

Appendix 1 – Growth Zone baseline programme

Ref	DIF Ref	Project	Summary Description & Status Update	Update (£,000)		
				Scheme Cost	Funding Sources Identified	Suggested CGZ Funding
B1	11	Bus Route Upgrades	Bus infrastructure improvements within the COA to improve the performance of routes serving the town centre. Improvements could include new bus stands; enhanced/ new bus stations; bus stop accessibility/ capacity works, better driver welfare facilities and bus services. Status: Awaiting a COA-wide bus strategy to define the full programme of bus service infrastructure improvements needed to increase bus frequencies and service reliability in support of the CGZ.	10,000	0	10,000
B2	17	Bus Priority Measures	Area-wide traffic management measures to reduce the impacts of congestion and delay on bus routes serving the town centre. These measures (with B1) would seek to improve bus journey times and maintain good service reliability across the borough. Broadened to include coach parking.	12,835	3,200	9,635
C1	N E W	Cycling	Schemes across the borough seeking to encourage greater levels of walking and cycling to town centre destinations. These schemes would seek to make journeys feel safer and more attractive leading to higher levels of active travel with resulting public health benefits.	20,639	4,985	15,654
E2	7	Other Energy	District energy system providing heat and power to Council buildings with the option of an extended system connecting the new Taberner House, Nestle Building, Fairfield Halls and possibly beyond to new developments around East Croydon station. Other zero carbon schemes to be considered.	26,513	500	26,013
H1	2	Wellesley Road Crossings	New at-grade pedestrian crossing at the signal controlled junction with Lansdowne Road. The scheme potentially closes the existing pedestrian subway but will create a more direct and attractive route between East Croydon station and the redeveloped Whitgift Centre. Status: The schemes will be delivered as part of the Dingwall Road Loop scheme (T3) and include a provision for public realm improvements in the vicinity of the junction.	1,500	0	1,500
H7	13	A232 Chepstow Road j/w Addiscombe Road	Junction improvements aimed at mitigating the potential impacts of increased tram frequencies on bus journey times and service reliability. The scheme is likely to include increased levels of bus priority along Addiscombe Road and include a better provision for cyclists. Status: TfL to progress this design work in collaboration with the Council to ensure a balance of priorities is achieved.	4,200	0	4,200
H8	N E W	A23 Fiveways	Major junction modification (requiring new bridge structures) to relieve existing and forecast congestion levels, improve road safety, reduce severance for pedestrians and cyclists and address local environmental and air quality problems. Status: Awaiting results of public consultation.	82,800	68,800	14,000
H10	33	Delivery & Service Management	Scheme to reduce the impact of delivery and servicing trips in the COA through the adoption of an area wide Delivery and Servicing Plan. This plan would provide guidance to assist with the preparation of specific detailed site DSP's and in the longer term could involve the development of a freight consolidation centre to serve retailers and homes within the town centre. Status: No defined scheme - requires feasibility study (c	TBC	-	-
P1	34	Old Town Public Realm (Phase 1 & Phase 2)	Public realm schemes identified as part of the Old Town masterplan. These schemes compliment the Councils Liveable Neighbourhood proposals for the Old Town area including reducing the community severance created by Roman Way.	19,761	2,486	17,275

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P2	24,27	Mid Croydon Public Realm (Phase 1 & Phase 2)	Public realm improvements identified within the Mid Croydon area masterplan and delivered in line with new development proposals.	25,861	1,300	24,561
P3	3	East Croydon Public Realm (Phase 1 remaining & Phase 2)	Public realm schemes that complete the phase 1 proposals along George Street and within East Croydon Square around the NLA tower. Phase 2 would extend the public realm improvements to the east and west of the station along Cherry Orchard Road and Dingwall Road. As part of this the connection through the Menta development between the new station footbridge and Cherry Orchard Road would be created.	9,366	300	9,066
P4	20	East Croydon Public Realm (Future Phases)	Public realm improvements associated with comprehensive redevelopment of East Croydon Station (R1) and BML upgrade. The improvements will uplift to the quality of the public highway in line with the importance of the new station along Dingwall Road, Lansdowne Road, George Street, Addiscombe Road, Cherry Orchard Road and Billinton Hill. Status: Longer term scheme outside GZ funding period.	Future Funded Scheme	0	0
P5	8, 21	West Croydon Public Realm (Phase 1 remaining & Phase 2)	Public realm schemes that complete the phase 1 proposals with West Croydon Circus, along Station Road and around the new West Croydon bus station. Phase 2 extends improvements to the public realm into St. Michaels Square/ Church Square, Whitgift Passage and the western end of Poplar Walk.	3,932	0	3,932
P6	32	West Croydon Public Realm (Future Phases)	Public realm improvements associated with a rebuild of the Station and an upgrade of the public realm to reflect the status of the new station and the increased footfall it creates in surround street. Status: Longer term scheme outside GZ funding period.	Future Funded Scheme	0	0
P7	N E W	'Meanwhile' Public Realm Projects	Quick-win projects to provide an immediate uplift to the attractiveness of Croydon's public spaces through cultural programmes/ events, public art, pop up events, lighting installations. Supporting Borough of Culture.	1,600	800	800
R1	N E W	East Croydon Station Rebuild	Station rebuild including possible air rights development. Initial proposals extend the station platforms further north, increasing the number from 6 to 8 platforms. The station building will include a greatly expanded concourse and new entrances onto Cherry Orchard Road. Status: Included as part of BML upgrade (R3)	0	0	0
R2	9	West Croydon Station Rebuild	Station rebuild including possible air rights development. Station to include enlarged concourse and entrance with improved accessibility and platform capacity. Station will include a new cycle hub. Status: RIBA Stage 2 development brief agreed by Croydon Council and TfL.	20,000	220	19,780
R3	N E W	Brighton Mainline Upgrade	Long-term Network Rail investment plan to increase capacity and reliability on the Brighton Mainline. These improvements, planned between 2019-2024 (CP6) include East Croydon station remodelling, Windmill Bridge junction area grade separation, Gatwick Airport fast line capability, Haywards Heath London-end turn back enhancement.	375,000 to 1,975,000	0	0
S1	12	Primary Health Care	New health centre/doctors surgery provision to cater for growth in the COA area; estimated requirement of 1375sqm for 11 GP's, plus pharmacy and dentists if possible. Location to be determined. Under review.	13,800	7,800	6,000
S3	28	Community Space	New community space to cater for growth with an estimated gross demand of 1,176sqm to 2031. Detailed requirements being developed with LBC Community Team. Under review.	2,972	0	2,972

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S6	37	Play space	Infrastructure requirements and delivery strategy required. Under review.	5,768	886	4,882
S8	39	Croydon Works - Job Brokerage	Funding of staffing for job brokerage, set up and building costs. Scope, staffing and roles agreed	547	0	547
S9	N E W	SEND Post 16 Provision	Accommodation and support for SEND post 16 learning and training centre. Under review.	5,000	0	5,000
S10	N E W	Clocktower Complex	Repurpose Central Library to meet new demands, including education, training, business start-up, community uses. Under review.	3,000	0	3,000
SC1	N E W	Superfast Broadband	As defined by the EC Harris report. Infrastructure requirements and delivery strategy required.	1,900	0	1,900
T1	N E W	Elmers End Second Platform (Phase A - Key Output 1)	Second platform and double tracking at Elmer's End station to allow more flexible and resilient timetabling by increasing the terminating capacity of trams on Lines 1 and 4.	9,000	9,000	0
T2	N E W	East Croydon Additional Platform (Phase A - Key Output 1)	Track works to remove the manual control at points that would allow trams in the westbound direction better access to the existing platform at the East Croydon stop.	1,000	1,000	0
T3	1	Dingwall Road Loop (Phase A - Key Output 1)	A new tram turn-back facility between East Croydon and Wellesley Road via Dingwall Road and Lansdowne Road. Allowing trams to avoid the town centre loop provides an opportunity through timetabling changes to increase the frequency of tram services on the eastern branch lines. Status: Transport & Works Act Order (TWAO) to be submitted 2018.	36,800	10,000	26,800
T4	16	New Addington 12tph (Phase A, Key Output 2)	The purchase of new trams would allow 12tph to operate between New Addington and the town centre helping to relieve peak hour crowding. The current frequency is 8 tph. Two additional trams are required to replace the tram lost in the Sandilands derailment. Status: Awaiting TfL's Tram Procurement Strategy	4,000	4,000	0
T5	4	George Street Tram Stop	Relocation and enhancement of the George Street tram stop	1,081	0	1,081
T6	31	Croydon to Morden Road (18tph) Wandle Flyover Double Tracking (Phase B, Key Output 3)	Works required to achieve the Trams for Growth Key Output 3 i.e. 18tph between Morden Road and Croydon town centre. This scheme relates to the double tracking of the single-track flyover required between Wandle Park and Reeves Corner.	57,620	20,000	37,620
T7	31	Croydon to Morden Road (18tph) Phipps Bridge Double Tracking (Phase B, Key Output 3)	Works required to achieve the Trams for Growth Key Output 3 i.e. 18tph between Morden Road and Croydon town centre. This scheme relates to the double tracking of the single track required between Phipps Bridge and Morden Road.	16,050	5,000	11,050
T8	N E W	Croydon to Morden Road (18tph) Additional Trams (Phase B, Key Output 3)	Rolling stock required to achieve the Trams for Growth Key Output 3 i.e. 18tph between Morden Road and Croydon town centre. This scheme relates to the 10 additional trams required to enable the service uplift. Status: Awaiting TfL's Tram Procurement Strategy	33,960	33,960	0
T9	22	Stabling & Power Upgrades Part 1 - Eastern Satellite Depot (Phase B, Key Output 3)	Works required to achieve the Trams for Growth Key Output 3 i.e. 18tph between Morden Road and Croydon town centre. This scheme relates to the additional tram stabling and power upgrades required to the east of Croydon town centre and general power upgrades across the network.	39,920	34,992	4,928

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T12	29	Stabling & Power Upgrades Part 2 - Therapia Lane (Phase C, Key Output 4)	Additional stabling for approx. 17 trams required to accommodate an expansion of tram services beyond Key Output 3. Status: Scheme is part of Key Output 4 and therefore a longer term aspiration for Transport for London. Scheme deferred in terms of GZ funding.	Not Applicable	Not Applicable	0
T13	30	Beckenham Branch Capacity Enhancement (Phase C - Key Output 4)	Removal of single track operation and signalling works to increase the capacity of the tramlink network to the east. These track capacity enhancements could be used to uplifting services across the network or adding 6tph to Beckenham Junction. Scheme includes the purchase of up to 9 additional trams. Status: Scheme is part of Key Output 4 and therefore a longer term aspiration for Transport for London. Scheme deferred in terms of GZ funding.	Not Applicable	Not Applicable	0
COR 1	NEW	Brighton Road Corridor (Town Centre to Purley)	Revised street design to make walking, cycling and bus use the dominant modes of travel in the short to medium terms with public transport journeys transferring to trams with a potential extension of Tramlink to Purley along the Brighton Road. The scheme will include H9. The scheme will align with the new MTS Healthy Streets policy which seeks to encourage active travel by achieving a sustainable mode share of 80% across London by 2041.	20,850	0	20,850
COR 2	NEW	London Road Corridor (Thornton Heath Pond to Town Centre)	Revised street design to encourage greater levels of walking, cycling and bus travel along London Road. The scheme (to include H4) is likely to involve traffic management measures that reduce the number vehicle routes to and from London Road. The scheme will align with the new MTS Healthy Streets policy which seeks to encourage active travel by achieving a sustainable mode share of 80% across London by 2041.	8,350	0	8,350
COR 3	NEW	Crystal Palace Corridor	Development of a sustainable transport corridor between the town centre and Crystal Palace with a focus on the extension of Tramlink using a number of possible route alignments. This scheme has a potential impact on T13.	TBC	-	-
COR 4	NEW	Mitcham Road/ Roman Way Corridor Borough boundary	Revised street design to encourage greater levels of walking, cycling and bus travel along the Mitcham Road. The scheme is likely to have a cycle focuses with improved crossing facilities for pedestrians and cyclist at the Lombard Roundabout. The scheme will align with the new MTS Healthy Streets policy which seeks to encourage active travel by achieving a sustainable mode share of 80% by 2041.	6,563	0	6,563
Operational Schemes						
H2	10	COA Traffic Management	Variable Message Signs to direct general traffic to nearest available car parks and provide traffic updates that help reduce congestion and poor air quality on the approach to and within the COA. The location and number of signs will be determined by the COA car parking strategy.	1,000	0	1,000
H3	5	Car Park Rationalisation & Improvement	Scheme to manage & mitigate the major changes upon the COA car parking landscape due from extensive developments, and to ensure the provision of a balanced & accessible parking arrangement and infrastructure that functions well & helps support and promote the COA's retail competitiveness. This package of measures will include CPZs, way-finding signage, technology infrastructure & coach parking.	2,940	0	2,940

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H 11	N E W	Construction Logistics	Construction Logistic interventions to mitigate the negative impacts of construction vehicle movements within the COA. Measures could include; the use of consolidation centres for materials; combined holding areas; timed delivery schedules; permitted routes; and a minimum standard set for vehicles under the Freight Operator Recognition Scheme (FORS). Status: The opportunities to be set out in a COA Construction Logistics Plan and actively managed during the GZ construction period to ensure the highways remain safe for all users and good levels of air quality are maintained.	3,000	0	3,000
SC2	N E W	Croydon i-street	Infrastructure requirements and delivery strategy required for this technology enabled wayfinding scheme. Competition winners announced July 2017.	2,000	0	2,000
SC3	N E W	CCTV Upgrade	Scheme to upgrade to a Digital CCTV system and infrastructure to ensure it has capability & capacity to support and manage the growth in urban places & traffic (foot & vehicular), from intensive development, and its impacts on community safety, housing/urban/commercial/retail security, and parking management/enforcement. It will also provide a level of future-proofing to a digital platform that can support future Smart City functionality to be achieved. The cost stated will cover a package of CCTV elements including on-street cameras, transmission infrastructure and control room technology. Scoping underway.	1,000	0	1,000
SC4	N E W	Smart City Programme	Development of initiatives on Internet of Things, open data, smart mobility, air pollution. This is in the context of the development of the Smart city strategy, and wider opportunities for collaboration with GLA, Future Cities Catapult, Digital Catapult and other stakeholders.	2,000	0	2,000
		Totals		519,128	209,229	309,900