impact Freight' including out of hours, consolidation, last mile by bike and zero-emission vehicles as the norm
- use the planning system to limit the amount of parking provided at new developments, particularly in areas with the highest public transport accessibility. In such areas we will promote and encourage car-free or car-lite development supported by car club access
- look at how the on-street parking system might be used to:
 - influence travel choices;
 - provide incentives to switch to less polluting and more efficient vehicles; and
 - encourage reductions in the number of cars owned by a single household
- review that system to help achieve our objectives.

ENSURING ACTIVE TRAVEL IS AVAILABLE TO ALL

Our desire to see many more people engaged in active travel is not just to make the places of Croydon better. It is also to help:

- the people of Croydon be healthier; and
- overcome the profound inequalities in health in Croydon

Enabling people to be active and gain exercise as part of their daily routine, is key to helping tackle obesity, heart disease, stroke, high blood pressure and diabetes. The active travel rewards to the people of Croydon include improvements to health and mental wellbeing, offering people better life chances in a healthier urban environment.

We will:

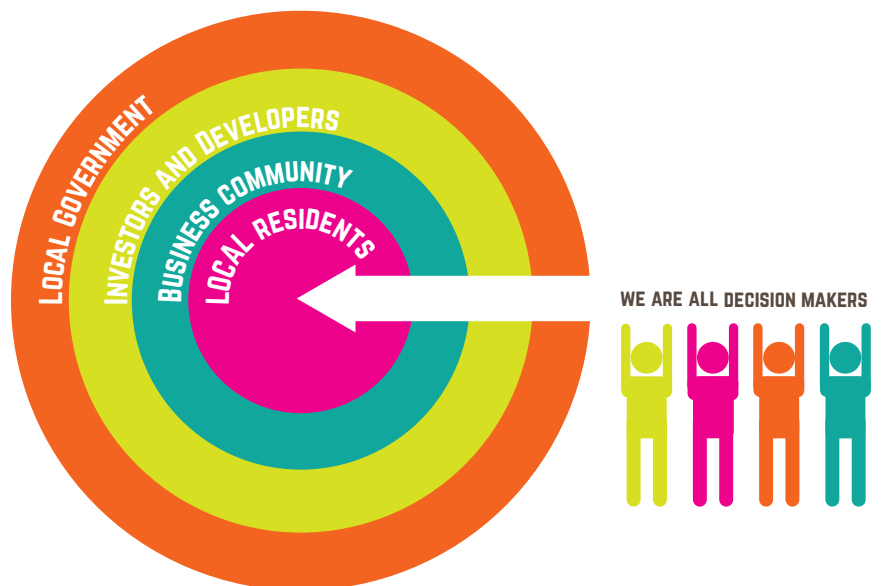
- provide enhanced programmes of cycle training along with cycle confidence and skills building led rides
- continue the recently initiated Bike It programme in Croydon schools
- increase the number of schools with Travel Plans and the number of such plans accredited at Gold, Silver and Bronze levels
- monitor and report outputs in terms of numbers of children and adults receiving cycle training
- monitor and report outcomes in terms of the proportion of children aged 10-11 classified as overweight or obese and the proportion of adults classified as obese
- monitor outcomes in terms of number of older and disabled people being able to access public transport, walk and cycle safely



FIETSBERAAD - COPENHAGEN BIKE PARADE VELOCITY 2010 - PHOTOGRAPHY: WWW.BICYCLECOUNCIL.ORG (CC LICENSED)

MEASURING AND REPORTING SUCCESS

Through a series of road safety, mode share and other indicators, we will regularly measure and report progress towards our ambition of Croydon having a transport system that ranks alongside the most sustainable and 'liveable' cities in the world, where it is easy to get around by tram, train, bus, bicycle and on foot. Together we will work towards achieving this goal, recognising that it will take the breadth of measures set out in this statement, alongside strong political and community ownership and a clear vision to achieve the scale of change Croydon deserves.



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