

LIP Delivery Plan and Evidence

2024/5 Programme

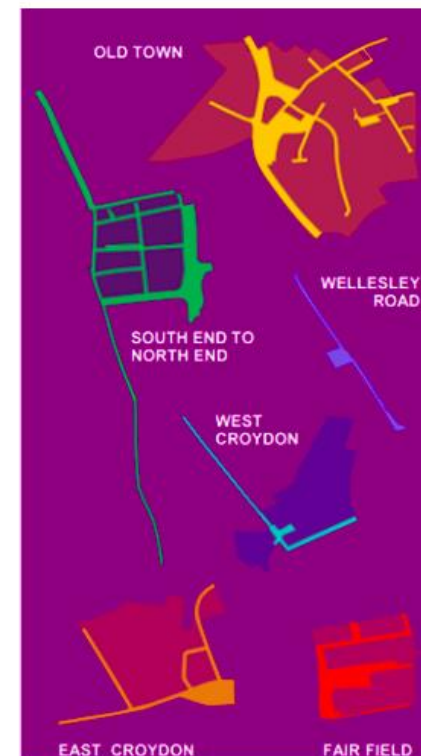
- Focus on the Mayor's Business Plan aim to Support the regeneration of Croydon's town and district centres
- Better planning and delivery
- Stronger engagement
- Delivers improvements to the public realm alongside transport and highways measures (such as crossings, cycle lanes, and bus lanes)



Local Implementation Plan Programme 24/25

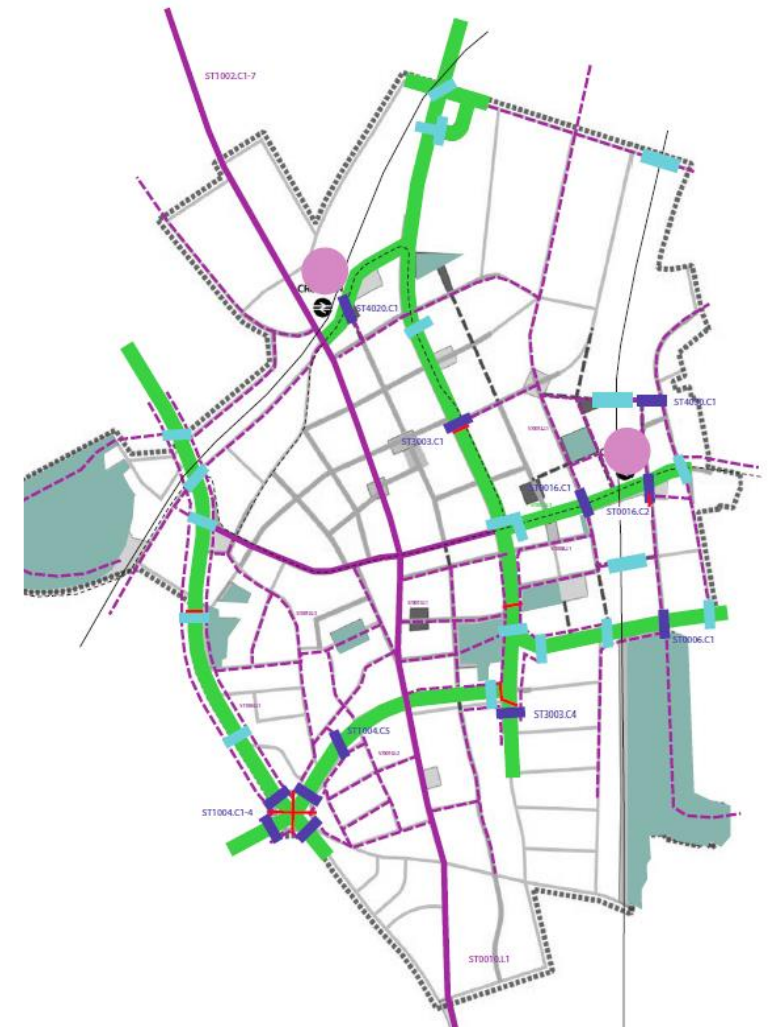
- Central Croydon (£1,800,000)
- Corridors (£1,025,000)
- Neighbourhoods (£375,000)
- School Streets (£250,000)
- Road Safety (£200,000)
- Active Travel (£394,000)
- Bus Priority (£550,000)
- Cycle Parking (£100,000)
- Cycle Training (£130,000)

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)

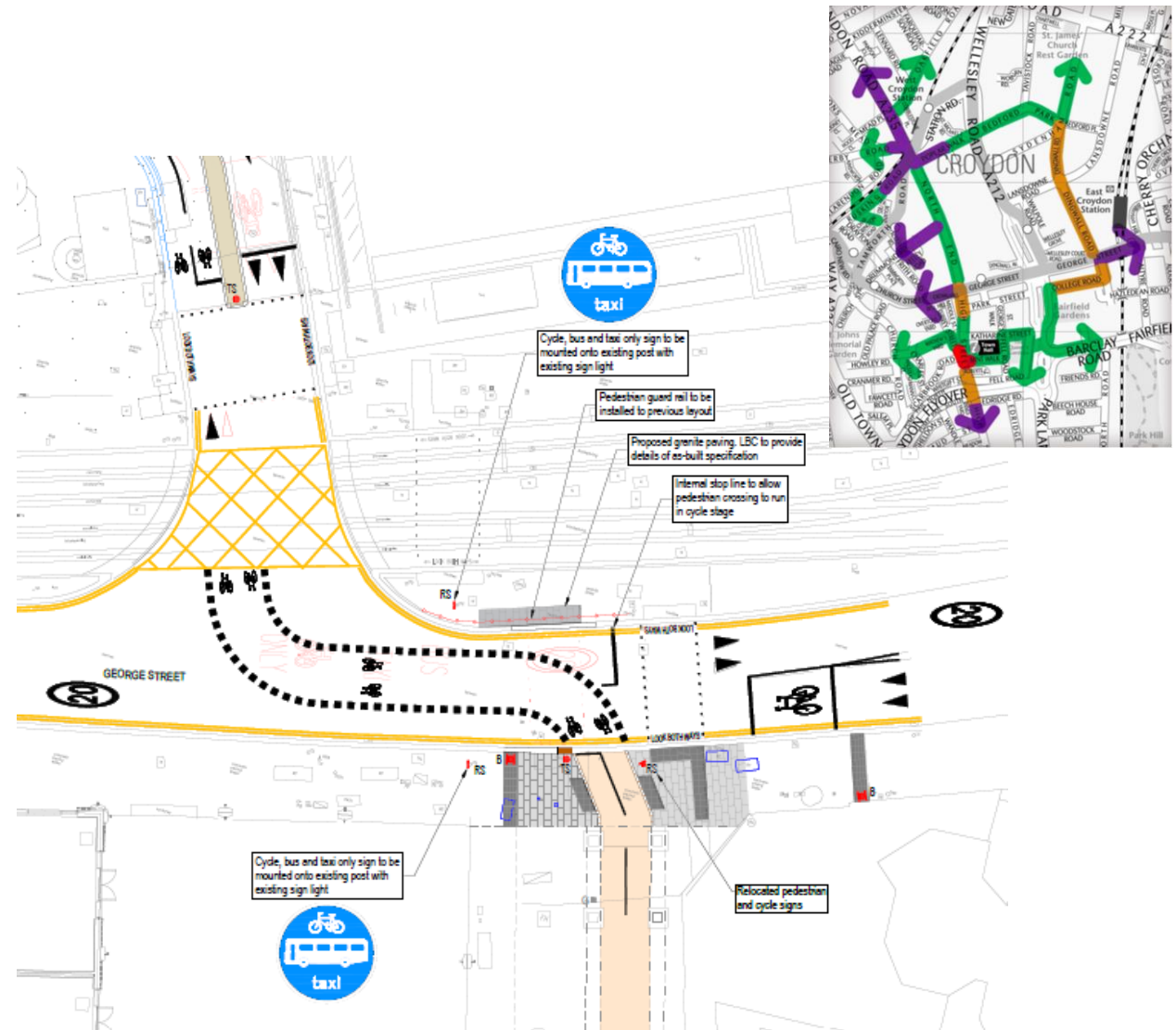
One-way is important in removing traffic to allow creation of Wellesley Road Crossing



College Road / George Street

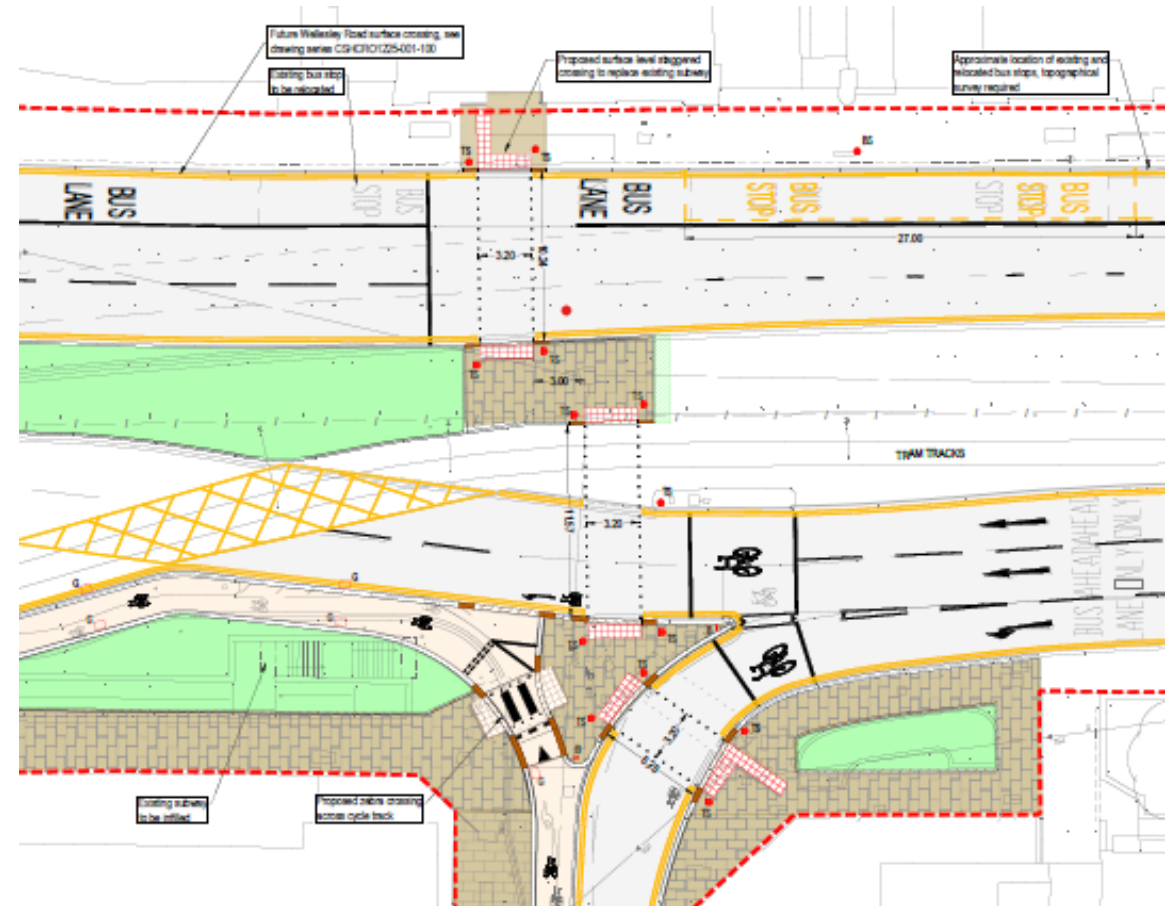
The next phase of the eastern part of the 'Cycle Ring':

- 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.



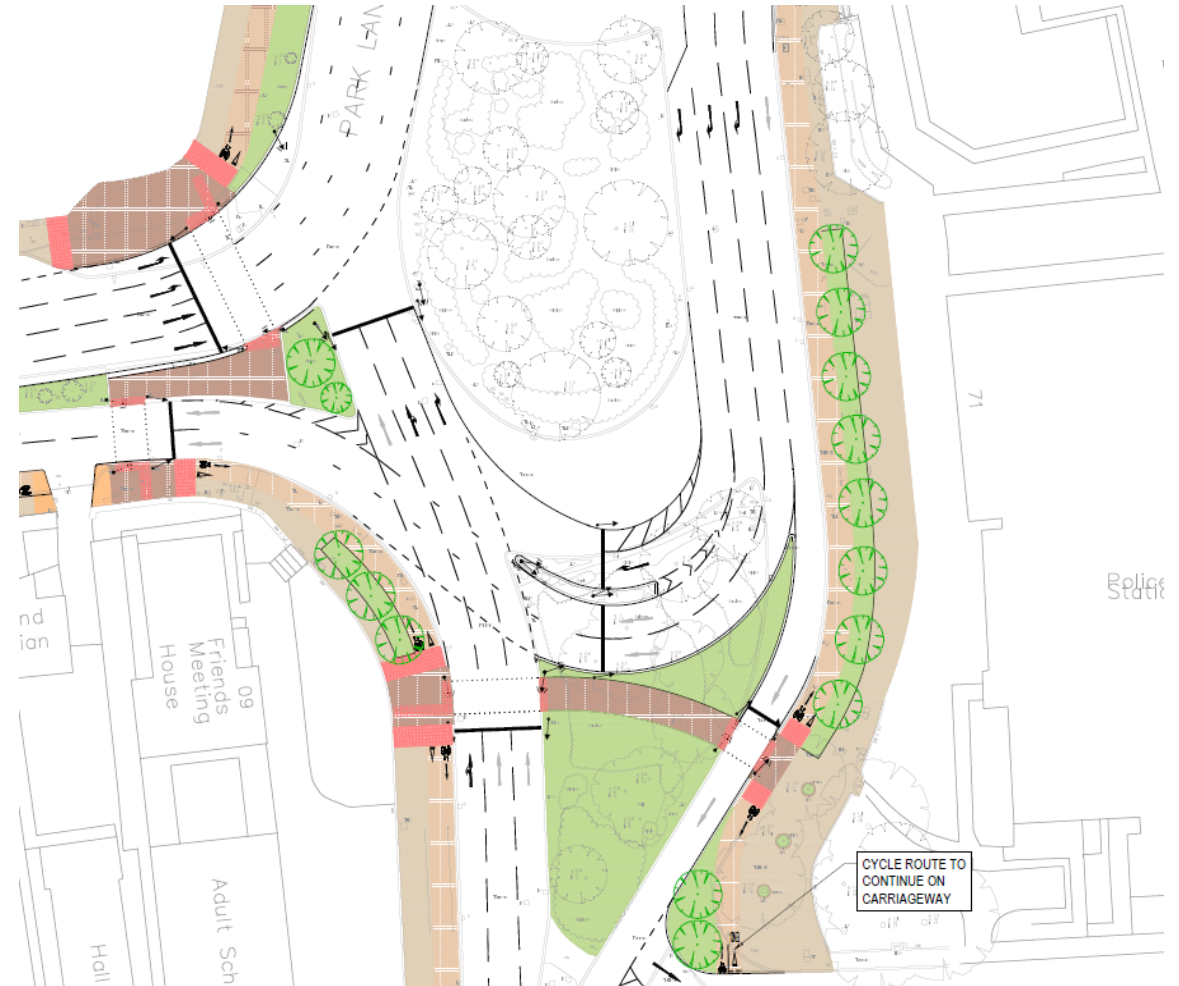
Wellesley Road Crossing

- 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



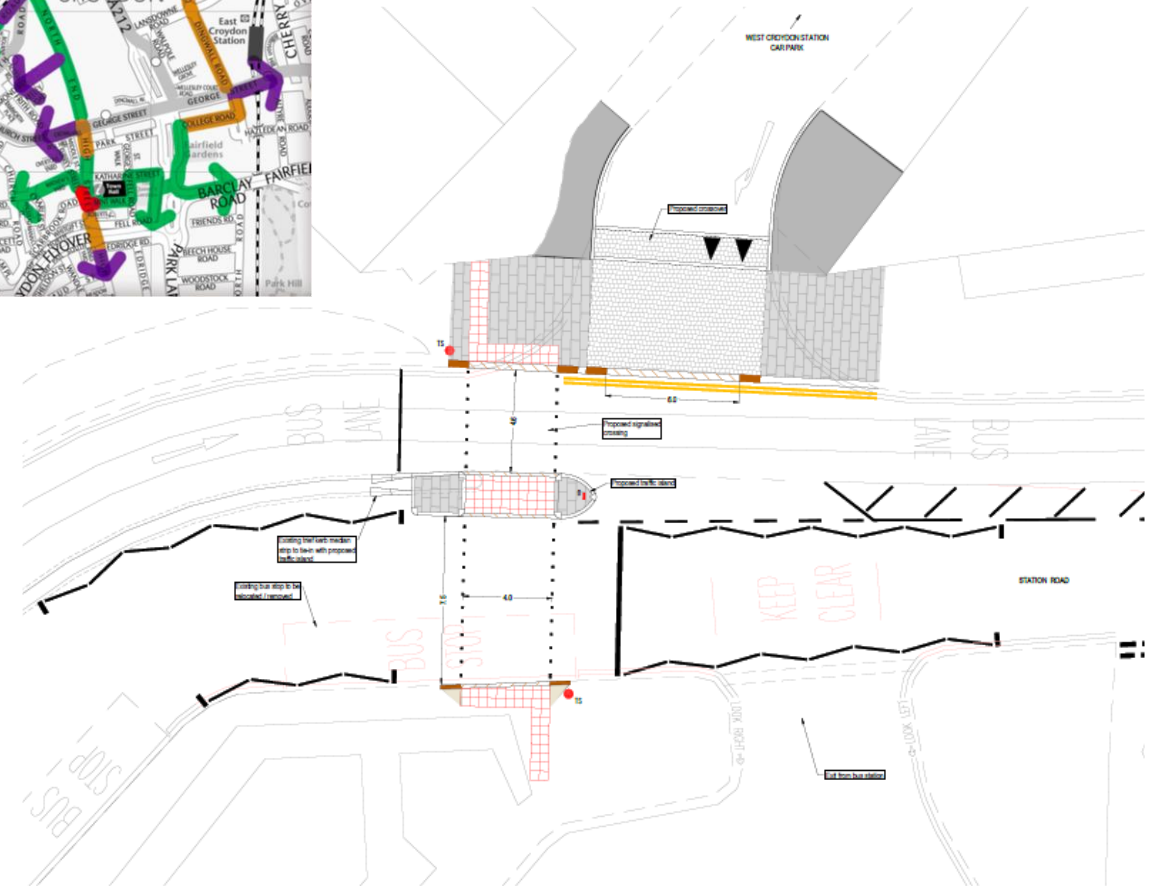
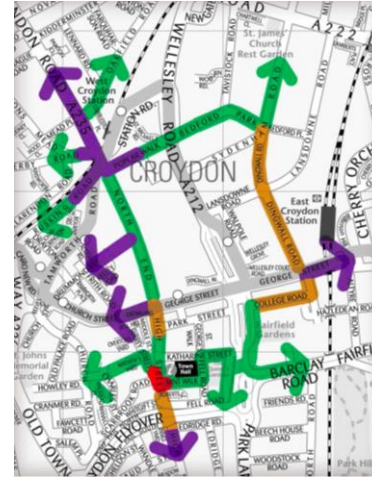
Park Lane Crossings

- 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)



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



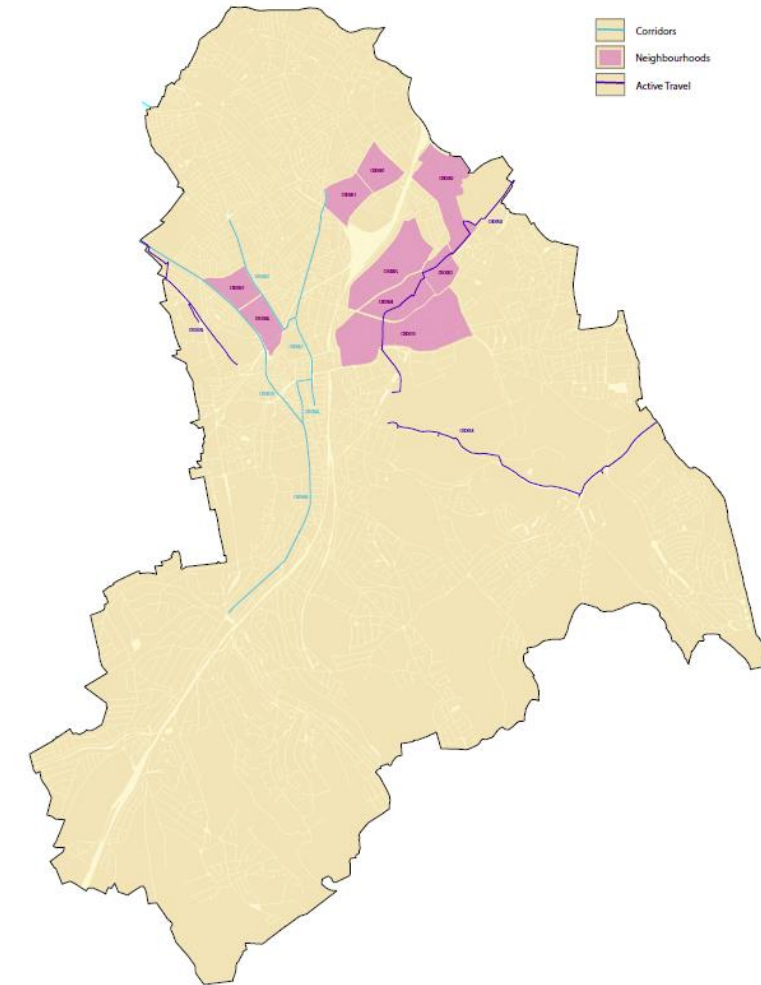
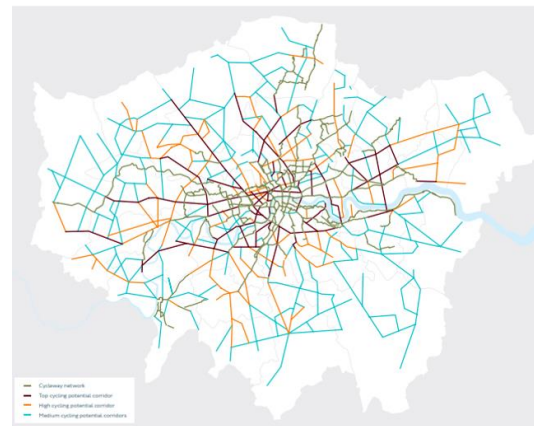
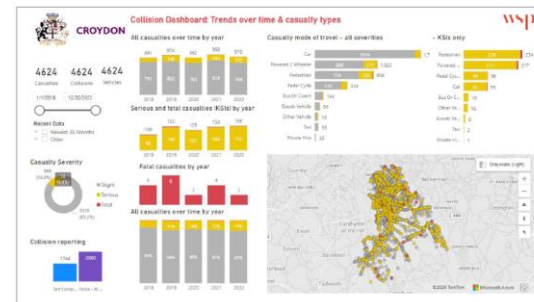
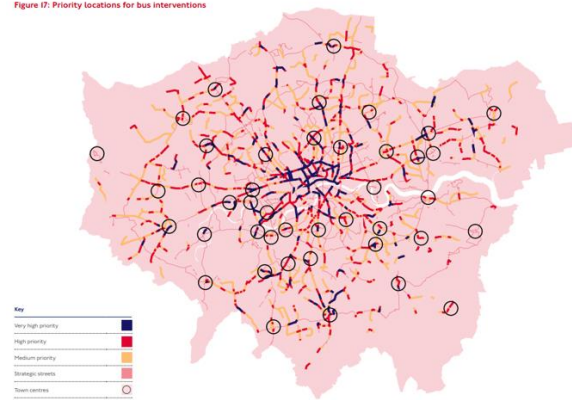
SOUTH END TO NORTH END

CROYDON
www.croydon.gov.uk

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

Whitgift Centre

Walking, cycling, public realm, better connectivity

LUF request: £0.7m

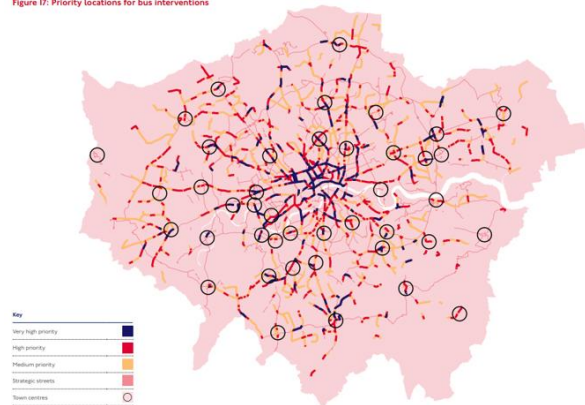
WEST CROYDON

CROYDON
www.croydon.gov.uk

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