

# Fiveways Croydon Scrutiny Panel



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Agenda Item 5

12 September 2017



EVERY JOURNEY MATTERS



# Background

## Existing Situation

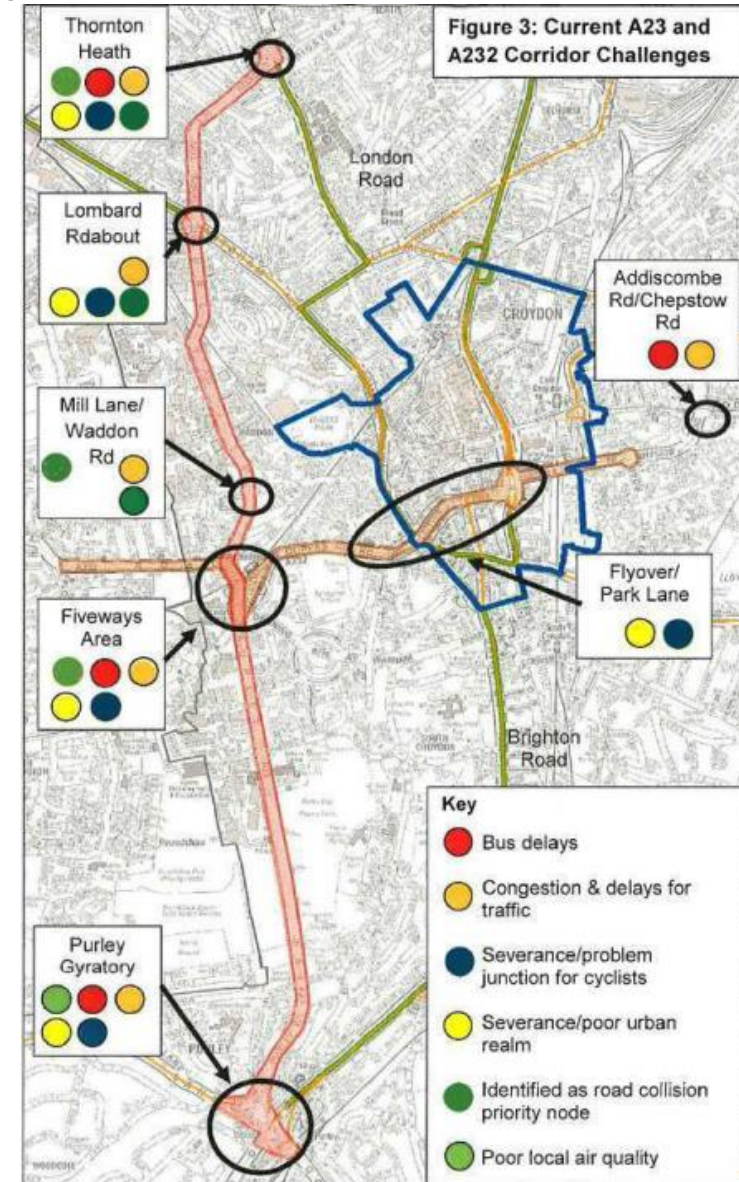


# Background – A23 Corridor Study

TfL produced the A23/A232 corridor study in 2014, outlining priority junctions and areas requiring intervention.

The study identified heavy pressure on the A23 which performs an important movement function, leading to congestion throughout the day including at weekends.

The A232 was identified as a key strategic east–west route for vehicles wishing to access Croydon Town Centre and the wider Opportunity Area.



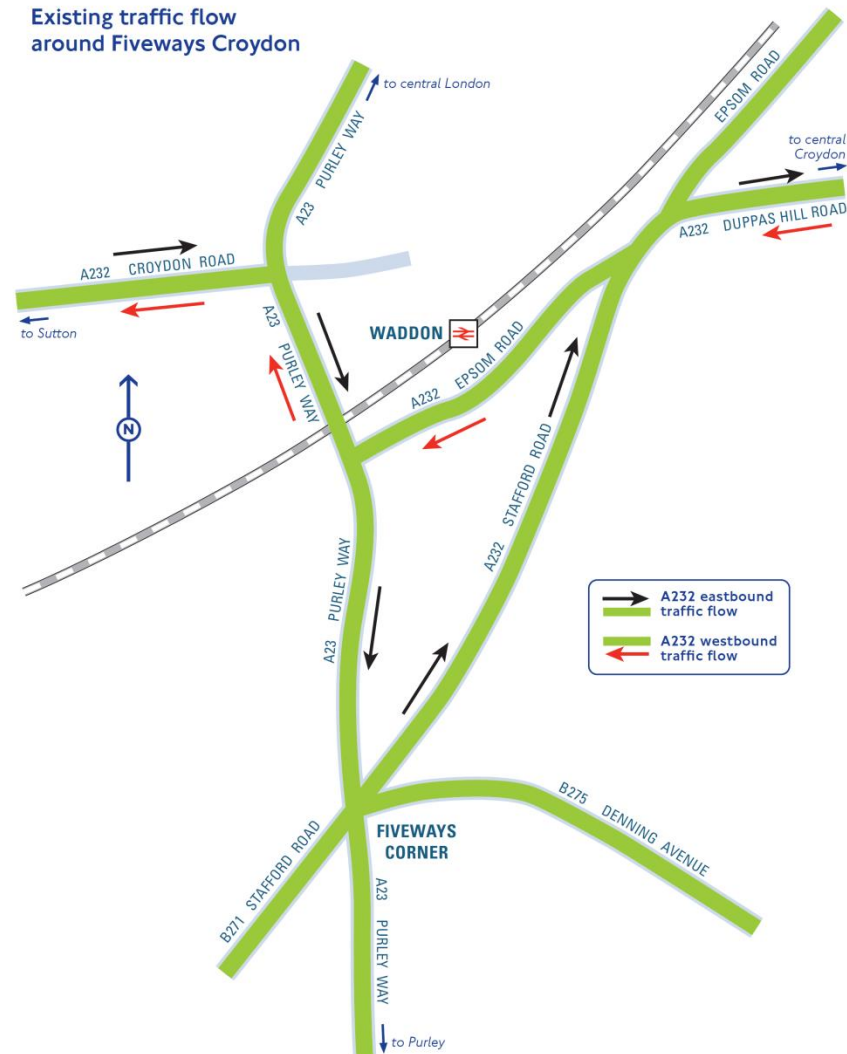


# Background

- Fiveways in Waddon experiences significant levels of congestion during peak periods & weekends
- Significant investment in new transport infrastructure is required to accommodate the anticipated growth and future demand for road space
- TfL and Croydon Council are working in partnership and joint-funding the Fiveways Croydon project to deliver this change
- Croydon's emerging Local Plan has specific policies that are intended to help guide coordinated development in Waddon, to enable its development as a Local Centre.

Page 4 Bridge over Waddon Rail Station requires significant intervention/replacement by 2023

Existing traffic flow around Fiveways Croydon



# Project Objectives

- To increase traffic capacity along the A23 and A232 corridors to improve journey time reliability and network resilience, and provide provision for future traffic growth
- To upgrade the pedestrian environment and public realm throughout the Fiveways area
- To enhance the 'place' function of the area and support LBC's aspiration to develop Waddon as a Local Centre
- To provide new or enhanced cycling facilities on the network to link with existing and proposed cycle routes



# Draft Mayors Transport Strategy: Healthy Streets & Healthy People

FOCUS ON: WALKING AND CYCLING  
AND THE HEALTHY STREETS APPROACH



- ✓ Making streets easier to cross, installing pedestrian crossings where people want to cross
- ✓ Providing ample cycle parking that is suitable for all types of cycle
- 3 Using art and lighting installations to make walking routes more interesting and attractive
- ✓ Planting street trees and other high-quality planting and greening
- ✓ Improving the quality of lighting to make people feel safer and more secure
- ✓ Providing benches and regular opportunities for people to stop and rest
- ✓ Ensuring pavements are smooth and level, and wide enough for people using wheelchairs or buggies, or walking with children or in groups
- 8 Reducing speed limits to 20mph and designing streets to keep speeds low
- ✓ Providing protected cycle lanes where required – to make streets safe and appealing for cyclists
- 10 Using the Direct Vision Standard to remove the most dangerous lorries from London's streets by 2020
- ✓ Providing cycle crossings in parallel to pedestrian crossings to allow people cycling to cross busy roads with priority
- 12 Working with schools and local communities to identify local walking routes, play streets and other local improvements
- 13 Narrowing and raising the carriageway at entrances to side streets (to bring it level with the pavement) to give more priority to people walking and to reduce the speed of cars moving across the path of cycles
- ✓ Ensuring streets and public spaces are high quality and well maintained
- 15 Using filtering to retain cycle access to local streets while removing access for cars
- ✓ Ensuring that the space provided for cycling is sufficient for groups, children and people using inclusive cycles

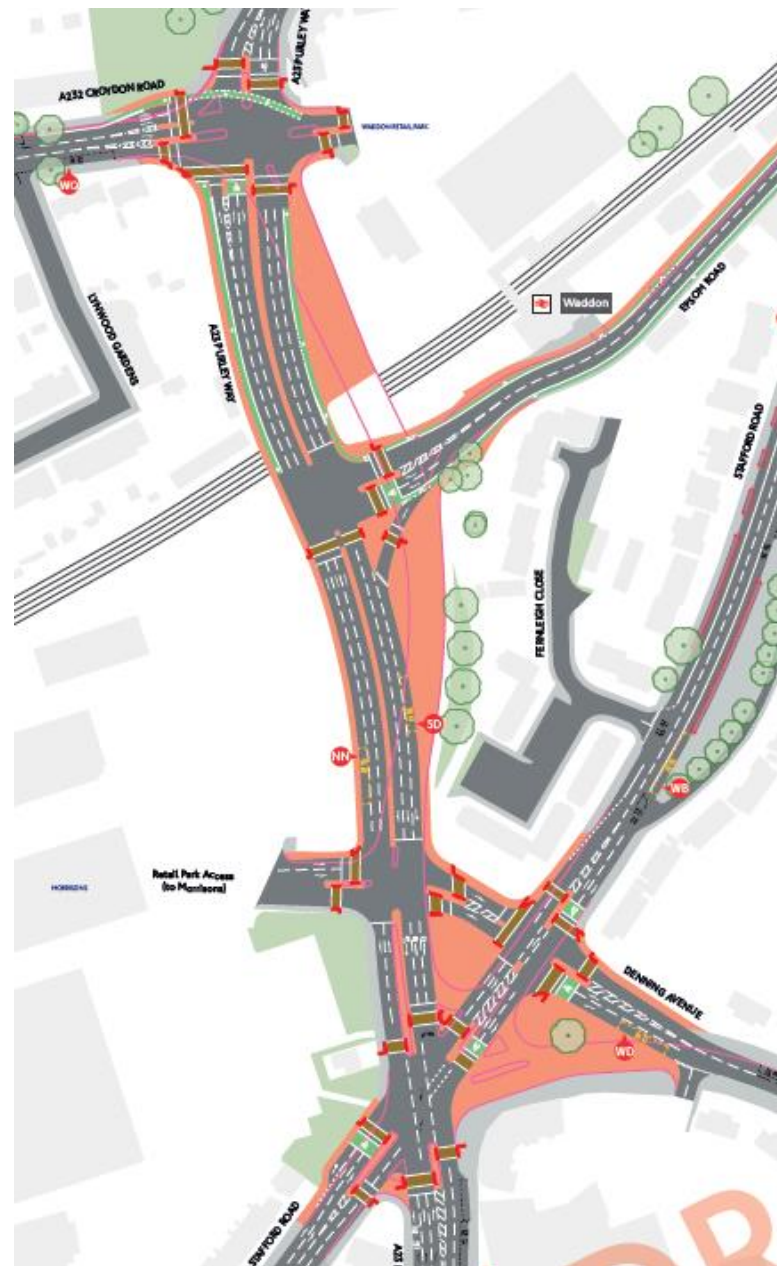


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# Detailed Consultation (2017)

- New bridge constructed to the west of existing structure;
- Realign Denning Avenue to remove it from the Fiveways Corner junction, simplifying the Fiveways junction and re-routing it to join the A23 opposite the retail park (entrance to Morrisons);
- Create a new, attractive public space for people to sit and rest, supporting Croydon Council's aspirations for a new local centre at Fiveways;
- Upgrade pedestrian crossing to provide signal controlled facilities at all junctions;
- Provide new cycle facilities, including cycle parking, and Advanced Stop Lines;
- Introduce a left turn lane on Stafford Road (southern arm) for northbound traffic for the A23 to improve capacity at the junction;
- Allow the right turn for southbound traffic on Stafford Road (northern arm) into the northbound A23 Purley Way.



# In Detail: Croydon Road/Purley Way

Existing



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# In Detail: Croydon Road/Purley Way

Proposed



# In Detail: A23 Purley Way

Existing

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# In Detail: A23 Purley Way

Proposed

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# In Detail: Epsom Road

Existing





# In Detail: Epsom Road

Proposed





# In Detail: Stafford Road

Existing



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# In Detail: Stafford Road

Proposed





# In Detail: Fiveways Corner

Existing





# In Detail: Fiveways Corner

Proposed



# Next Steps

**July – September 2017**

Public Consultation

**September – October 2017**

Post Consultation design changes

**Autumn/Winter 2017**

Publish Consultation Report



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# Any Questions?



Transport for London, Projects & Programme Sponsorship

Thomas Holmes, Lead Sponsor



# Alignment with Healthy Streets

Supports Healthy Streets approach by improving alternatives to car use and creating more accessible and people-friendly streets

Proposals include:

- Converting the Fiveways junction to a simplified crossroads;
- Improvements to the street environment, particularly at Fiveways Corner, through the creation of new public space;
- Removing A232 east-west traffic from Fiveways Corner by opening up Epsom Road to two-way traffic;
- Delivery of a new bus lane northbound on Stafford Road, improving journey times;
- Upgraded and simplified pedestrian crossings;
- Creation of an east-west cycle route from Croydon Road to Duppas Hill;
- New widened footways on Waddon Station Bridge and Fiveways Corner.





# Croydon's Growth Zone

## Place, Public Realm, Culture and Meanwhile

*Scrutiny – 12<sup>th</sup> September 2017*



# Introduction

- The Council's Growth Zone was approved by Cabinet in July 2016.
- Croydon Growth Zone is a Tax Increment Financing (TIF) model which harnesses business rates growth to enable borrowing to fund infrastructure.
- Since the approval of the Growth Zone, the governance is established, including Growth Zone Sub Group Place, Public Realm, Culture and Meanwhile.
- Further work has been undertaken to better define, cost, prioritise and programme the Growth Zone programme of projects.
- This Scrutiny is focussed on the work of the Growth Zone Sub Group Place, Public Realm, Culture and Meanwhile, particularly the Five Year Public Realm Programme.









# Presentation Introduction

- Presentation to address:
  - What public realm has been delivered to date
  - The benefits of a future Five Year Public Realm Programme
  - The Five Year Public Realm Programme
  - The precursor Place, Public Realm, Culture and Meanwhile Programme
  - Next Steps

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# Key Questions for Scrutiny

The Sub Group would appreciate and value Scrutiny's view and comments on the following three questions.

- How to maximise health outcomes, improve wellbeing, create healthier streets and promote healthy lifestyle throughout the public realm and open spaces?
- How to engage meaningfully and under what parameters with Croydon's existing and future residents, businesses and visitors to inform the design and delivery of the Public Realm?
- How does the Council balance delivery of the Five Year Public Realm Programme whilst ensuring meaningful and comprehensive engagement?

# The Value of Public Realm – Financial

- Public realm influences investment and location decisions
- EDF Energy, the Body Shop and HMRC to the COA and retention of existing major employers
- Developers have delivered public realm to the same quality as Council projects and indicated in the Public Realm Design Guide
- Direct link between the commercial activity in the COA and servicing the Growth Zone loan
- Quality public realm delivers:
  - Increased footfall
  - Increased spend
  - Increased occupancy
  - Increased investment and values





# The Value of Public Realm – Well Being

- Sharper focus and appreciation of the benefits of high quality public realm on public health and wellbeing and encouraging activity
- Transport for London's recent Healthy Streets for London, the Mayor's commitment to High Streets and Transport Strategy that encourages public realm improvements and creating liveable neighbourhoods
- Public realm should provide opportunities for activity for all interests, groups and ages, for example the introduction of performance space, dwell opportunities and pocket parks.

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# The Value of Public Realm – Culture

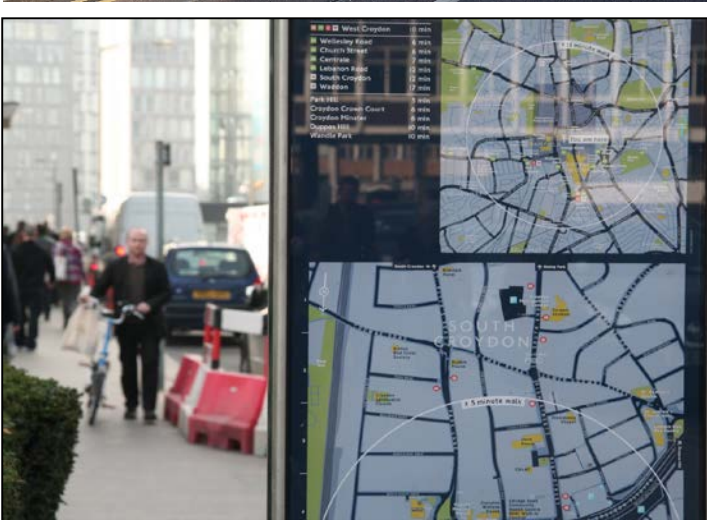
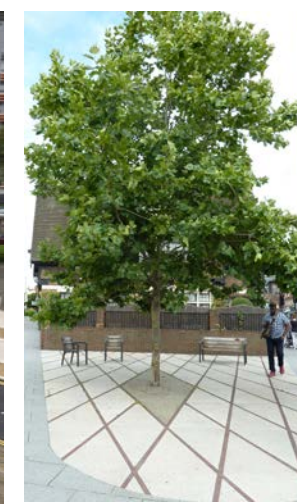
- Culture has to be an integral component to a vibrant and successful COA.
- Significant strides made in the provision of cultural activity and evolving the day and evening offer.
- Croydon's new Cultural Quarter at College Green.
- Transform College Green and Fairfield Halls into a vibrant destination for arts, education and culture.

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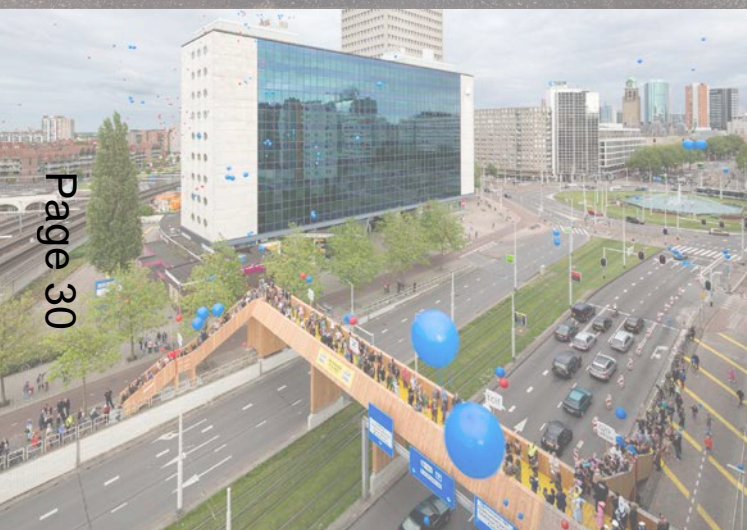




# Public Realm Delivered so far

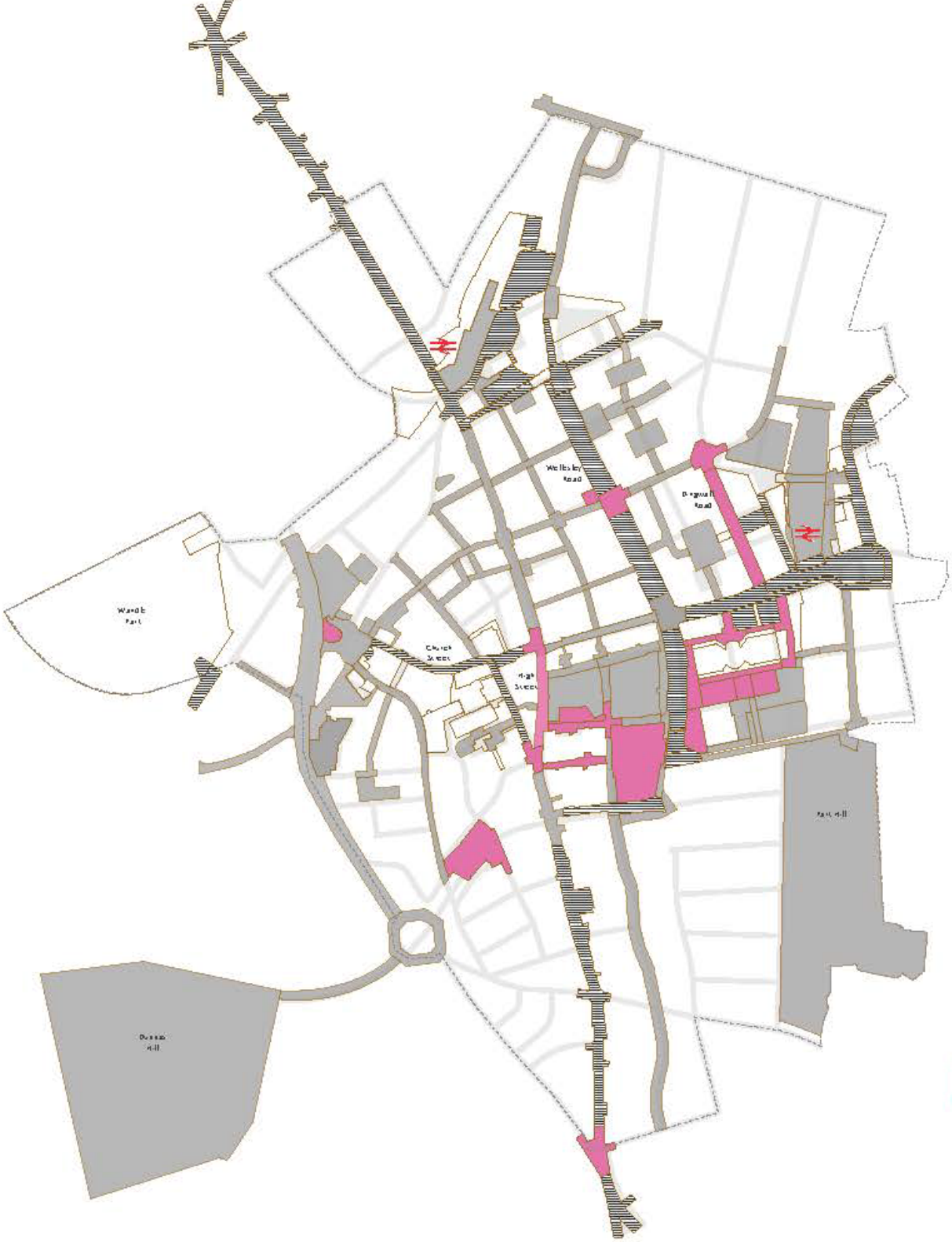






MEANWHILE CROYDON





-  Potential Meanwhile Sites
-  Future Public Realm Sites  
(Hatched areas have been part delivered)

# Croydon's Growth Zone

## Public Realm, Five Year Programme

*September 2017*

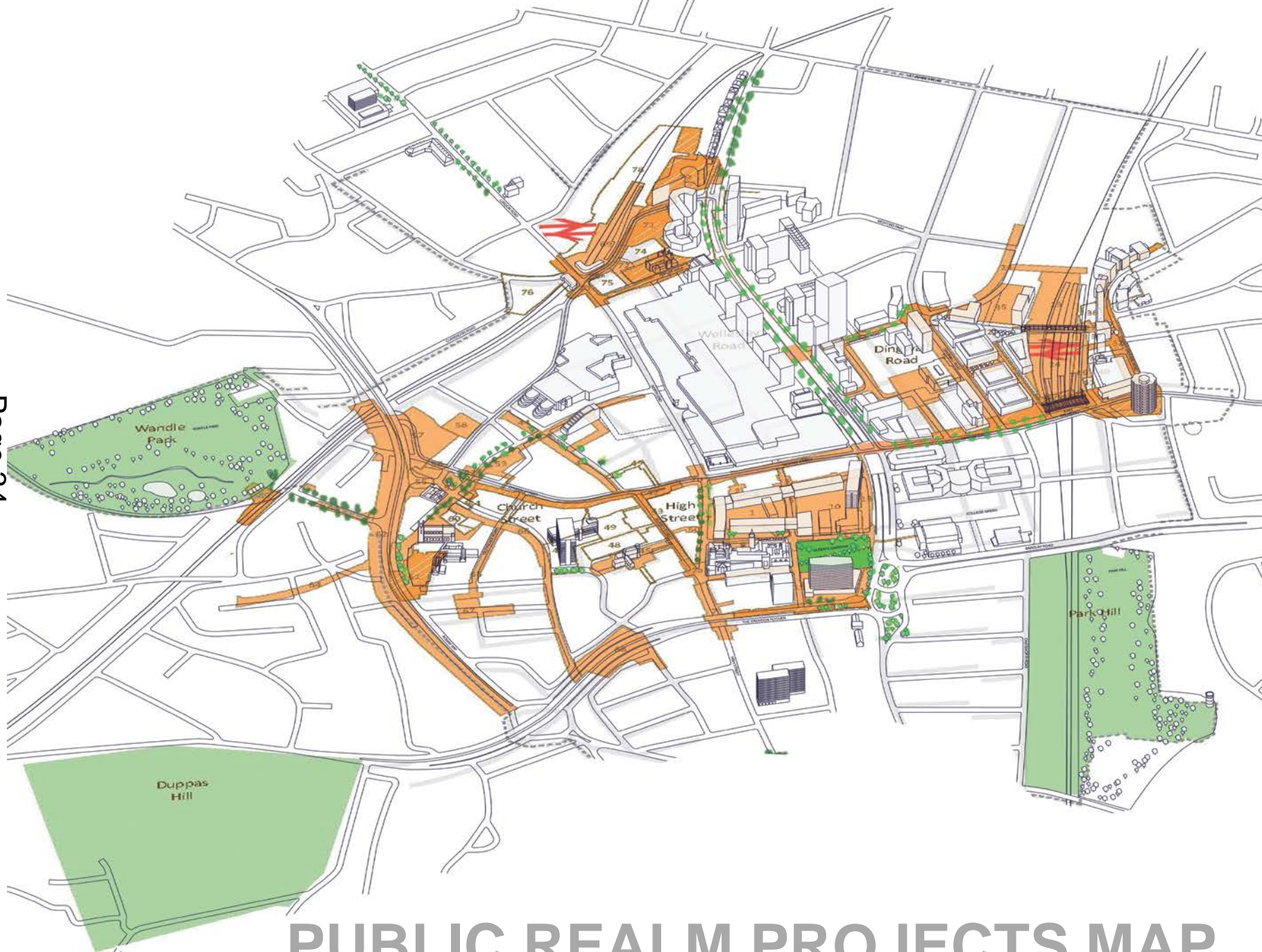


# Public Realm – Five Year Programme

- Growth Zone Five Year Programme will deliver the next phase of public realm projects set out in the COA masterplans, OAPF and IDP and informed by the Meanwhile Programme
- Aims to offer greater provision of public realm to encourage people to walk and cycle with ease, to move around one place to another, ensure places are well connected and provide opportunities for well being and activation
- Contribute to changing perceptions of Croydon and create a more positive, cultural, activated and vibrant character and experience
- Envisaged Croydon becoming a catalyst for healthier streets for people to enjoy, dwell and play

# GROWTH ZONE FIVE YEAR PROGRAMME

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## PUBLIC REALM PROJECTS MAP



# Five Year Programme Croydon

**West Croydon  
Public Realm**

**East Croydon  
Public Realm**

**Old Town  
Public Realm**

**Mid Croydon  
Public Realm**

P1	Old Town Public Realm (Phase 1)
P2	Old Town Public Realm (Phase 2)
P3	East Croydon Public Realm (Phase 1)
P4	East Croydon Public Realm (Phase 2)
P5	East Croydon Public Realm (Phase 3)
P6	Mid Croydon Public Realm (Phase 1)
P7	Mid Croydon Public Realm (Phase 2)
P8	West Croydon Public Realm (Phase 1)
P9	West Croydon Public Realm (Phase 2)
P10	West Croydon Public Realm (Phase 3)

# Next Steps

- Continue to develop the Five Year Public Realm Programme in advance of Cabinet in December 2017
- Five Year Public Realm Programme to be considered at Cabinet in December 2017
- Subject to Cabinet approval, commence design of Five Year Public Realm Programme and commence delivery
- Continue delivery of the Meanwhile Croydon Programme
- Manage the delivery of the Five Year Public Realm Programme and Precursor / Meanwhile Programme through the Growth Zone Sub Group Place, Public Realm, Culture and Meanwhile and Growth Zone governance