



Councillor Paul Scott (Job Share)
Lead for Planning and Regeneration

**Environment, Transport
and Regeneration
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Councillor Stuart King (Job Share)
Lead for Environment and Transport

LATEST NEWS

Funds pledged to invest in the environment at borough's first Sustainability Summit

A £250,000 fund has been set up to help a range of sustainable initiatives across Croydon as the council works to make it London's greenest borough. The funding opportunity was announced at Croydon's first Sustainability Summit, where more than 200 guests discussed opportunities and chances to make the borough a greener place.

Schoolchildren, residents, businesses and partner organisations were in the audience as Councillor Muhammad Ali, deputy cabinet member for environment, transport and regeneration, announced the fund.

Councillor Stuart King, cabinet lead for environment and transport, said: "We want Croydon to become London's greenest borough and are working hard to make everything we do more sustainable. This has included creating School Streets, installing electric vehicle charging points, making it easier to cycle and make other sustainable journeys and a whole host more. The fund will help our communities make themselves more sustainable, helping preserve the planet for future generations."

Special guests included Krept from hit rap duo Krept and Konan who spoke about their start in Croydon and the changes they have made to make their restaurant more sustainable. The day featured two panel discussions including guests from a range of businesses and non-governmental organisations promoting sustainability, politicians and senior council officers. The audience were asked to think about what could be done to help make Croydon more sustainable and make their own personal pledges. The pledges will feed into a report to see how Croydon could be made more sustainable.

Feedback from the event will be used to shape criteria for the newly-announced fund with further details and the application process set to become available in the near future.

Councillor Tony Newman, leader of the council said: "We are facing a climate emergency not just in Croydon but across the entire globe. We need to work together, as a community, a nation and a planet. In Croydon we are committed to doing anything we can to make the borough more sustainable and improve the environment for our children and future generations."

Deputy Mayor for Environment and Energy, Shirley Rodrigues, said: "It is great to see Croydon's ambitious sustainability plans bringing together businesses, residents and the community to discuss solutions to creating more liveable places, healthy environments, and a strong and fair local economy."

Clean Air Day

National Clean Air Day took place on Thursday 20 June 2019 and Croydon marked the occasion with a host of events to improve air quality across the borough.

School children from across the borough were given the chance to design a poster to be printed on a banner promoting the day and clean air messages. More than 50 entries were submitted with six winners announced.



There were two winners from Croydon High Junior School, two from Ridgeway Primary School and two from Howard Primary School. Croydon High Junior School was the overall winner and received a cash prize towards books for the school library.

The winners were presented with a FitBit by councillor Stuart King, cabinet lead for environment and transport at a town-centre Play Street on Sunday, 16 June.

The free-to-attend event was organised by Croydon Council ahead of Clean Air Day and featured street art and interactive games to teach children about air pollution, free bike checks and a chance to make a healthy drink using a smoothie bike.

School pupils who make a sustainable journey to school on National Clean Air Day were offered a free breakfast. Approximately 1,500 pupils pledged to use active modes of travel by walking, cycling, scooting, catching the bus.

The day itself also featured an air quality walk, hosted by the London Sustainability Exchange. The event featured a talk on air quality in Croydon and a chance to see new pollution monitoring technology.

Councillor King said: "World Clean Air Day is a fantastic initiative spanning the entire globe. The day is a global call to action but anyone can take positive steps whenever they want.

"We're working hard to improve air quality across Croydon with a host of schemes including the well-received School Streets schemes across the borough."

Council officers continue to carry out anti-idling patrols across the borough and did so as part of a week of action leading up to the event.

Will Norman visit

On 13 May London's Walking and Cycling Commissioner, Will Norman, came to see for himself how the £9.5 million funding we secured through the Mayor of London's Liveable Neighbourhood programme, will be spent to 'reconnect Old Town'.

The Commissioner and TfL officers walked the length of Old Town and Roman Way to see for themselves how the construction of the Old Town roundabout and the building of the six lane Roman Way, split the historic Old Town neighbourhood and community. He heard how we will replace the Old Town Roundabout subways with surface crossings for pedestrians and cyclists; reduce traffic dominance; and generally create a more 'liveable neighbourhood'.

He was 'very excited' by the huge untapped potential for walking and cycling in Croydon.



School Streets consultation

Building on the innovative trials that were made permanent in 2018, a further 8 School Streets are now being introduced in the borough. A School Street is a road with a school entrance, which during the start and end of the school day is restricted to use by pedestrians and cyclists, with most motor vehicle traffic prohibited.

The new 8 locations are:

- Norbury Manor Primary (Norbury Park ward)
- Downsview Primary & Nursery (Norbury Park ward)
- Harris Academy Purley & Regina Coeli (Purley Oaks & Riddlesdown ward)
- Winterbourne Junior Girls and Boys School (Bensham Manor ward)
- Harris Primary Academy Kenley (Kenley ward)
- West Thornton Primary Academy, Rosecourt Road site (West Thornton)
- Cypress Primary School (Crystal Palace & Upper Norwood ward)
- Fairchildes Primary School (New Addington South ward)

The School Street zones aim to be extensive enough to practically reduce congestion and parking near to the school entrance, while being small enough to minimise the impact on visitors and deliveries to local residents and businesses. The results of earlier pilot schemes so significant reductions in school run traffic levels.

Residents in the proposed new locations have given their support to the council's proposal during the consultation process.

The School Street is supported by information and training activities, including the STARS accreditation scheme. STARS is a TfL initiative for inspiring young Londoners to travel to school **SusTainably, Actively, Responsibly** and **Safely** by championing walking, scooting and cycling. The STARS scheme is already demonstrating success in non-School Street locations. The physical manifestation of the School Street, in combination with STARS, is however found to enhance the outcomes.

A policy decision is made to install up to 10 further School Streets in the year 2020-21.

MAQF successful bids

I am delighted to report the council has been successful in securing funding from the Mayor's Air Quality Fund for a number of local Air Quality projects. These are:

- South London Construction Consolidation Centre led by LB Croydon
- Pan London NRMM Enforcement project led by LB Merton
- Pan London 'No idling' project led by City of London.

Norwood Junction consultation on improvement

Network Rail is engaging with South Norwood residents and rail passengers on proposals for Norwood Junction Station. The Council has long campaigned for step-free access to all platforms. These proposals include lifts to platforms, and would also begin to improve capacity on the rail line through/serving Norwood Junction. Platforms would also be lengthened to fully accommodate 12-car trains.

The proposals are a key part of Network Rail's emerging plans to increase capacity, reliability and frequency of services on the rail lines through Croydon.

From 17 June to 15 July residents will be able to view and comment on the proposals at <https://www.networkrail.co.uk/running-the-railway/our-routes/south-east/croydon-area-remodelling-scheme/norwood-junction-station-upgrade/>

A series of public drop-in events were held during June.

These proposals are currently unfunded, so the council will be pressing hard to ensure that these essential access improvements are funded and delivered.

Lime e bikes

At the beginning of May, with the launch of Lime e-bikes in the borough, Croydon became the first place in South London to have a dockless electric bike hire scheme. The response so far has been positive and attracted a great deal of interest. Lime are now also operating in Bromley and Lewisham, and are due to launch in Sutton anytime, meaning Croydon is part of a much wider network.

Under current UK legislation, Lime did not need our approval to operate on Croydon highways. However they approached us in a positive manner and we ensured a memorandum of understanding (MOU) was signed before they started operating in Croydon. This MOU commits Lime to responding to any complaints or obstructions in 2 hours of reporting and ensures they abide by TfL's Dockless Bike Share Code of Practice.

Approximately 60 Lime e-bikes are currently on street in Croydon. The intention is the number will increase to 200 in the next few months.

To hire a Lime bike, download the app at: <https://www.li.me/electric-assist-bike>. At £1 to unlock the bike and 15 pence for every minute of use, the cost may be prohibitive for some so the council has been engaging with Lime and encouraging them to introduce a discounted rate for community groups and those on lower incomes. We expect a positive announcement in this regard soon.

If you become aware of any issues relating to obstructions on the footway or the e-bikes being placed in wrong locations or any that are damaged, Lime can be contacted directly by emailing Support@li.me, or use the app to report an issue via the Help icon, or call the UK Support Helpline on 0800 808 5223. The Lime support email and telephone number is printed on every bike.



Emissions Based Charges

A new charging regime for parking is being proposed to encourage the uptake of zero and lower emission vehicles and to help reduce car ownership and use. Car ownership in Croydon grew from 132,572 in 2001 to 148,256 in 2016 (latest analysis). 10,000 of this growth occurred in the latter 3 years.

The problem with increasing car ownership is three-fold. Firstly, it results in more car use and more air pollution. Croydon currently has the unenviable record of the most childhood (0-9 years) hospital admissions for asthma and 7.5% of premature deaths in Croydon are now associated with air pollution. The second problem is the growing amount of congestion, which is wasteful in people's lives and costs the local economy. Lastly, in many residential roads that were laid out in a comparatively car-free era, there is simply no space left for all the additional cars. Although many cars may be used relatively infrequently, they still take up limited kerb space and impact on the quality of public realm in residential streets.

Controlled parking is offered where a majority of residents are concerned about road safety and access in their road. The Controlled Parking Zones (CPZ) uses permit charges and rations space to maximum 2 permits household, to help secure an equal and balanced access for everyone under the circumstances. As space becomes a premium, however, then those charges will feel less of a barrier. The last charges review in 2013 is now inadequate in managing today's elevated level of car ownership.

The new charging structure is designed to incentivise residents to switch to electric and low emission cars, while discouraging the more polluting vehicles. This Council is simultaneously installing 400 new Electric Vehicle Charging Points to further support such choices.

It will in the first instance be applied to resident permits within existing and new Controlled Parking Zones (CPZ). These permits are used to influence car ownership choices in the most congested residential streets of the borough, which also tend to be those closer to the worst areas of air pollution. It is hoped that residents will consider low emission in next they choose a car.

It is proposed to discount the resident permit charge from £80 to £6.50 for the least polluting cars. At the other end of the scale, a higher charge of £300 charge will apply to the highest polluting cars and older cars that were not designed with modern emission standards in mind. Narrowing the charging differential, to lessen the permit charge for high-polluting vehicles, would detract from meeting the scheme objectives.

Of the 9,048 resident permits, just 371 fall into the highest emission band and 413 are issued to pre-2001 cars. The highest charge applicable will therefore affect just 0.53% of total vehicles registered in Croydon; but which contributes proportionally more to air pollution in and around the borough's most congested residential areas.

Although the new permit charges will help control air pollution in some of the more congested areas in the borough, it will of course not address the pollution from motorists who do not live within a CPZ or come from further afield. Technical developments and an extension to the

scheme is under consideration for further consultation in 2021 for emission-based charges at destinations – i.e. in what are currently pay and display bays and car parks. It is anticipated that the general uptake in electric vehicles will increase in the next 2 years, so that a higher proportion of drivers can benefit from a significant charges reduction.

The positives from introducing emission-based parking charges include a cleaner and healthier Town and borough. The new charges for resident permits will eventually generate a modest surplus, which in Croydon contributes to sustaining public transport fare concessions. The parking permit charges therefore indirectly supports the portion of the elder and vulnerable populations that do not have a car or who choose to use public transport for leisure and shopping. These positives indirectly supports the local economy.

A consultation took place from 23rd May 2019 to 20 June 2019, on the proposal to introduce emissions-based parking charges for resident, business and other parking permits within the

borough. A final decision will be taken by the council's Traffic Management Advisory Committee 24 July.

GTR Passenger Benefit Fund

Rather than responds to calls to remove the franchise from Govia Thameslink Railway (the Southern and Thameslink operator) following its calamitous performance after the May 2018 Timetable introduction, Chris Grayling sanctioned GTR by requiring it to spend £15m on 'tangible improvements for passengers'. Details of that 'Passenger Benefit Fund' have recently been announced, and GTR is seeking proposals from passengers and stakeholders regarding how the Fund should be spent. The Fund allocations to Croydon Stations are:

East Croydon	50,000	Sanderstead	80,000
South Croydon	50,000	Waddon	30,000
Norwood Junction	50,000	Purley Oaks	30,000
Norbury	30,000	Kenley	30,000
Thornton Heath	30,000	Riddlesdown	80,000
Selhurst	30,000	Woodmansterne	30,000
Purley	50,000	Coulsdon Town	30,000
Coulsdon South	80,000	Reedham (Greater London)	30,000

We are questioning how/why the likes of Waddon and Norwood Junction have received an allocation, but West Croydon which sits between the two did not. As Norwood Junction is a London Overground Station, the £50,000 Passenger Benefit Fund allocated to it cannot be spent at the Station.

Spreading the Fund across most of the stations affected by the Timetable change disruption, means the amount allocated to each is generally not enough to make 'tangible improvements for passengers'. Having previously offered a similar amount of our funding to reopen the second entrance from Norbury Station onto London Road, we know that GTR do not consider £30,000 sufficient to be able to reopen the entrance. We will however, us the opportunity provided by the Fund to press the case for reopening the entrance.

<https://www.passengerbenefitfund.co.uk/>

The bigger picture – Changes to our Planning Agendas

In order to be as transparent and open as possible on our decision making, from the 30th May Planning Committee we have decided to add two items to the Planning Committee Agenda under Item 8 Other Planning Matters. This is Planning Performance and Weekly Planning Decisions (8.1) and Planning Appeal Decisions (8.2).

Planning Performance and Weekly Planning Decisions

The first report covers the Council's overall development management performance (over a rolling 12 month period) with monthly statistics, together with a list of cases determined (since the last Planning Committee) providing details of the site and description of development (by Ward), whether the case was determined by officers under delegated powers or by Planning Committee/Sub Committee and the outcome (refusal/approval). It goes on to pull out key decision that Members might like to interrogate.

Planning Appeal Decisions

The second report covers all planning appeals, irrespective of whether the related planning application was determined by Planning Committee, Planning Sub Committee or by officers under delegated powers. It also advises on appeal outcomes following the service of a planning enforcement notice.

CLP – Partial Review launched and the programme going forward

Croydon Council is reviewing part of its Local Plan to update the vision and strategy for Croydon's growth up to 2040, and set out how the borough will continue to deliver much-needed new homes, jobs and community facilities.

The review is being undertaken as the Mayor of London finalises the London Plan, which is expected to require all outer London boroughs to provide more homes.

The plan aims to strengthen Croydon's sustainability, create healthier places and support local employment, leisure and retail.

As part of the review, the council will explore a range of options to minimise the impact of growth on the character and nature of Croydon's suburbs, looking at alternative and suitable locations for new homes and community facilities.

The review will also include a section on the Purley Way, where the council has received funding from the Greater London Authority (GLA)'s Home Building Capacity Fund. It will look at protecting the commercial future of the area, while providing units for smaller businesses, community facilities and homes in an improved environment.

The council is required to review its local plan every five years to ensure it meets changing needs. It is anticipated it will not be adopted until 2022. However the first stage of consultation on preferred and alternative options will take place in Autumn 2019. The Local Plan Partial Review can be followed via the following web link.

<https://www.croydon.gov.uk/planningandregeneration/framework/localplan/croydon-local-plan---partial-review>

Residents, stakeholders and developers will be invited to engage as the partial review is drawn up and the Council is looking forward to your engagement.

Currently, there is a call for information on development sites and valued green spaces across the borough to help shape the review. More information regarding these calls evidence can be found via the following web links.

Local Green Spaces

https://getinvolved.croydon.gov.uk/kms/dmart.aspx?strTab=ConsultationTimeline&PageType=item&filter_SurveyId=571

Development Sites

https://getinvolved.croydon.gov.uk/kms/dmart.aspx?strTab=ConsultationTimeline&PageType=item&filter_SurveyId=568

The New Purley Way Quarter – funding from the Mayor – New Places for New Homes

Funding from the Mayor's Home Building Capacity Fund has been successfully bid for to undertake a comprehensive planning exercise for the Purley Way. This project will be part of the Croydon Local Plan Partial Review as a chapter within the review. The Purley Way is already identified in the adopted Croydon Local Plan for some growth with scattered allocations, but this project wants to make a step change in the comprehensive planning for the Purley Way. This project will look to set a vision for the Purley Way that tests development options to maximise the use of brownfield sites to deliver housing and employment in a sustainable way to contribute to the very challenging emerging new London Plan housing target for the borough. This approach could also ease pressure on other areas in terms of accommodating the borough's housing target.

Following the Opportunity Area approach used for the central Croydon, the funding for the project will be used to gather experts in fields to eventually produce an indicative masterplan and toolkit for development in this area.

Although the driver for the project is to deliver a significant number of additional homes (including affordable housing) whilst protecting valued industrial space, other outcomes are to support the local economy and businesses, provide spaces for local businesses starting up and improve the ways that people can move into and around the A23 corridor. Ultimately, there will be strong connections between the Purley Way, the Croydon Opportunity Area and Purley District Centre. The Council through this project and in tandem with the Local Plan review will ensure that there is a comprehensive plan for the infrastructure needed to deliver the development in the area.

Regeneration round up

Plans for the Neighbourhoods

Work is underway to complete the evidence base for undertaking a robust, objective analysis of the challenges and opportunities facing each neighbourhood. The evidence base will be drawn from a broad range of data sources touching on topics from demographics, to poverty, to housing, to environment, to education with each neighbourhood being benchmarked against borough, London and national levels.

The data is being compiled by 'place' in line with the borough's Local Plan.

The evidence base for each 'place' will be used to inform further consultation with local members, businesses and the community to inform locally-led community projects; local S106 spend; and wider interventions by the Council, the community and its public and private partners.

Place Engagement

Growing collaboration between Council officers, local members, local businesses and community members has led to the establishment of a number of local place-based discussion and steering groups that are helping to shape the regeneration work in each area, alongside the development of the plans for the neighbourhoods. For example:

- In Thornton Heath a Regeneration Steering Group has been established comprising of local ward members, community representatives.
- In Norbury a new Regeneration Steering Group has been established, comprising of local ward members, resident associations and community representatives.
- In South Norwood & Woodside, the Good Growth Fund project is being overseen by a Steering Group formed of local ward members.
- In Selsdon, local ward members are taking a proactive role in bringing key community representatives together towards a wider engagement activity in the Autumn.
- In Kenley and Old Coulsdon, extensive consultation and engagement is underway with a wide range of community groups, businesses, residents associations and local members towards developing a Community Plan.

- In Crystal Palace and Upper Norwood, Council officers are supporting the local community groups to realise some of the identified opportunities in the area and working to engage with peers in neighbouring boroughs towards joint initiatives.
- In West Addiscombe, early engagement with ward councillors and businesses has commenced to identify priorities for improving the area around the junction of Cherry Orchard and Lower Addiscombe roads
- In Broad Green, ward members and officers are seeking to establish stronger partnership working with businesses along the London Road and are in discussion with the London Road Traders Association.

High Streets

- Three bids were submitted to the Government's Future High Streets Fund in March 2019: London Road; South Norwood; and Thornton Heath.
- Successful bids are expected to be announced later in July. A new scheme has now been announced by the Government to reinvigorate the high streets: Heritage high streets (funding for high streets in conservation areas). The Council is currently undertaking an assessment of each high street against the bid criteria towards submitting an application.
- Further work is also underway to establish a database of empty commercial properties across all of our high streets in the borough with a view to identifying opportunities to encourage these properties back into active uses.

Project Updates

South Norwood & Woodside

Building on their 2017 Community Economic Development Plan, We Love SE25 worked with Council Officers and the GLA to develop the We Love SE25 Community Plan in November 2018: <http://www.welovese25.org/plan/>. The success of the Plan led to the Council securing a further £2.3m from the Mayor of London's Good Growth Fund for a variety of interventions across South Norwood, including a specific focus on improvements to several local community buildings and empty commercial properties along the area's two main high streets, along with a programme of business support and place-making. The Council is now working with We Love SE25 and other key community groups across the neighbourhood to plan and implement each of the interventions.

Projects currently underway:

- Socco Cheta: investment in the building is currently being planned to provide a more fit-for-purpose community hub and a new consortium group has been established to manage the space once work is complete.
- Portland Bridge lighting: following consultation with the local community, a new lighting installation has been designed which will lighten up the underpass and provide a safer and more welcoming gateway into the town.
- Two SE25 Business Networking meetings took place in April to discuss how the GGF will benefit existing businesses and how to encourage the vacant units back into use.

Thornton Heath

We are currently completing a £2.7m programme of investment in public realm, shop front improvements and public art in Thornton Heath.

The scheme provided 11,615 sq.m new / improved public realm in key locations: Parchmore Road Junction, Thornton Heath Library and Whitehorse Roundabout; and building front improvements including 24 improved shopfronts, repainted uppers/parades and four large-scale pieces of wall art in collaboration with the local community. Through the scheme, a new event space is being created at the forecourt of Ambassador House – a key gateway into the high street from the station. Works began last month and will complete shortly ready for a programme of events across the summer. Three festivals have already taken place on the space giving residents a chance to try out a number of fun ways to get more active.



Ambassador House Forecourt Design

Kenley & Old Coulsdon

With support from the Mayor of London's Good Growth Fund, the Council is working to carry out extensive engagement with all those who work, live or spend time in the neighbourhood. Between May and September 2019 a number of engagement events and activities are being held to help shape the vision for the future of the neighbourhood.

Based on the outcomes of this engagement, a Community Plan will be created to guide the way that Kenley and Old Coulsdon evolves and prioritise what the community needs. More information and a community survey is available here: <https://getinvolved.croydon.gov.uk/project/554> A second stage bid to the Mayor's Good Growth fund will be submitted in the Autumn, based on the priorities identified through the Community Plan process.



Kenley & Old Coulsdon Consultation

Norbury

A new community planter has been created at St Helen's Triangle through the work of local volunteers (Image below).



Norbury Hall Park toilets are being refurbished with a view to reopening in the summer.

Addiscombe

A crowdfund campaign is underway to raise funds to upgrade the children's play area
- <https://www.spacehive.com/ashburton-park-playground>

Major Projects

Growth Zone update

Croydon town centre continues to see rapid change with new buildings under construction and plans for further developments in the pipeline. The Council are working to deliver improvements to the transport network, to upgrade the streets and to provide more facilities for new and existing residents.

The following provides a short update on some of the major projects underway:

Brighton Mainline/East Croydon station

The first stage of public consultation completed and results distributed to local residents in June 2019. Over 90% of people agreed with the concept of unblocking the railway bottleneck at Croydon. The overwhelming support for improvements means that work continues by Network Rail and the Council on developing the project. Further public consultation on the plans is scheduled for early 2020. More detailed consultation regarding Norwood Junction began on 17th June 2019.

West Croydon station

Initial ideas and designs have been discussed with Network Rail and TfL and these are being progressed. Network Rail are working through options for future track alignment through the West Croydon area, taking account of possible future options relating to train services and tram capacity enhancements.

Trams

The immediate focus is on East Croydon station to maximise platform space and improve pedestrian crossings and safety, better passenger information and wayfinding. Technical work will need to be undertaken to bring the centre platform in to regular service for turning trams back east and west.

Fiveways

Pre-application meetings have commenced, with a planning application expected in September / October 2019 and if successful work to commence by 2021.

High Street

An exciting programme of events and activities has started for the High Street and will continue to mid September.

Minster Green

Designs for the area around the Minster have progressed and a community workshop was held in April. These will be progressed and permission sought from the diocese before work starts in early 2020.

Walking & Cycling

Bedford Park to Poplar Walk cycle route construction starting late June 2019.

Ampere Way cycle track will be built early 2020.

Parking

The Council has almost completed a review of the Controlled Parking Zones surrounding the town centre and will consider if any changes are to be made, consulting residents on any proposed changes.

Fair Field

The Council will appointed a world class designer later this month to change the area outside Fairfield Halls and the College to create a space where people will want to come to relax, play and be entertained. Design work will start later this summer and more information will be available on the emerging designs later this year.