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Lead for Planning and Regeneration

**Environment, Transport
and Regeneration
January 2020**



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Lead for Environment and Transport

Tree Planting Programme

After a successful first year, the council's Street Tree Planting programme is set to break its target again by planting 850 street trees, mainly concentrating in Wards located in the north of the Borough, where air pollution is worst.

Since our last Bulletin, the Project has been successful in obtaining grant funding of £360k from the Urban Tree Challenge Fund, *"A £10 million scheme to plant more than 130,000 trees across England's towns and cities which forms part of the government's commitment to plant one million urban trees by 2022"*, to plant 800 street trees in 2020/21. *We will be concentrating the tree planting in Wards which have been identified by the Forestry Commission to having a 20% lower tree canopy than other areas of the Borough.*

I was delighted to be involved with the National Tree Week (late November) and met up with a local resident, who campaigned for planting flowering Cherries on Cherry Tree Green. This initiative was achieved by funding from the Mayor's Greener City Fund which will also provide trees at several 'sheltered' housing sites located in the north of the Borough; I am very proud of this particular project as we are bringing trees to people who in most cases do not have the ability to visit their local green space or walk down a tree lined street.

Now it is 2020, the Country will be gearing up for the Tokyo 2020 Olympics and as part of this exciting event, we have been awarded 80 Sakura Cherry trees from the Japanese Society last year; we have been waiting patiently for the trees to finish their quarantine period and looking forward to seeing them being planted this coming November. The Trees & Woodlands team are currently working in partnership with the Friends of Addiscombe Recreation Ground (30 trees) and Sanderstead Recreation Ground (50 trees) to deliver this exciting community project.



Electric vehicle charging points set to make a green start to 2020

New charging points for electric vehicles across Croydon are set to go live over the coming weeks with plans already underway for 42 more to be installed over the coming months, following Croydon being awarded £126,000 from London's *Go Ultra Low City* fund.



Electric vehicles can soon be charged from 18 new public charging points installed by the council, to enable residents to charge their electric car overnight. These Ubitricity bollards are powered from lampposts across Croydon.

Once the bollards are live residents can scan the QR code on the charging point to take you to the Ubitricity app. Users have the choice of 'pay as you go' (PAYG) access - just plug in, enter your payment card details and charging starts – or the option to buy a special cable, which gives you a lower fee. See: https://www.ubitrlicity.co.uk/residential_charging/how-to-charge/

As these are being activated the locations for 42 more lamp column bollard charging points set to be installed over the coming months are being finalised, and a further 50 fast and 4 rapid chargers, as part of the borough's commitment to install 400 charging points by 2022.

We are committed to combating air pollution and tackling the climate and ecological emergency we all face. Introducing electric charging points makes it easier for drivers to use electric vehicles. We are always looking for suggestions to put these charging points as we work towards making Croydon London's greenest borough.

You can see a full list of charging points [online](#) or suggest your own by emailing strategictransport@croydon.gov.uk or on [powermystreet](#).

School Streets Update

Our award-winning School Streets programme improves safety and air quality at the school entrances and help encourage active travel. Walking and cycling to school benefits children's health and wellbeing. A survey of head teachers (published by UK100 in August 2019) suggests that children who walk or cycle arrive at school more alert, happier and ready to work. Head teachers at schools within the existing Croydon schemes also report improved punctuality and an uptake in their breakfast clubs. The School Streets thereby contribute to both better learning opportunities and health

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outcomes for the children. This is something that parents, schools and the Council all agree is a positive outcome.

8 School Streets are now operational in Croydon. A further 3 are about to go live in February 2020, which concludes the 2019/20 programme. The 2020/21 round has already identified 10 new locations, which are currently being developed in engagement with the schools, local residents and businesses. The subsequent statutory consultation outcome is expected to be considered at TMAC over the Summer, with the favourable new schemes coming into operation in the second half of 2020.

The 10 proposed new School Streets were instigated by requests from the schools and/or residents, in the following locations:

- Oasis Academy Ryelands, Oakley and Sandown Road, Woodside
- Keston Primary School, Keston Avenue, Old Coulsdon
- Kingsley Primary Academy, Thomson Crescent and Chapman Road, Broad Green
- Downsvie Primary School, Marston Way, Norbury Park
- Ridgeway Primary School, Southcote Road, Sanderstead
- Harris Primary Academy Hailing Park, Haling Road, South Croydon
- St. Joseph's Catholic Junior School, Woodend, Crystal Palace & Upper Norwood
- Ecclesbourne Primary School, Attlee Close, Bensham Manor
- Harris Academy Purley Way, Propeller Crescent, Waddon
- St Thomas Becket Catholic Primary, Dickenson's Lane, Woodside

A summary review of all school locations in the borough has identified 50 schools with potentially favourable conditions for a School Street. The programme to reach out to these schools and consult on proposals will take until 2022/23.

Highways Improvements – Zebra Crossing Facilities

As part of the annual highway improvements programme, 4 new zebra crossings are being proposed for implementation at the following locations:

1. Portland Road (outside No.77) - Woodside Ward
2. Auckland Road (outside No.70) - Crystal Palace & Upper Norwood Ward
3. Hermitage Road (outside No.90) – Crystal Palace & Upper Norwood Ward
4. Hayes Lane (outside No.131) – Kenley Ward

The zebra crossings are being proposed to prioritise pedestrian movement by providing a safe controlled crossing point. Some of the new crossings are being proposed on a raised tables (a large flat top road hump), which should result in a reduction speed, improving overall safety for all road users. Subject to the outcome of statutory consultation expected to end on 23 January 2020 the crossing facilities have been programmed to be implemented by March 2020.

Hundreds of new cycle storage spaces coming to Croydon

Residents will soon benefit from more than 300 spaces in new secure cycle storage areas across the borough as part of a council drive to encourage sustainable journeys.

New secure cycle hangars, each taking the space of a single parking space but housing up to six bicycles, and individual bike stands will be installed around the borough by the end of March.

The facilities are funded through a £166,000 grant from Transport for London's Cycle Parking Implementation Scheme, which adds to the council's major investment in cycle parking and storage infrastructure.

The council has an ongoing programme to install Cyclehoop [bike hangars](#) where residents have asked for secure on-street storage facilities, as part of efforts to increase opportunities to cycle across Croydon.

Cyclists can register for a space in a cycle hangar online for a small annual fee and will be given a key to access the hangar.

The new cycling facilities will be installed across Croydon, including in Norbury, Crystal Palace and Broad Green. Some 35 of the hangars will be installed around council estates including on Nelson Close and Tamworth Road with 20 others going into other public areas.

Installing secure cycle storage facilities where they're most needed will help make it easier for more people to own and use bikes as we seek to increase the number of sustainable journeys in our borough.

These measures are part of a concerted effort by the council to tackle the climate and ecological emergency the borough faces.

Contact cycling@croydon.gov.uk to ask about installing a cycle hangar. You can register for a cycle hangar or find out more about existing hangars [online](#).

Dockless Bike Hire Schemes – Support for a Pan London Bye Law

The Council is giving authority to London Councils (the pan-London body representing London local authorities) to make a by-law to control the operation of 'dockless' bike hire schemes. The regulation of dockless vehicle hire schemes falls outside existing legislative. The Council does not have powers to manage or prevent dockless cycle hire schemes from operating in the borough. The proposed 'London Dockless Vehicle Hire Byelaw' will prohibit dockless bikes and similar hire vehicles being parked anywhere other than at approved parking spaces across Greater London. The byelaw would apply to all dockless hire vehicles, including e-scooters and other micromobility vehicles that might become legal to ride on the carriageway in future.

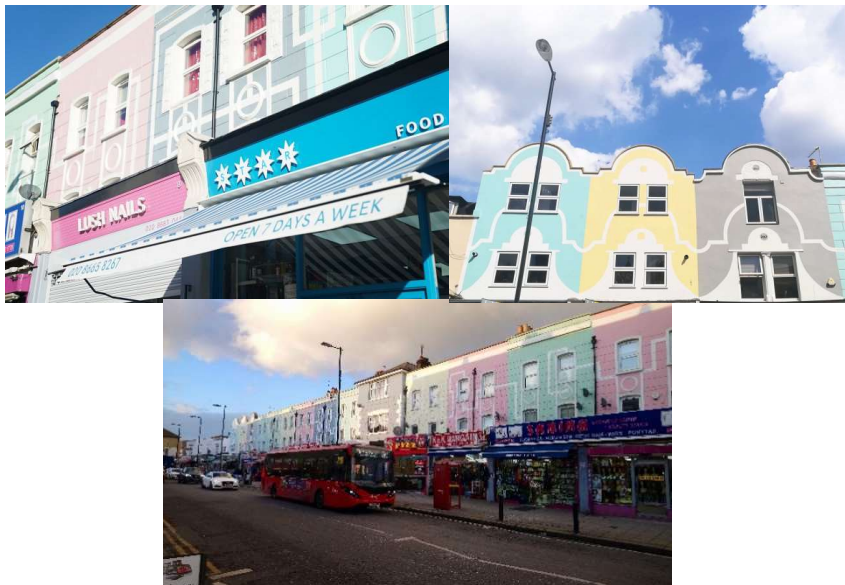
The draft byelaw sets minimum safety standards for bikes, requires all bikes to be chipped to ensure their whereabouts can always be tracked, requires all bikes to be left (whether by dockless operators or their customers) only in places agreed by the relevant local authority, and makes it an offence for dockless operators to place or allow their bikes to be parked anywhere other than at a location agreed by the local authority. It sets a penalty for a dockless operator committing the offence.

The Future High Streets support of Thornton Heath

Based on the Council's bid to the Future High Street Fund in April 2019; Thornton Heath has been selected as one of the first 14 pilot areas to receive bespoke support and guidance from the new High Streets Task Force, announced by the government in response to recommendations of an expert panel on the high street chaired by Sir John Timpson.

Over a 12 month period, the High Streets Task Force will be offering face-to-face support, access to cutting-edge research, new online training, and local footfall data to each of the pilot areas to help bring transformational change to each high street.

Council officers and elected members will be liaising with local stakeholders, businesses and the Ministry for Homes, Communities and Local Government over the next two months to shape what this offer could mean to Thornton Heath.



Opening of the New Addington Leisure Centre

The council's stunning new £30m leisure and community centre in New Addington opened to the public on Friday 3 January. The multi-million-pound development is the latest step in a major regeneration project which will radically transform the western side of Central Parade; the first phases of which has already seen c.£5m investment in the last five years.

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The modern leisure centre, with extended sports and leisure facilities, includes a 25-metre, six-lane main swimming pool and a learning pool, an extensive fitness suite, sport halls and multi-purpose activity studios – hosting all the latest branded classes. The on-site cafe will provide much needed post workout refreshments.



The new development also offers flexible spaces that can be enjoyed by the local community, including two halls with capacity for around 300 people, with a kitchen, bar, and storage rooms.

In addition eight much-needed family homes will be built, fronting onto Chertsey Crescent.

The project has created more than 75 jobs for Croydon residents. It has also been home Wilmott Dixon's first Building Lives Academy, which aims to upskill young people in Croydon and provide them with a foot in the door to the construction industry.

Residents were consulted on further proposals in September 2018 around opportunities for a new Wellbeing Centre which could be located adjacent to the new leisure centre and include a new council service hub, a relocated library and potentially CALAT (adult learning and training facility) as well as a café and community space.

Discussions are also continuing between the council and the NHS to include space for GP surgeries and community health as part of the proposals. Feedback received at the event last year was positive.

We are planning further community engagement later this year which will feed into the emerging design proposals.

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Growth Zone

Croydon town centre continues to see rapid change with new buildings under construction and plans for further developments in the pipeline.

The Growth Zone programme consists of a range of transport, public realm, and social infrastructure and technology projects. They are deemed essential to mitigate the impact and maximise the opportunities of the growth planned for the Croydon town centre area, (as detailed in the Croydon Local Plan 2018, Croydon Opportunity Area Planning Framework 2013 and the London Plan), for the benefit of existing and future residents, businesses and visitors.

The following provides a short update on projects underway:

Place and Public Realm

The **Minster Green** has been developed to Stage 2 designs. Designs have been informed by stakeholders, Diocese, landowners and the Council's Place Review Panel. Public engagement on the Stage 2 designs was undertaken in March 2019. Following this engagement the project focus is on making the Minster a destination / place, whilst designing a deliverable scheme. Stage 3 designs are currently scheduled to be completed by mid-2019 and delivery starting in 2020/21.

The profile of projects being progressed in 2019/20 focus on the Old Town and Mid Croydon area, including **St John's Road, Drummond Road, Katherine Street** and all to follow commencement of delivery of Minster Green.

The Council has completed the commissioning of a world class design for **the Fair Field** to provide a public space Croydon can be proud of. It is an integral part of the renewal of the Croydon Opportunity Area and delivery of Croydon's cultural quarter, anchored by the new Fairfield Halls. The team is now working on creating a final design, and it is anticipated work will start on site in 2021.

Corridors

Three roads have been identified as the key 'movement corridors' serving the Growth Zone these are; **London Road, Brighton Road & Mitcham Road/Roman Way**, it is essential that their design, and the priority afforded to each transport mode, responds appropriately to the future needs of Croydon Town Centre. The nature of interventions will be determined by the design process and engagement with residents and businesses in the area, and the council's objectives for these key routes align with the Mayor's Transport Strategy focus on prioritising walking, cycling and public transport. Initial feasibility reports have been completed for London Road and Brighton Road, and further survey work will

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be commissioned prior to progressing holistic plans for these key routes. Local public realm improvements at two key sites on the London Road are being developed as initial short-term projects.

Croydon Council are working with TfL to prepare and model improvements to **Lombard roundabout**, **Thornton Heath Ponds gyratory** and the **Purley gyratory**, which form part of the broader corridor programme. Healthy Streets assessment and projects list for London Road Corridor has been completed.

Transport, Walking and Cycling, Parking

Key schemes include:

- the implementation of Bedford Park contraflow cycling track scheme, due to be completed December 2019;
- implementation of the Fairfield Public Realm 'interim phase' project that incorporates a segregated cycle route;
- approval to commission the West Croydon Station development project next design stage;
- TfL commencing work on the Park Lane gyratory scheme;
- initiation of key bus priority projects and movement into the 'delivery pipeline';
- ongoing work in relation to Network Rail's Croydon Area Remodelling Scheme, involving a number of inter-related workstreams (including commissioning initial feasibility/optionseering for a significant increase in bus stopping and standing capacity as part of a redeveloped East Croydon Station);
- completion of GZ Controlled Parking Zone review;
- funding agreed to support a new Transport for London officer embedded in the GZ team;
- Initial governance and programme development for £18m Liveable Neighbourhood programme.

The London Plan

The Examination in Public (EiP) on the new London Plan was held between 15th January and 22nd May 2019. The Panel of Inspectors appointed by the Secretary of State issued their report and recommendations to the Mayor on 8th October 2019.

The Mayor has considered the Inspectors' recommendations and, on the 9th December 2019, issued to the Secretary of State his intension to publish the new London Plan. A key matter before the Secretary of State is whether to endorse for adoption the proposed revised housing targets for London and Croydon. The Panel of Inspectors recommended that for 2019 – 2029 the borough's housing target should be reduced from 29,490 to 20,790 due to concerns regarding the deliverability of the Small Sites Policy across London. This recommendation has been accepted by the Mayor and is now with the Secretary of State for final consideration.

In terms of the consequences for the Croydon Local Plan review, the next draft of the Local Plan (the Proposed Submission draft) to be published in Autumn 2020 will take account of final adopted London Plan and its housing targets. The Proposed Submission draft will also take account of evidence regarding housing need and representations received on the Local Plan Review Issues and Options consultation that concluded on 20th January 2020.

Social Infrastructure

We are at feasibility stage for the ***Clocktower building refurbishment***, working with the various services in the building to improve the public offer and access to this valued community hub.

We are building on the masterplan developed in 2017 for ***Park Hill***, the town centre's only major park, we are planning phased improvements to this site, principally focusing on creating spaces for young people and children's play alongside other changes to the park landscape and infrastructure. A survey of park visitors was completed in September. From early 2020, there will be an 8 month programme of pop up play events and engagement activities, working with young people to test out ideas and design proposals for the new play spaces in the park.

Funding has been allocated from the social infrastructure workstream to support the development of a new ***university campus*** in the town centre, following the announcement of a partnership with London South Bank University.

We will be undertaking an analysis of ***community space*** in central Croydon, to map and understand the existing availability, quality and accessibility of community space for use and hire, alongside an assessment of the pipeline of new community facilities being delivered as part of new development within the Town Centre. This work will align with the council's recently published Voluntary and Community Sector Strategy.

We are commissioning a research partner to develop a framework to gauge and monitor the social impact of the town centre regeneration programme. The first stage survey work and report should conclude in spring 2020.

Smart City

SLP INNOVATE IoT project; we have hosted 3 IoT engagement workshops as part of the South London Partnership ***INNOVATE Internet of Things project***. The first session focussed on Business Growth, the second focussed on Adult Social Care and Assistive Technology, and the third will focus on Housing, Assets and Sustainability. The INNOVATE project will deliver an IoT platform across the 5 boroughs of Croydon, Merton, Sutton, Richmond and Kingston. The workshops aim to identify key challenges in priority areas and develop IoT solutions over the next 3 years.

Air Quality Monitoring - The *AirPublic pilot* to monitor air quality around construction sites has been extended for 6 months.

Full Fibre Broadband - Discussions with Openreach, Community Fibre, and other infrastructure providers are underway to bring Full Fibre broadband across the borough. The Openreach delivery across Thornton Heath is nearly complete and delivery to selected surrounding areas and hot-spots will follow.

Full Fibre to Social Housing - rollout by Community Fibre and Openreach has commenced in Q4 2019.

Digital Inclusion - Digital inclusions and skills training is being planned and delivered in 2019 and 2020 to older residents through all Croydon Libraries and in New Addington as well as targeted skills training for young people across the borough through the Freeformers Facebook Digital Skill Programme for 18-30 year olds.

Electric Vehicle Charging Points - 150 points have been programmed through a number of channels including Brick by Brick, Go Ultra Low City and Source London as well as a trial programme with Virgin Media. These are all underway and will be delivered within 6-12 months.

Energy - Specialist consultancies were appointed via the Mayor of London's Decentralised Energy Enabling Project (DEEP) to deliver the detailed technical project development and commercial assessment of the district heating scheme. A full business case (with options) will be completed by March 2020 to enable the Council to take the decision as to whether to move to the delivery phase (depending on a viable scheme being presented).

Other decentralised energy projects including community energy are being further developed with the aim of reducing carbon emissions and lowering energy costs.

Construction Logistics - The Construction Logistics efforts in the Growth Zone are progressing well, traffic levels remain relatively unaffected by construction traffic due to measures undertaken to manage HGV's, sites are loading/unloading in protected areas and holding areas are being provided to reduce the number of on-street HGV's. Implementation of permitted construction routes and prescribed delivery hours in particular, limits the HGVs in the peak periods. Our efforts in this regard have been shortlisted for over a dozen national awards this year, with a key headline being that there have been no construction-related HGV accidents for the entire duration of our efforts so far, a figure that is significantly less than the statistical average.