

Appendix C: Policy review

Local policies

Croydon's urban development plan

This Plan is due to be superseded by the Local Development Framework (LDF). Some saved policies however remain until the LDF is formally adopted:

- Traffic Generation and Development (T2)
- Development and Pedestrians (T3)
- Development and Cyclists (T4)
- Major Developments Close to Public Transport Facilities (T5)
- Parking Space at Rail Stations (T6)
- Parking Standards (T8)

Croydon local development framework

This framework provides a Core Strategy, plus supporting Development Plan and Supplementary Planning Documents, for the Borough with the following specific transport aims identified:

- create a transport network that can cope with increased demand, especially along the A23 corridor;
- expand the tram network;
- improve links to Heathrow and future Crossrail;
- improve orbital links across the Borough; and
- reduce the environmental impact of transport making it easier for people to walk or cycle to their places of work, education or leisure.

Potential transport schemes include:

- improvements to East Croydon and West Croydon stations;
- provision of park & ride in key locations;
- consideration of new car parking provision;
- supporting the Tramlink Extension to Crystal Palace;
- improving the capacity and flow of the A23; and
- investigate the potential routing of the A23 through a tunnel to relieve traffic congestion in Purley Town Centre.

This Strategy will be part of the evidence base for the LDF, but will not be a statutory DPD.

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Croydon metropolitan centre area action plan

The Croydon CMC Area Action Plan [JMP, 2009], part of the LDF DPDs, proposes that Croydon's CMC is developed to become London's third city by 2020. This regenerated centre should be made up of distinct quarters, internally well connected, accessible and sustainable. Transport issues to be addressed include:

- lack of pedestrian network connectivity;
- lack of bus network connectivity;
- capacity issues at stations;
- problems with roads severing pedestrian routes e.g. Wellesley Road; and
- overprovision of car parking spaces.

The transport objectives of the CMCAAP will be considered in more detail in a future Transport Strategy for the CMC.

Croydon's local implementation plan (2010/12)

Croydon's current Local Implementation Plan (LIP) sets out specific proposals to achieve the aims set out in the Mayors Transport Strategy, including identifying funding requirements and options. The Croydon LIP seeks to:

- to continue the expansion of Tramlink;
- to complete the widening of the A232;
- seek ways to improve traffic flow and bus movements along the A23 corridor;
- improve public transport throughout the Borough;
- support and lobby for an extension to the underground system to the north of the Borough;
- improve street lighting, car parks and subways in areas of greatest need;
- introduce localised traffic calming measures aimed at accident reduction;
- develop and launch a "New Deal for Pedestrians", which will include improving access and safety for pedestrians with impaired mobility; and
- develop improved facilities for cyclists.

Croydon community strategy (2008-2011)

As part of the Croydon Community Strategy (2008-2011) there are aspirations to create a safer, stronger and more sustainable communities which promotes public transport and reduces congestion. The Strategic Partnership promotes travel and transport initiatives for the Borough such as:

- the extension of Tramlink;
- reducing the need to travel;
- increasing walking and cycling;
- provision of more bus services;

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- increasing capacity of train stations;
- converting road vehicles to cleaner fuels;
- ensuring new development reduces car parking provision;
- improving the safety of transport infrastructure; and
- improving integration between transport modes.

The long term priority is identified as improving the A23, particularly between Five Ways Junction and Coulsdon where there is a need for significant junction improvement work and a better approach to reducing congestion at Purley Cross.

Croydon air quality action plan (2007-2010)

Croydon Air Quality Action Plan (2007-2010) [Croydon Council, 2007] aims to improve air quality in the Borough by 2010. In summary of the measures proposed include:

- reduction in the number of vehicles idling unnecessarily;
- enforcement of vehicle emissions standards through roadside checks;
- support the Low Emission Zone within London;
- reduced emissions from goods vehicles;
- seek to reduce air pollution on congested sections of the Transport for London Road Network (TLRN);
- establish Croydon as a flagship Borough for the use of hydrogen as a fuel;
- impose and enforce tighter standards on air pollution emissions from construction sites;
- development of a strategy to reduce air pollution emissions from houses;
- investigating the case for banning bonfires in London;
- production of revised planning guidance with respect to improving air quality in the Borough; and
- expansion and improvement of the AirTEXT service, which sends free air pollution alerts to mobile phones when air pollution levels are high.

Rising concerns associated with global warming and human health suggest air quality will be a key driver for change over the period of the plan.

Croydon environment and climate change strategy (2009-2011)

The Croydon Environment and Climate Change Partnership produced a strategy [Croydon Council, 2009b] that outlines a strategic framework for Croydon's response to climate change. The strategy suggests the key challenge is to promote behavioural change to encourage people to switch from the private car to more sustainable modes of transport. In line with Government and the Mayor of London's objectives the strategy lists key target objectives for delivery by 2011:

- reduce congestion and the dependency on car travel;
- reduce levels of air pollution and noise from transport;

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- improve the accessibility and encourage the use of environmentally-friendly modes of transport;
- raise awareness of the impact of transport and travel decisions;
- reduce the risk and perception of risk of danger from the use of all modes of transport; and
- promote sustainable growth in terms of economic development and land-use planning.

It recognises it is a major challenge for the Borough to shift towards lower carbon modes of transportation and commends the contribution Tramlink has made to cutting congestion on local roads. The strategy calls for sustainable transportation to be more pleasant, reliable and sometimes faster through use of travel demand management policies, improving the quality of urban design and environment and the cost of each transport mode reflects its cost in terms of carbon emissions.

A key issue raised is to increase the capacity of train stations particularly at East and West Croydon and making the stations and stops safer and more hospitable. A long term consideration within the strategy is to ensure new development reduces the need for car parking provision through the emerging LDF. The strategy also aims to:

- promote the extension of Tramlink;
- increase walking and cycling and extend cycle and pedestrian routes;
- promote car sharing and car clubs;
- improving integration between transport modes;
- increase the number of local schools and businesses with travel plans and improve monitoring arrangements;
- promote the transfer of freight to the railways through the South London Freight Quality Partnership;
- promote improved orbital communications as part of the "Orbit" multi-modal study, particularly public transport services to nearby centres and Heathrow Airport; and
- provide more buses to outlying locations in the south of the Borough.

Imagine Croydon - Core strategy issues and options

The Core Strategy Issues and Options report is an outcome of the Imagine Croydon consultation [Croydon Council, 2009] that considered the vision for the Borough and identified the opportunities and challenges for Croydon. As a 'place of opportunity' it proposes that Croydon should:

- create a sub regional cultural centre;
- attract university campus facilities;
- create a destination for business, visitors, conference facilities, exhibition space and hotels;
- exploit the extension of the East London Line to Crystal Palace, South Norwood, and West Croydon;
- enhance fibre optic and mobile broad band services; and
- leisure facilities.

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As a 'place of sustainable living' the objectives should be:

- enhance considerably the capacity of East Croydon and West Croydon Station;
- create a 'green grid' across the Borough, linked to the sub regional framework for walking and cycling routes;
- extend Tramlink to areas of new growth in the Borough and beyond;
- consider new forms of passenger transit in the Croydon CMC to improve connectivity between quarters;
- provide new orbital and east-west connections across the Borough; and
- reduce congestion along the A23 corridor.

Imagine Croydon states that "If Croydon is to establish itself as the main driver of growth within South London up to 2031 it makes sense to concentrate growth in the areas of highest public transport accessibility, with the CMC at its core. This may afford us greater protection for our Green Belt and sub urban areas".

With respect to the transport priorities from Croydon the strategy suggests:

- a transport network with increased capacity, particularly along the A23 corridor which needs to be enhanced to reduce severance and pollution impacts on local residents;
- an expanded Tram network with links to Crystal Palace, South West London, Purley and possibly Gatwick;
- improvements to East and West Croydon stations;
- improved links to Heathrow and Crossrail stations;
- better orbital routes across the Borough for both public and private transport modes; and
- make it easier for people to cycle and walk.

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