

Croydon Advisory Forum on Active, Sustainable and Accessible Transport Supplementary Agenda



- 4. Introductions** (Pages 3 - 4)

Members of the Advisory Forum are invited to introduce themselves to the group and briefly describe their areas of interest in relation to the Forum.

- 6. Proposed focus on 'Active, Sustainable, Accessible Transport Plan / Delivery Plan'** (Pages 5 - 10)

To receive a presentation on the Council's early proposals for an Active, Sustainable, Accessible Transport Plan / Delivery Plan.

- 7. The Levelling Up Fund Bid** (Pages 11 - 32)

To receive a presentation on The Levelling Up Fund Bid, and to provide early feedback as we move towards delivery.

8. Presentation on current delivery activities and the evidence underpinning (Pages 33 - 52)

To receive a presentation on Croydon's current Local Implementation Delivery Plan 2022/3 to 2024/5 and Transport for London's 'Guidance on developing Borough Healthy Streets Delivery Plans' and to provide feedback.

9. Questions and Discussion (Pages 53 - 54)

This will be a 15 minute section to address questions raised in advance of the meeting.

Katherine Kerswell
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London Borough of Croydon
Bernard Weatherill House
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Agenda Item 4

<p>Catherine Early</p>	<p>I'm attending on behalf of Croydon Cycling Campaign, part of the London Cycle Campaign.</p> <p>Re outcomes – Croydon Cycling Campaign wants to be kept up to date on progress of schemes and be involved in their design.</p>
<p>Susanette Mansour</p> <p>- Croydon Vision</p>	<p>Croydon Vision is focused on creating a community that protects sight and reducing mild to severe sight loss for the next 100yrs.</p> <p>Partnerships: To increase community activities for people in Croydon by collaborating with other disability organizations; providing transport for people to access community services.</p>

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Active, Sustainable, Accessible Transport Plan/Delivery Plan

Heather Cheesbrough

Director of Planning & Sustainable Regeneration

Planning and Sustainable Regeneration

Sustainable Communities, Regeneration & Economic
Delivery

The Relevant Policy Framework

- The London Mayor's Transport Strategy (2018 & revised 2022)
- Third Local Implementation Plan (2018)
- Croydon Local Plan (2018)
- Transport Vision for Croydon (2015)
- Croydon's Cycle Strategy 2018-2023
- Croydon's Draft Parking Policy 2023
- National Policy and Guidance

The London Mayor's Transport Strategy

- Sets the strategic direction for next 20 years
- Integration of land use and transport, and the provision of a robust and resilient public transport network
- Aims to reduce dependency on cars in favour of increased walking, cycling and public transport use

The London Mayor's Transport Strategy (MTS)

- Overarching aim is 80% of all journeys in London to be made by sustainable means (foot, by cycle or public transport) by 2041. Croydon is currently at 49%.
- Three priority themes for delivery:
 - Healthy streets and healthy people
 - A good public transport experience
 - New homes and jobs

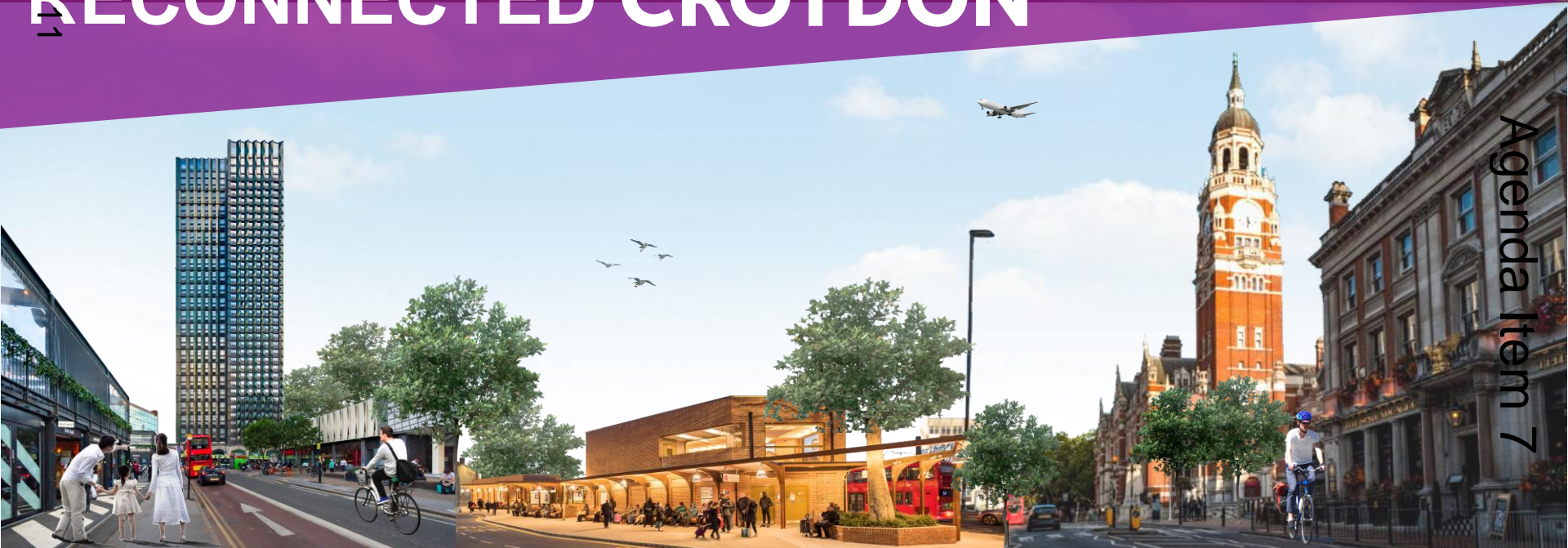
Third Local Implementation Plan (2018)

- Sets out Croydon's priorities and proposals to support and implement:
- the Mayor of London's Transport Strategy (MTS) objectives and priorities;
- London Plan growth objectives; and the Corporate Plan and Local Plan ambitions,
- to deliver 'Good Growth', ensuring that a future Croydon and London are not just bigger but are even better places.

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RECONNECTED CROYDON



Croydon's Vision

Reconnect, Refresh, Revitalise and Regenerate

A thriving and prosperous place, Croydon will be a town centre greater than its sum of parts, by reconnecting cherished destinations with new audiences, communities and customers to provide a varied and dynamic offer.

Benefitting from world class education and culture and a unique local vibe; it will provide a vibrant town centre neighbourhood, to attract and build a new residential community, who will experience new concepts in leisure and retail.

Croydon will be the start-up location of choice and the place for culture, technology and innovative enterprises to thrive.

The Opportunity

Croydon is at a turning point for deciding its future.
New investment is already driving the change....

.....but physical barriers threaten progress and undermine efforts for sustainable transformation.

Page 13



Barriers to Growth

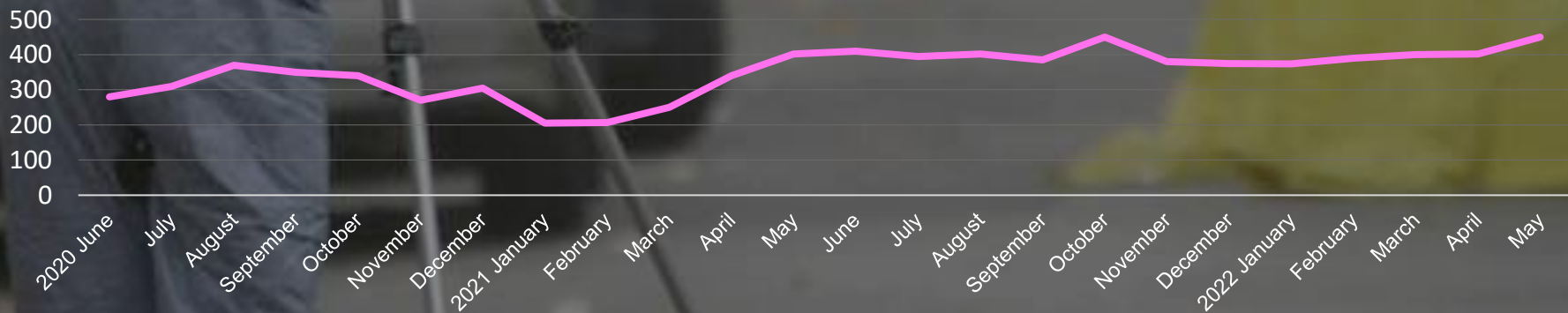
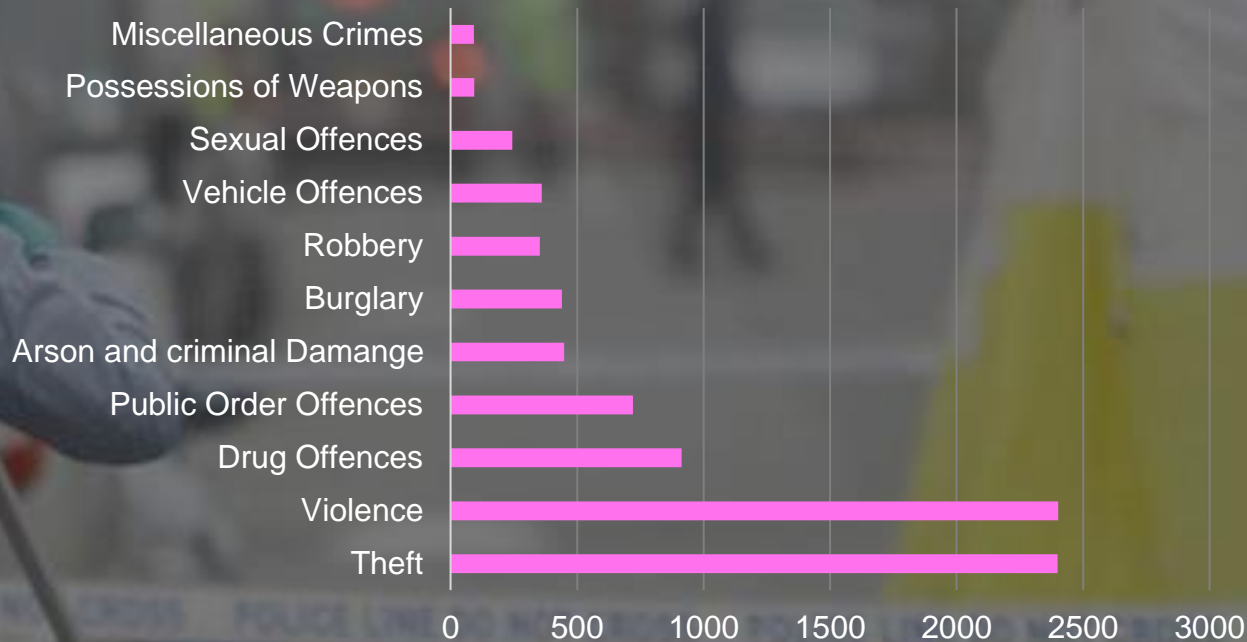
Page 14



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Barriers to Growth

Page 15



Barriers to Growth

Page 16



‘Croydon sees most air pollution deaths in London’

SW Londoner 2021

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Assistance

SPREAD OPPORTUNITIES AND IMPROVE PUBLIC SERVICES, ESPECIALLY IN THOSE PLACES WHERE THEY ARE WEAKEST

Skills: *The intended infrastructure investment will help to unlock the anticipated further growth of the education and upskilling offer within the town centre and place these opportunities within easy reach of a much greater number of people.*

Health: *The interventions identified for funding in the Reconnected Croydon programme are driven in a large part by their potential impact on improving health and well-being in the borough through improved air quality, increased levels of walking and cycling and through new accessible, inclusive green and open spaces within the heart of the town centre.*



LEVELLING
— UP —

Assistance

RESTORE A SENSE OF COMMUNITY, LOCAL PRIDE AND BELONGING, ESPECIALLY IN THOSE PLACES WHERE THEY HAVE BEEN LOST

Pride in Place: Years of decline in Croydon has stripped residents and businesses of the pride they once held in the town. Through new investment in education, cultural and leisure, this pride is beginning to be restored. The reconnected Croydon programme will physically transform the town centre and act as the catalyst to reimagining it as a place of significant community and local pride.

Crime: Serious crime and anti-social behaviour has long defined Croydon town centre, with particular hotspots in key areas. The public realm improvements in the reconnected Croydon programme have been specifically designed to address failures in the urban fabric which are significantly contributing to crime. The investment will unlock the wider education and enterprise opportunity for the town centre, providing new employment opportunities for local residents.



**LEVELLING
— UP —**

Reconnected Croydon



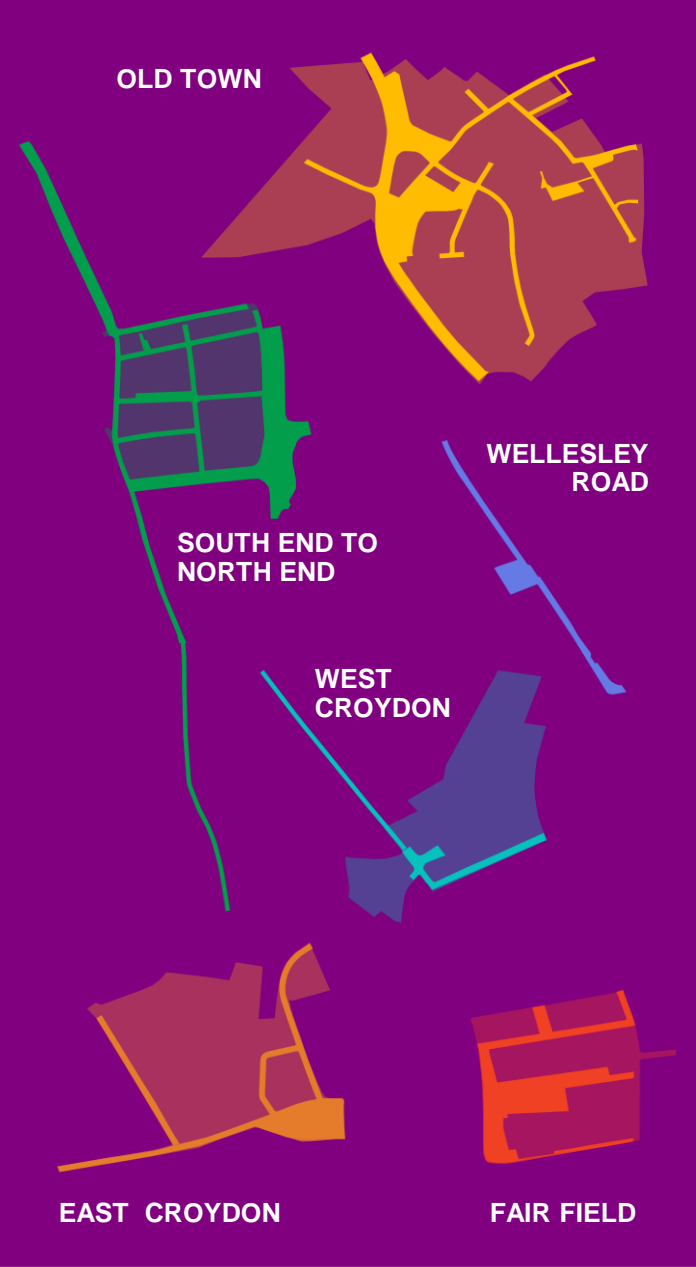
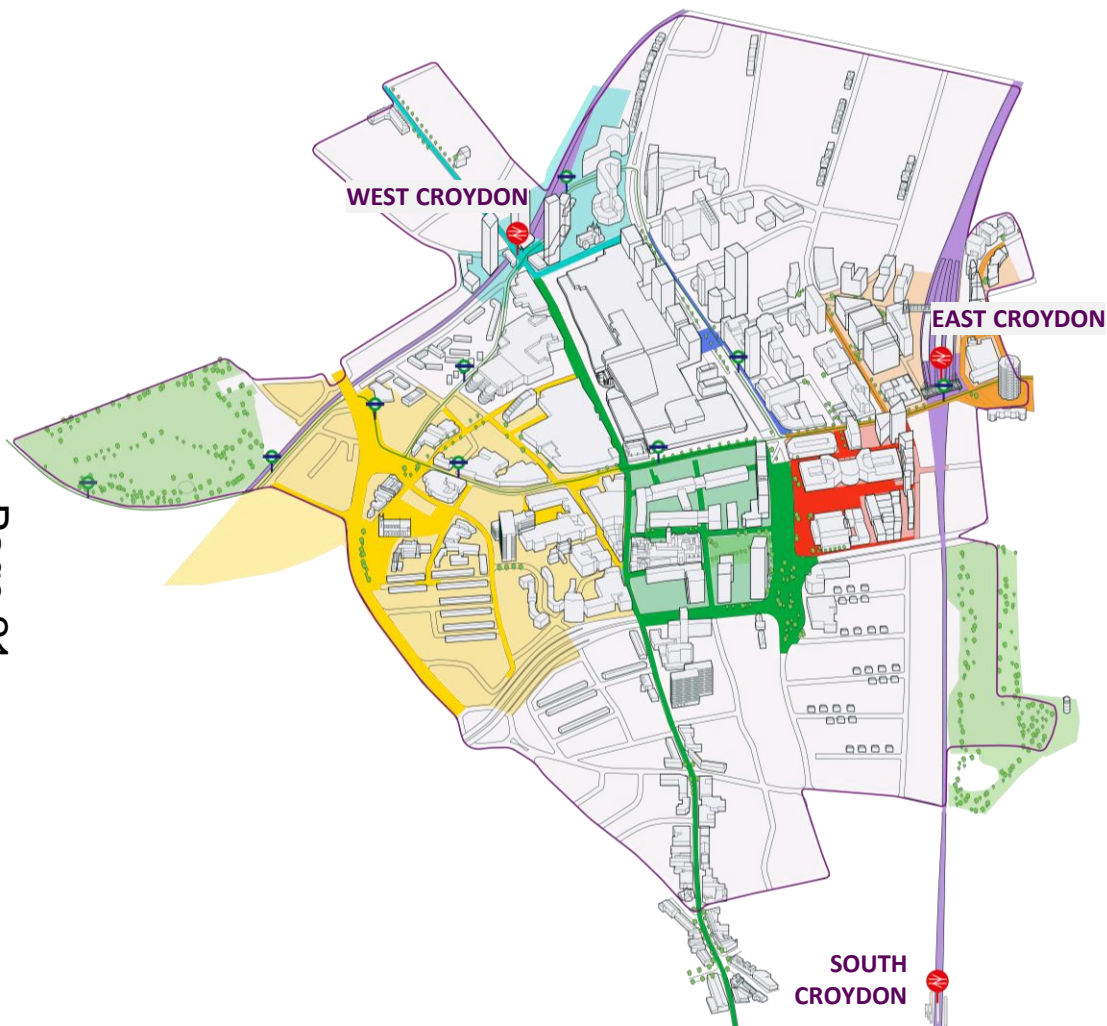
Masterplans



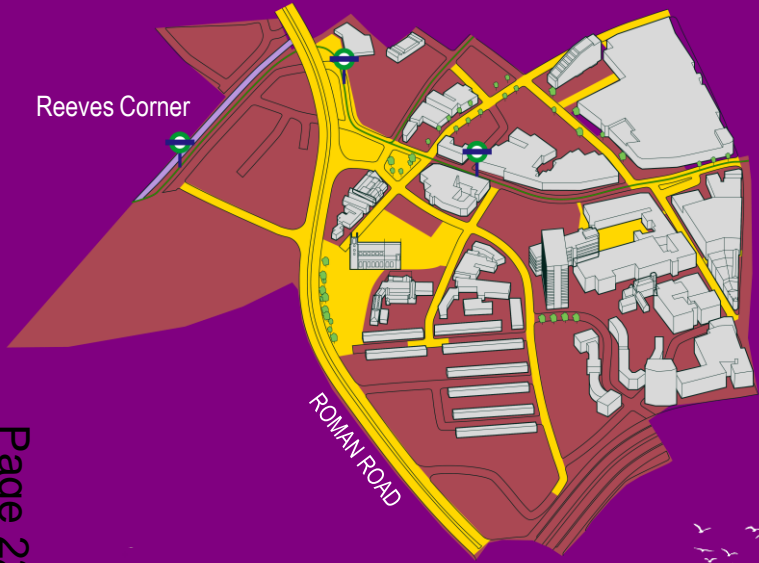
Page 20



Intervention Areas



Intervention Areas



Page 22



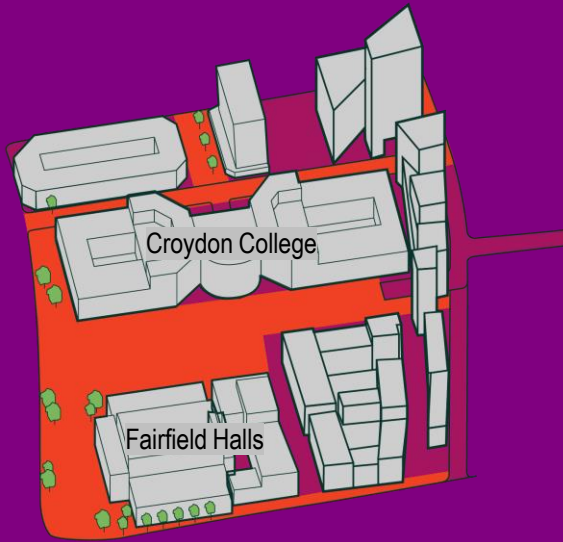
Walking, cycling, public realm,
east-west connectivity

LUF request: **£3.9m**



OLD TOWN

Intervention Areas



Page 23



Walking, cycling, public realm

LUF request: £11.8m



FAIR FIELD

Intervention Areas



Whitgift Centre

Wellesley Road

Page 24



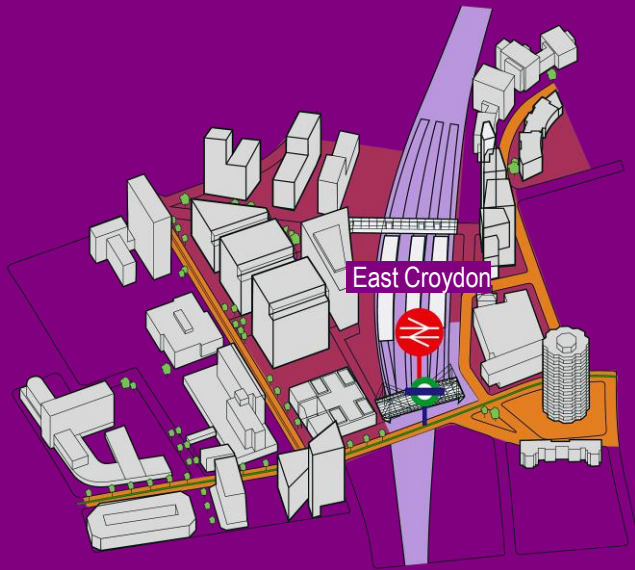
Walking, cycling, environmental enhancements

LUF request: £1.4m



WELLESLEY ROAD

Intervention Areas



Page 25



Walking, cycling, bus priority and public realm

LUF request: £0.5m



EAST CROYDON

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Intervention Areas



Page 26



Walking, cycling, public realm,
better connectivity

LUF request: **£0.7m**



WEST CROYDON

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Intervention Areas



Whitgift Centre

Page 27

Walking, co-designed public realm improvements and way-finding

LUF request: £0.7m



SOUTH END TO NORTH END

The Ask

Project Name

Estimated LUF request



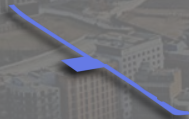
**OLD TOWN LIVEABLE
NEIGHBOURHOOD**

£3.9m



FAIRFIELD

£11.8m



WELLESLEY ROAD

£1.4m



EAST CROYDON

£0.5m



WEST CROYDON

£0.7m



SOUTH END TO NORTH END

£0.7m

£19.9m

Impact

Croydon town centre is a hub of social & economic prosperity



Croydon town centre is known for being an accessible, safe and inclusive environment.



Croydon town centre is healthy, green and pleasant.



Investors have confidence in Croydon.



Students choose Croydon's educational institutions.



Croydon becomes a residential neighbourhood of choice.



New arts and cultural programmes are attracted to Croydon town centre.



New retail, hospitality and leisure businesses choose to locate in Croydon.

Outputs & Outcomes

LUF Outputs

- Green or blue space created or improved
- Public realm created or improved
- New trees planted
- New or improved cycle ways
- Public transport improvements through bus priority measures along Wellesley Road.
- New or improved pedestrian paths
- New civic space created

Immediate Outcomes

- Improved connectivity across the town centre
- Improved environment
- More residents cycling
- More residents walking
- Fewer car journeys made to Croydon town centre.
- Residents, businesses and visitors are safer in Croydon town centre.
- More students attracted to study at one of Croydon town centre's educational institutions.
- More people choose to live in Croydon town centre.
- Improved connectivity east-west and north-south
- New footfall throughout the town centre.
- Increased accessibility to cultural and educational programmes and facilities.

LUF Outcomes

- Change in footfall
- Change in vacancy rates
- Change in perceptions of place (business, residents and visitors)
- Change in business investment
- Change in business sentiment
- Change in consumer spending
- Change in the number of students enrolling/completing FE and HE courses
- Change in the health of residents (physical and/or mental)
- Change in cycle flow
- Change in pedestrian flow
- Change in passenger experience/satisfaction
- Change in air quality
- Change in the number of visitors to cultural venues



London Borough of Culture 2023



CROYDON



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LIP Delivery Plan and Evidence

2024/5 Programme

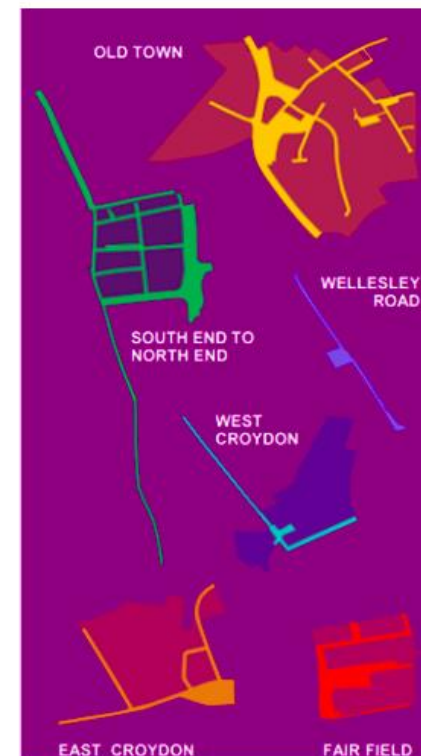
- Focus on the Mayor's Business Plan aim to Support the regeneration of Croydon's town and district centres
- Better planning and delivery
- Stronger engagement
- Delivers improvements to the public realm alongside transport and highways measures (such as crossings, cycle lanes, and bus lanes)



Local Implementation Plan Programme 24/25

- Central Croydon (£1,800,000)
- Corridors (£1,025,000)
- Neighbourhoods (£375,000)
- School Streets (£250,000)
- Road Safety (£200,000)
- Active Travel (£394,000)
- Bus Priority (£550,000)
- Cycle Parking (£100,000)
- Cycle Training (£130,000)

Intervention Areas



Central Croydon projects

- Removal of pedestrian subways and replacement with surface level crossings
- Quality of 'Streetspace' schemes upgraded with improved public realm / waiting and loading
- Improved pedestrian and cycle connections
- Bus priority / access improvements



Central Croydon

- Schemes are underpinned by the Opportunity Area Planning Framework and Town Centre Masterplans
- Levelling Up Fund proposals being integrated with LIP Projects
- Further engagement (including Active, Sustainable and Accessible Transport Forum)

The Croydon Opportunity Area Planning Framework identified the following six principles for delivering an improved public realm and movement network in the town centre over 20 years. These are indicative diagrams and it is recognised that there are a variety of design arrangements that could also deliver on these principles. The exact details would be decided on a case-by-case basis. All six principles may not apply to each town centre project directly but provide an important context which needs to be understood together.

<p>1. Creating a permeable core by breaking down large urban blocks -connecting Croydon through a simple, legible public realm network</p> <p>Central Croydon's public realm is dominated by large-scale infrastructure and slab blocks, leaving a disjointed and incoherent environment for active travel and public transport users. Improving connectivity by fixing missing links in the public realm network will increase the accessibility and viability of existing commercial space, and unlock new sites for development.</p>	<p>2. Improving the arrival spaces at East and West Croydon stations</p> <p>The public realm around key entrances to central Croydon including East and West Croydon need upgrading to create a positive first impression for potential investors, tenants and visitors. New, high quality, welcoming spaces will provide orientation and legible, direct routes to Croydon's retail and commercial core.</p>	<p>3. Improving the High Streets -strengthening Croydon's retail commercial core</p> <p>Relatively high levels of vacancy are a symptom of the gradual decline of Croydon's retail core. There is potential to attract a much improved retail offer with stronger connections to the surrounding town centre and a better condition streetscape.</p>
<p>4. creating a network of high quality routes and public spaces</p> <p>Delivery of public realm to form a joined up active travel network. Croydon's poor quality environment is a major barrier to investment. The development potential of a number of key regeneration sites could be unlocked by improvements to their surrounding public realm, making areas more attractive for new businesses or residents by providing a high quality setting that will attract investment and</p>	<p>5. Creating an east-west route from East Croydon to Old Town through the retail core</p> <p>A new 24-hour publicly accessible east/ west connection from East Croydon to Old Town will help break down the current impenetrable shopping malls. This will allow improved movement options for active travel across the whole of the day and will bring new life into the retail and commercial core.</p>	<p>6. Improving Wellesley Road</p> <p>Wellesley Road, Park Lane, and the Croydon Flyover currently perform an important transport function. The aspiration is to change the character of these roads to reduce the severance to help knit the Croydon Opportunity Area back together and transform these roads road into a quality urban space.</p>

East Croydon –Dingwall Road Feedback via surveys on the Council's 'Get Involved' platform:

- The replacement of the semi-segregated cycle track south of Lansdowne Road with a 'stepped track' / track at footway level
- Further planting of trees and other greenery
- Further loading facilities
- Renewal / improvement of the footways (away from existing/proposed construction sites)

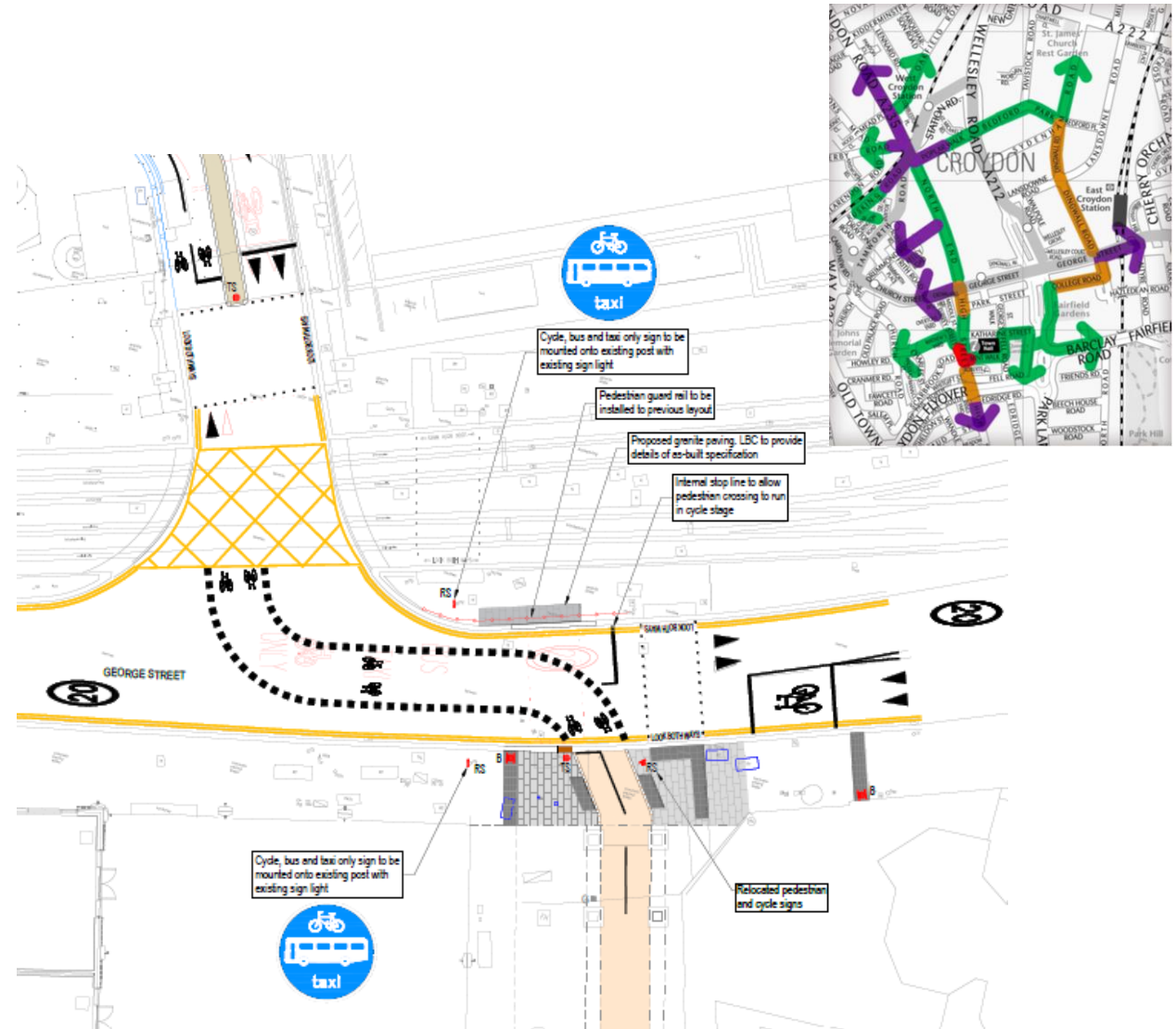
One-way is important in removing traffic to allow creation of Wellesley Road Crossing



College Road / George Street

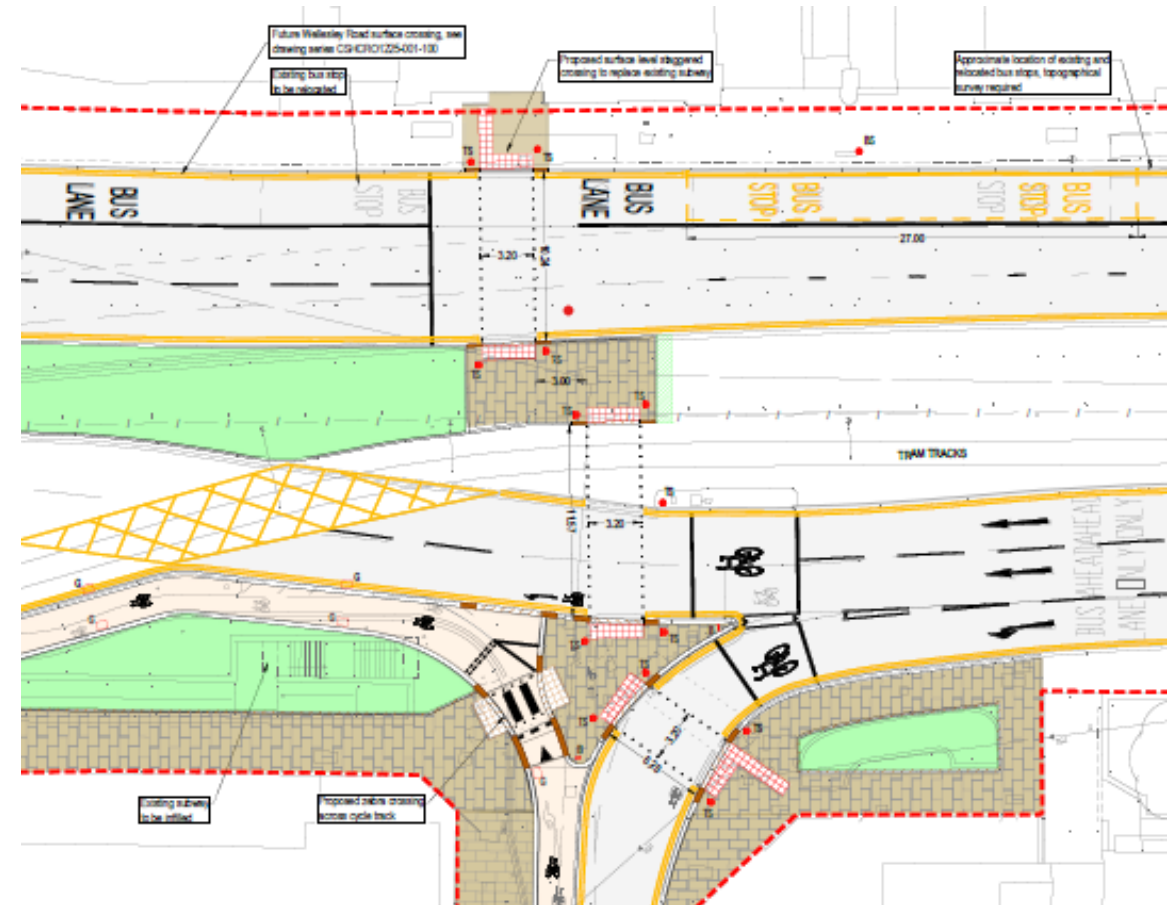
The next phase of the eastern part of the 'Cycle Ring':

- Signalised cycle crossing on George St between Dingwall Road and College Road
- Extend the cycle track onto College Road
- Additional pedestrian safety measures
- Improvements to the George Street fence and landscaping
- Fairfield masterplan envisages College Road as a pedestrian priority space
- Further engagement / traffic orders needed.



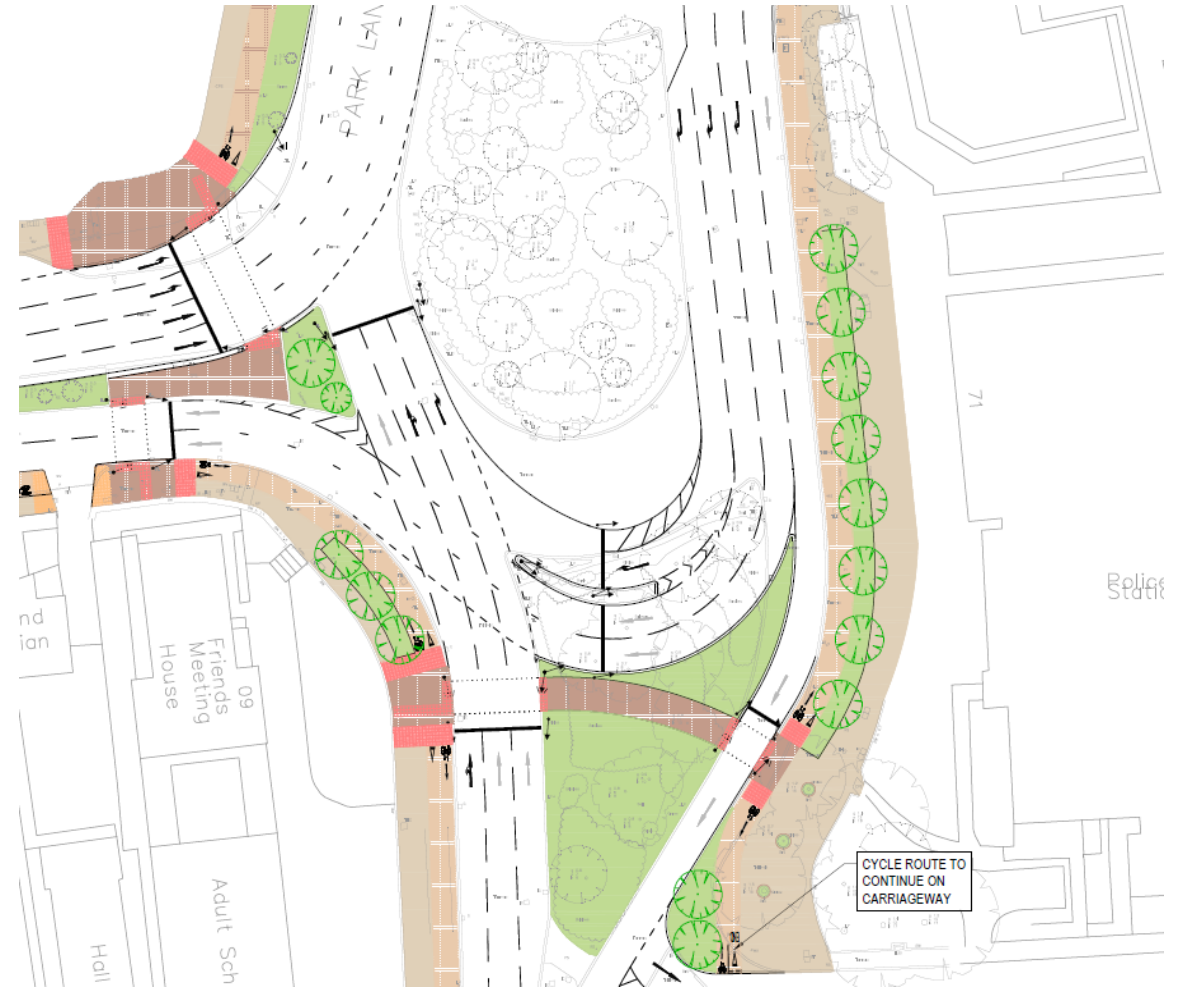
Wellesley Road Crossing

- Removal of the Whitgift – Lansdowne Road pedestrian subway
- Replacement with a surface level crossing
- Improved and extended greening proposals and repaving
- Improved cycle safety across tram tracks and connection to Dingwall Road
- Further engagement / traffic orders needed



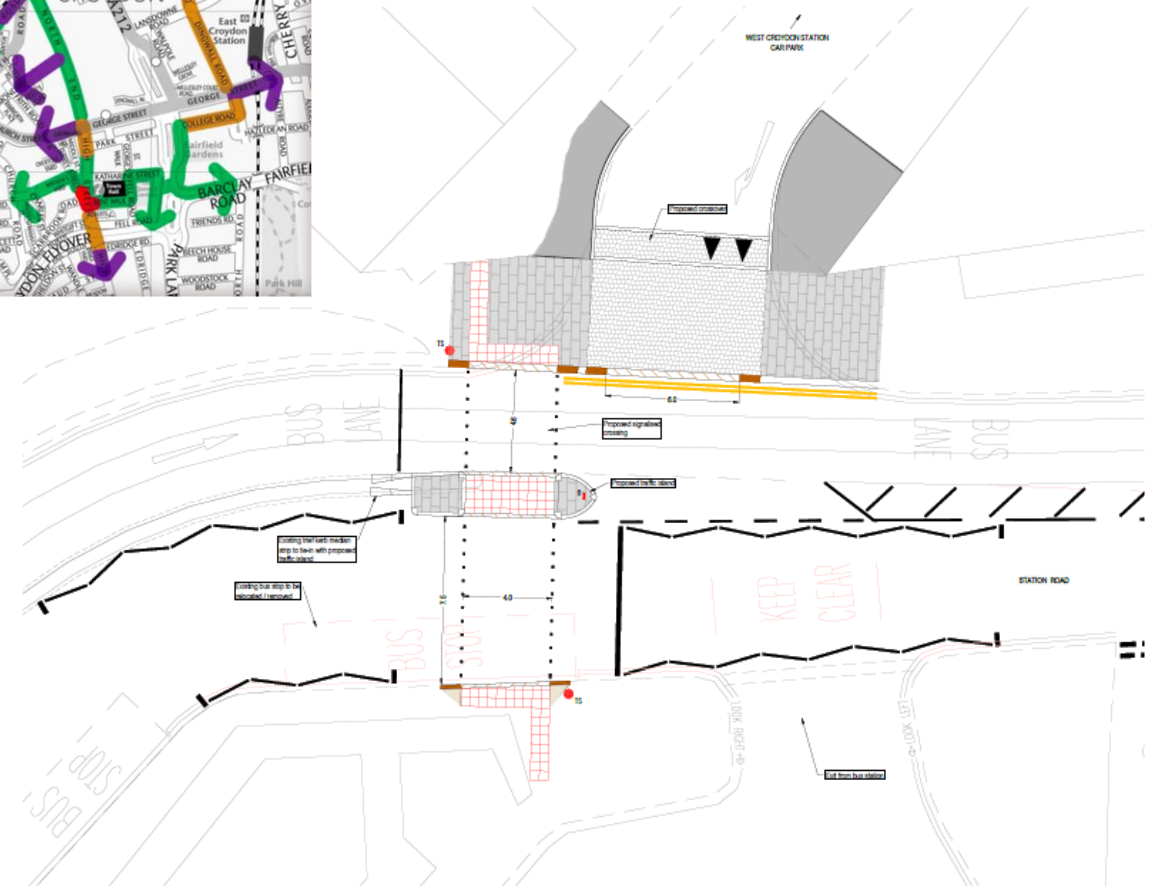
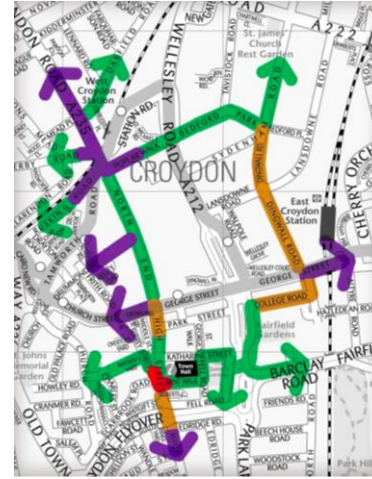
Park Lane Crossings

- Removal of the pedestrian subway
- Replacement with a surface level crossings
- Improved and extended greening proposals and repaving
- New cycle tracks and segregation existing shared footway / cycleways
- Further engagement / traffic orders needed (including TfL)



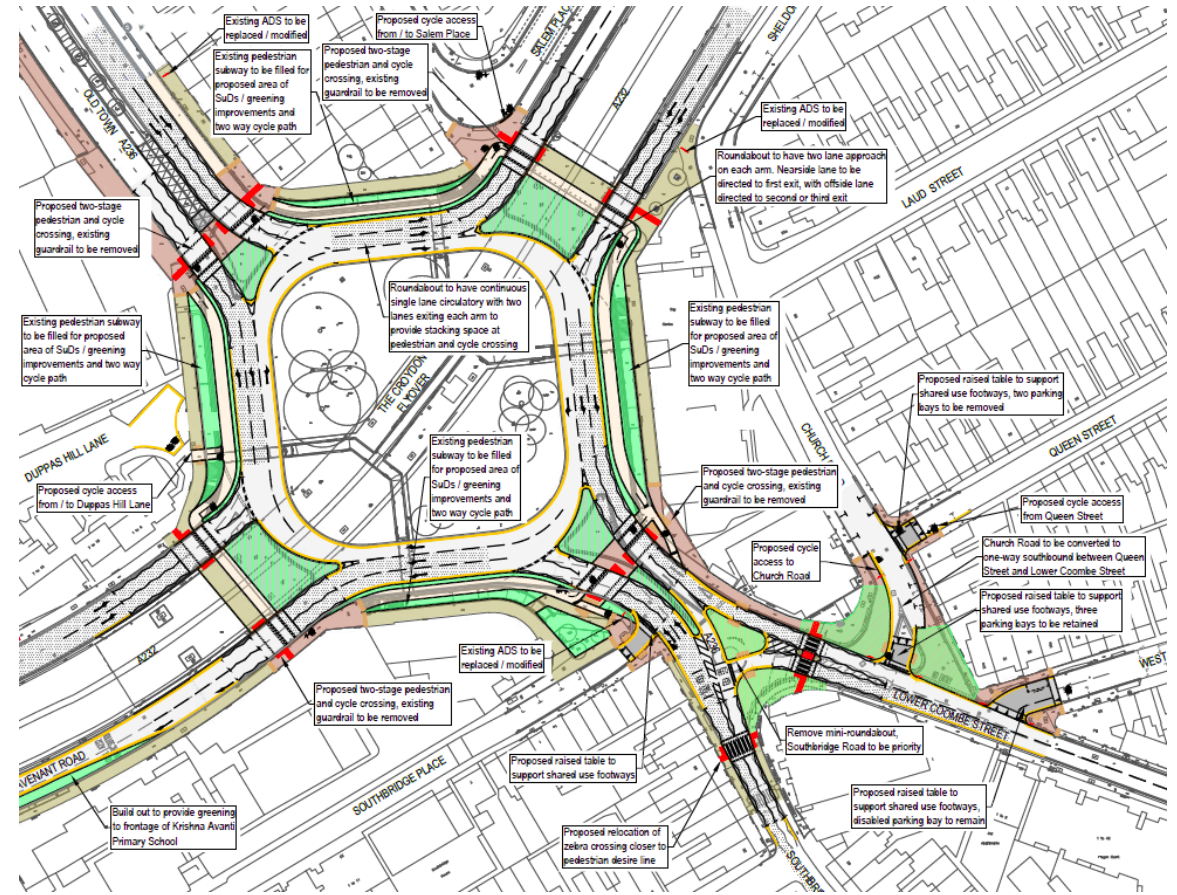
West Croydon Station

- Next phase of the northern part of the cycle 'Ring Route'.
- Pedestrian crossing across Station Road connecting West Croydon Station and Bus Station
- Improvements to West Croydon Station car park / access to London bound platforms
- Further engagement / traffic orders needed (including TfL / London Trams)



Old Town Roundabout

- Removal of the pedestrian subway
- Replacement with a surface level crossings
- Greening proposals and repaving
- New cycle tracks and segregation of existing shared footway / cycleways
- Further engagement / traffic orders needed (including TfL)



Reeves Corner

Identified in the Old Town Masterplan:

- Footway level cycle track providing extended
- Safety improvements needed (raised by London Trams)
- Improve the quality of the public realm, including the Booth Road subway and car park entrance



Old Town Cycle Contraflows

Identified in the Old Town Masterplan:

- Allow two-way cycling
- Additional parking identified
- Renew footways / improve drop crossings
- Tree planting



High Street Project reset:

- Upgrade cycle track south of Scarbrook Road
- Tree planting / other greenery
- Improve loading facilities
- Renew footways
- Stronger engagement

Intervention Areas



Whitgift Centre

Walking, co-designed public realm improvements and way-finding

LUF request: £0.7m



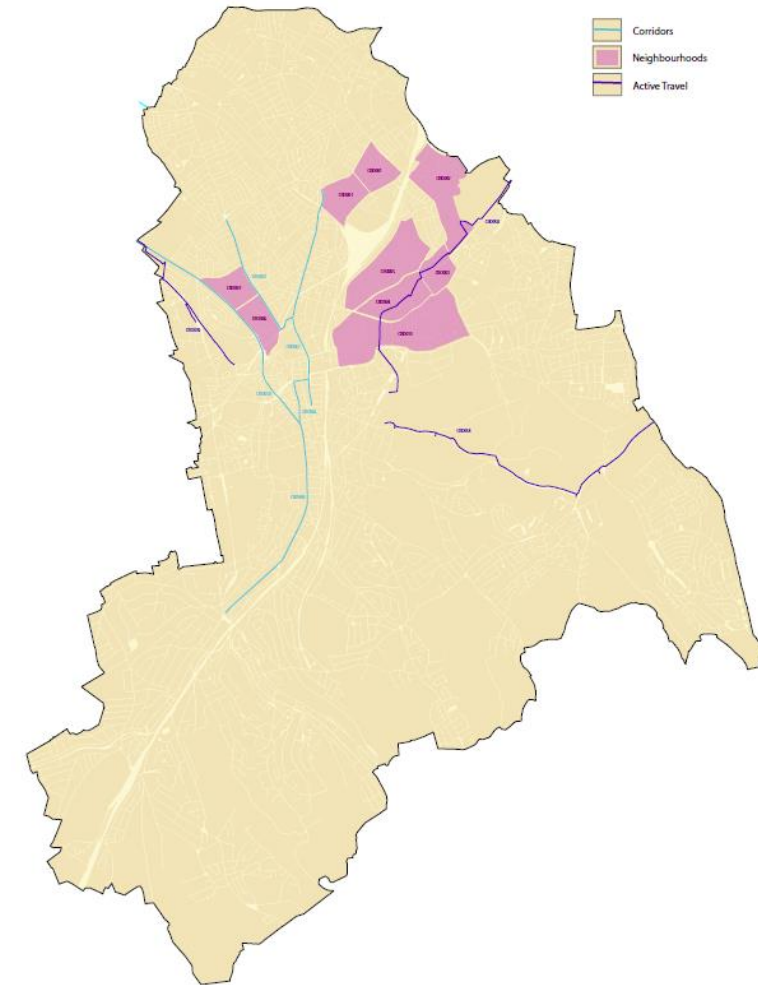
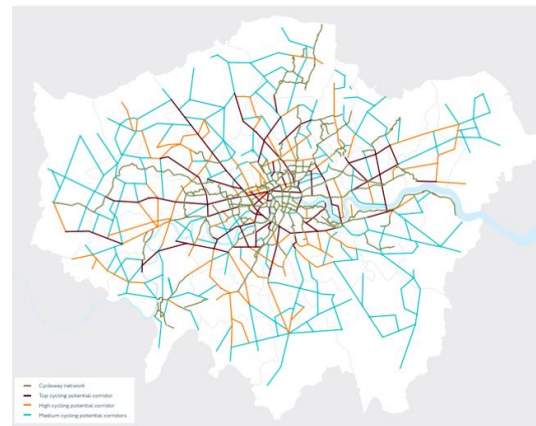
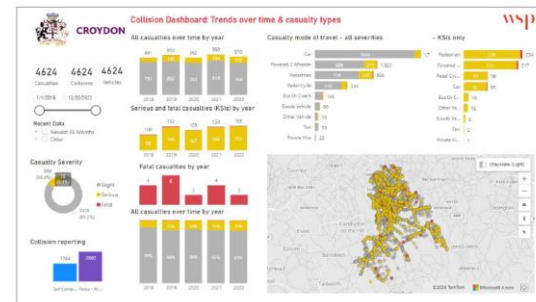
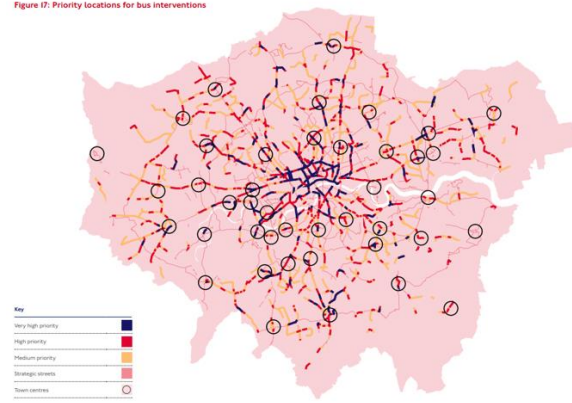
SOUTH END TO NORTH END

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Beyond the Central Croydon

- Corridors, Neighbourhoods, Active Travel and Road Safety Projects
- Integrated projects
- Better planned delivery
- TfL data
- New Road Safety data
- Stronger engagement

Figure 17: Priority locations for bus interventions



Brighton Road North

- Community request for pedestrian crossing from Whitgift Care Home to Sainsburys local
- Opportunity for further community engagement to develop / co-design proposals



London Road Project reset:

- Public realm upgrade
- Continue to promote active travel
- New zebra crossings proposed
- Improve bus priority, road safety, waiting and loading and parking
- Stronger engagement

Intervention Areas

West Croydon

Whippl Centre

Walking, cycling, public realm, better connectivity

LUF request: £0.7m

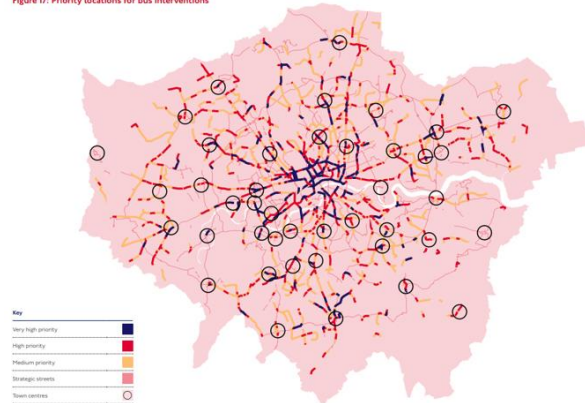
WEST CROYDON

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Bus Priority

- Integrated into other projects (Croydon Town Centre and Corridors)
- Freestanding project to create a new right-hand turn into Addington Village Interchange from Lodge Lane
- TfL bus data

Figure 17. Priority locations for bus interventions



Thank you

Tom Sweeney

Programme Manager – Strategic Transport

Planning and Sustainable Regeneration

Sustainable Communities, Regeneration and
Economic Recovery Department

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Agenda Item 9

Croydon Advisory Forum for Active, Sustainable and Accessible Transport.

Questions

Name:	Question:
<p>Dr Yusuf Ali Osman</p> <ul style="list-style-type: none"> - Access Advisory Panel for Govia Thameslink Railway - Resident representative on the council's Health and Social Care Scrutiny Subcommittee and Health and Wellbeing Board. 	<ol style="list-style-type: none"> 1. Will the council agree to undertaking Equalities Impact Assessments prior to implementing any future experimental orders related to transport or the physical environment? 2. How can the council better use its own expertise such as contained within the Sensory Impairment Team to ensure that the interests of residents with disabilities are properly considered prior to any decisions being reached?
<p>Marcus Boyle</p> <ul style="list-style-type: none"> - Croydon Living Streets 	<ol style="list-style-type: none"> 3. What measures will you put in place to help LB Croydon employees to achieve good practice with regard to pavements? 4. (Photographs of bins blocking pavements can be supplied. Photographs of LB Croydon vehicles parked on pavements can be supplied.) 5. How will you be working with delivery companies to ensure that their drivers are considerate towards the communities that they serve? 6. (Photographs of Royal Mail, DPD, Amazon vehicles parked on pavements and/or double yellow lines can be supplied.) 7. What will you do to support schools to educate parents about responsible parking and driving? (Can supply an email from Head Teacher at Cypress Primary School) 8. What will you do to support schools to ensure School Streets continue to be a success and are installed? (Currently a delay at Harris City Academy Crystal Palace. Other suggestions are Broadmead Primary, St Mary's Catholic J & I, Robert Fitzroy) 9. What plans are there to expand 20mph? Suggested roads are Church Road (SE19), South Norwood Hill, Whitehorse lane.

Questions

	<p>10. When will there be enforcement of 20mph limits being exceeded? Particularly problematic on Auckland Road, Woodvale Avenue, Southern Avenue and Grange Road.</p>
<p>Charles King MBE</p> <ul style="list-style-type: none"> - Chair of the East Surrey Transport Committee representing public transport Users in Croydon, part of Sutton and North East Surrey - Chair of Croydon Disability Forum 	<p>11. When will the pre-covid timetable be restored to reduce the gaps in the present metro timetable?</p> <p>12. What is the progress on the “Access for All” at South Croydon?</p> <p>13. Now the CARS scheme has been paused. Will Network Rail still progress Step Free Access at Norwood Junction?</p> <p>14. On Bus diversions Why is there routes failure to use previous routes leaving whole areas without buses?</p> <p>15. When will Central Croydon bus stop changes take place?</p> <p>16. What is the progress on Sutton and Croydon route changes?</p> <p>17. When will the Friday and Saturday night service be restored on route 154 now the night tube service has been restored?</p> <p>18. The Borough has continually asked for an additional stop on Purley Way Super loop SL7 when will this happen?</p> <p>19. What is the terminal stop in central Croydon for Super loop SL5 Croydon?</p> <p>20. What is the timetable for replacement Trams?</p>