

## Liveable Neighbourhood Bid – Expression of Interest

Organisation name	London Borough of Croydon
Project Manager	tbc
Person completing the bid	Ben Kennedy
Project Title	Croydon Growth Zone – Western Accessibility Improvements (Opening Up Old Town)
Financial years	2019-2022
Any other LN bids being submitted?	No
Has the project been submitted to TfL as a bid before?	No
Strategic location	On the western periphery of the Croydon Growth Zone (Opportunity Area) – refer to map X – A236 Roman Way & Old Town
Objectives	<p>The objectives to be achieved by this proposed scheme are to:</p> <ul style="list-style-type: none"> <li>• Reconnect residential neighbourhoods with the Old Town area of the Growth Zone, resolving the impact of the severance caused by the Croydon Ring Road. Constructed 50 years ago, the ring road is an urban motorway that encircles the west &amp; south of the town centre.</li> <li>• Create attractive new gateways to the west and south of Croydon town centre, to help improve accessibility and permeability for pedestrians and cyclists. Improving mode choice will encourage active travel, making it easier and more comfortable to walk and cycle into the centre of Croydon, helping to discourage car use.</li> <li>• Reduce the traffic dominance in the area by reducing carriageway widths, realigning junctions, reallocating road space to sustainable modes, and by investigating options for further traffic restrictions in the Old Town area.</li> <li>• Stop traffic from the Ring Road cutting through residential areas to the west of the A236 by introducing filtered permeability.</li> <li>• Improve safety and reduce perceptions of road danger by lowering vehicle speeds, and by creating safe and pleasant crossings for pedestrians and dedicated cycle lanes for cyclists.</li> <li>• Improve personal security and reduce anti-social behaviour by removing and infilling pedestrian subways and replacing them with high quality surface level crossings, and improving lighting and CCTV coverage of underpasses connecting Old Town with areas to the west and south.</li> <li>• Visually soften the 1960s brutalist style concrete flyovers and road structures through the installation of public art work, innovative lighting strategies and green infrastructure.</li> <li>• Improve the attractiveness and perception of the Old Town area, and create new public spaces and artwork thereby encouraging more people to visit and spend time.</li> <li>• Increase the shift to electric and zero emission vehicles by creating an electric vehicle charging hub in Factory Lane and Jubilee Bridge car parks, with particular emphasis on use by delivery and freight vehicles (Royal Mail currently use it as a base).</li> <li>• Enable and support the adoption of sustainable freight and logistics in the town centre area, through the development of a micro-distribution centre</li> </ul>

	<p>and cargo bike delivery hub in former car parking spaces, under Factory Lane and Jubilee Bridge car parks.</p> <ul style="list-style-type: none"> <li>• Introduce green infrastructure, tree planting and SUDS to improve air quality, reduce both the visual and noise impacts of traffic, mitigate against climate change and flooding.</li> <li>• Improve pedestrian and cycle access to East Croydon and West Croydon stations from the west, and enable easier interchange with local buses and trams.</li> <li>• Make it healthier and safer to walk and cycle to schools in the area and support parents to shift away from driving their children to school, including the option of introducing a Pedestrian Zone during school opening and closing hours.</li> <li>• Improve leisure walking and cycling connections to and from the Growth Zone, by improving access to Wandle Park and the Wandle Trail over the tram tracks at Waddon New Road.</li> <li>• Work with the Public Health team to support the delivery of a School Super Zone in the Broad Green area (in the section 1 of the Liveable Neighbourhood) focused around the Harris Invictus Academy on London Road.</li> </ul>
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<p>Strategic alignment to the Mayor's Transport Strategy</p>	<p>Healthy streets and healthy people:</p> <ul style="list-style-type: none"> <li>• <i>London's streets will be healthy and more Londoners will travel actively.</i></li> <li>• <i>London's streets will be safe and secure.</i></li> <li>• <i>London's streets will be used more efficiently and have less traffic on them.</i></li> <li>• <i>London's streets will be clean and green.</i></li> </ul>	<ul style="list-style-type: none"> <li>• The project has the potential to result in significant mode shift from private cars to walking &amp; cycling trips to the Growth Zone.</li> <li>• It will reduce traffic volumes through the introduction of filtered permeability and the low trafficked neighbourhoods.</li> <li>• It will result in reduced accidents and road casualties through slower speeds, safer roads, new pedestrian crossings and segregated cycle routes.</li> <li>• It will help to reduce the number of deliveries made by motorised vehicles through freight consolidation, and mode shift to cargo bikes, contributing to reduced congestion and improved air quality.</li> <li>• The provision of new green infrastructure and screening will help reduce particulates by trapping them and therefore reduce resuspension. Green improvements will also help mitigate the impacts of climate change by providing shade.</li> </ul>
	<p>A good public transport experience:</p> <ul style="list-style-type: none"> <li>• <i>The public transport network will meet the needs of a growing London.</i></li> <li>• <i>Public transport will be safe, affordable and accessible to all.</i></li> <li>• <i>Journeys by public transport will be pleasant, fast and reliable.</i></li> </ul>	<ul style="list-style-type: none"> <li>• By reducing vehicular traffic volumes and movement through Old Town, the project will improve bus and tram journey times and reliability.</li> <li>• The proposals will improve pedestrian and cycle access to major transport interchanges such as East Croydon &amp; West Croydon stations, as well as improving accessibility to local buses and the tram network.</li> <li>• Bus stop accessibility improvements at Drummond Road are included.</li> </ul>
	<p>New homes and jobs:</p> <ul style="list-style-type: none"> <li>• <i>Active, efficient and sustainable travel will be the best options in new developments.</i></li> <li>• <i>Transport investment will unlock the delivery of new homes and jobs.</i></li> </ul>	<ul style="list-style-type: none"> <li>• Before 2031 10,000 new homes and 25,000 new jobs are to be created in the Growth Zone, with a further 20,000 new homes being built in the rest of the borough.</li> <li>• The project outlined in this bid will help to mitigate the impacts of this development, minimising additional</li> </ul>

	<p>Overall aim and traffic reduction target (80% sustainable mode share):</p>	<p>traffic congestion or public transport overcrowding by enabling higher rates of walking and cycling.</p> <ul style="list-style-type: none"> <li>• In the 2017 TfL report 'Analysis of Cycling Potential' Croydon was identified as the borough with the highest number of daily potentially cyclable trips with 400,000 potential daily trips, however only 6,000 cycle trips are currently being made, the equivalent of 1%.</li> <li>• Similarly in the TfL Walking Plan 62% of London's potential walkable trips have been identified as being in outer London. As one of outer London's largest metropolitan town centres, Croydon has huge potential for additional walking and cycling trips if the street environment is improved to reduce the dominance of motor vehicles.</li> <li>• East Croydon rail station has 22 million entry and exits each year making it the 19<sup>th</sup> busiest rail station in the UK and attracting a huge number of trips. Rail demand is therefore expected to increase.</li> </ul>
<p>Detailed description of project proposals &amp; measures to be included</p>	<p>Croydon Metropolitan Town Centre (Croydon Growth Zone) has been classified as one of London's key growth area. Much of the development and change is taking place on the eastern side of the town centre in proximity to East Croydon station, and as such much of the focus of Growth Zone funding will be on the eastern side of the town centre.</p> <p>The western side of the Growth Zone is constrained by two urban motorways that were built in the 1960s as a ring road around Croydon town centre. The ring road is formed of Roman Way and Old Town to the immediate west, and the Croydon Flyover to the south west of the town centre. These roads are up to 6 carriageway lanes wide in places. When they were built they severed the local residential communities from the town centre, particularly the 'Old Town' area, making it inhospitable and difficult to walk or cycle into the town.</p> <p>Current pedestrian crossing facilities are very poor or completely lacking in places, the only alternative being intimidating subways which witnessed a particularly horrific personal attack in 2017. The general environment for walking and cycling is extremely unpleasant, with noise and air quality issues alongside fast moving traffic. The latest traffic data for Roman Way/Old Town shows average daily flows of 43,000 vehicles with about 2% HGVs. The environment for cyclists is very unenticing with very low cycle flows [less than 0.5% of total vehicle flow] undoubtedly linked to the intimidating nature of the road.</p> <p>Road collision casualties are an issue on the ring road with clusters on Roman Way in the vicinity of the Minster, as well as on the approach to the junction with Factory Lane and on Mitcham Road.</p> <p>It is currently easier to drive between the local residential areas to the west and south west than it is to walk, cycle or catch the bus into the town centre, despite being less than 1 kilometre in distance.</p> <p>The ring road flyovers and underpasses not only act as a physical barrier to pedestrian movement, but they are also a psychological barrier resulting from the noise generated by the fast moving traffic, the fear of crossing the road, the dark and intimidating subways, and the harsh concrete structures.</p>	

The aim of this project is to break down the physical and psychological barriers, and reduce the severance caused by the construction of this legacy 1960s road infrastructure.

The introduction of new green infrastructure, innovative lighting and public art will help counter the grey concrete, traffic noise and air pollution, and transform the perception of the underpasses turning them into features which add value in the street scene. The existing pedestrian subways which have also been prone to littering, anti-social behaviour (including graffiti), are also at risk of surface water flooding. These will be infilled and new surface level crossings and landscaping will be introduced.

The scheme will seek to reconnect the areas to the west and east of Roman Way, with the Old Town area by reducing severance through the creation of new crossings and gateway treatments.

The plans involve reducing the traffic dominance of the ring road, by reducing carriageway widths and reallocating road space to pedestrians and cyclists. The overarching aim is to change the Roman Way/Old Town section of the ring road, from the feel of an urban motorway to a more welcoming street for all road users. The project includes a number of the schemes outlined in the Old Town Masterplan, including the plans to enhance the urban realm, particularly around the historic Croydon Minster, and to create a new public space at Reeves Corner.

There are particular measures to encourage cycling, including a new cycle route along the western side of Roman Way into the Old Town and Croydon town centre. This will complement the Sustrans led Connect 2 project completed in 2012, and a Quietway route which runs between Thornton Heath and Sutton Town Centre, helping to develop the local route network. These improvements will complement the wider cycle route network plans, including improvements for Lower Coombe Street and Roman Way roundabout at the southern end of Roman Way.

We will work with the local community particularly on the western side of Roman Way, to encourage usage of the planned cycle routes. We are also engaging with the Old Palace School, to develop their travel plan and investigate options for reducing school run traffic, potentially through the introduction of a pedestrian zone or school street.

In the Broad Green area of the Liveable Neighbourhood proposal we are working with our colleagues in Public Health to develop proposals for Superzone around the Harris Invictus Academy to improve health opportunities for children attending the secondary school.

Extensive engagement work with the local community was undertaken in developing the Old Town masterplan in 2012/13. No major concerns were identified through the consultation process, and there was general support for the Council's plans. Further consultation and engagement work is underway and will be developed further in advance of the November bid submission.

The details of the Old Masterplan can be found on the Council's website: <https://www.croydon.gov.uk/planningandregeneration/framework/localplan/masterplans/masterplan-improvements/oldtown-mplan>

Potential measures:

Section 1 – Mitcham Road / Factory Lane / Albion Street

1. New pedestrian crossing provision along Mitcham Road between Derby Road and Sumner Road.

2. Options for filtered permeability and other low trafficked neighbourhood measures in the Albion Street, Gardeners Road and the wider residential area between Mitcham Road and London Road, that is subject to high levels of extraneous through traffic at peak times.
3. Realignment of the junction of Roman Way between Factory Lane and Derby Road, to improve pedestrian, cycle, traffic and potentially bus movement between Factory Road and Derby Road, improving access from Factory Lane Estate to West Croydon station and the Growth Zone.
4. Reducing carriageway lanes and speed limits on Roman Way to reduce road danger and improve the collision history at this site.
5. Introduction of green infrastructure adjacent to Roman Way and tree planting in central reservation.
6. Innovative lighting strategy for the underside of Roman Way at Factory Lane car park including pedestrian underpass.
7. Development of micro-distribution hub and electric vehicle charging hub in Factory Lane car park area.

#### Section 2 – Roman Way / Reeves Corner / Minster Gateway

8. Upgrade the footbridge over the tram tracks into Wandle Park with street lighting, new surfacing and cycle and buggy channels, to improve pedestrian and cycle access into the park from the Growth Zone.
9. Work with Old Palace School on their travel plan, and investigate options for reducing the impact of vehicles dropping off and picking up outside the school at opening and closing times. Options to include a Pedestrian Zone or School Street.
10. Enhancements to the public realm on Drummond Road including soft landscaping, improving the waiting facilities at the bus stop, Legible London signage and lighting upgrade. Improvements to the car park to allow bus stop enhancement and better cycle facilities.
11. Creation of a new super crossing across Roman Way between St Johns Road and Rectory Grove, and gateway to the Old Town at Minister Green where the subway will be filled in and the supporting wall removed (funded through Growth Zone scheme).
12. New public realm and green space created in and around the Croydon Minster (developed as part of the Old Town Masterplan and being funded by Growth Zone).
13. Realignment of road layout at Reeves Corner, enabling the creation of a new public space including landscaping and SUDs.
14. Artwork installations and innovative lighting strategy for the underpass and area under Roman Way, adjacent to Cairo New Road and Jubilee Bridge car park.
15. Investigation of the development of micro-distribution centre and cargo bike delivery hub in Jubilee Bridge car park.
16. Green wall and landscaping including new trees and SUDs adjacent to Roman Way flyover.
17. Permeability measures on the one way streets in Old Town masterplan area affecting Scarbrook Road, Charles Street, Old Palace Road [including traffic calming], Church Street, Church Road, Keeley Road and Tamworth Place.
18. Traffic speed reduction measures on Roman Way in the vicinity of Croydon Minster, and associated landscaping including provision of a green median strip, subject to traffic modelling. Reduction of the speed limit on this section from 40mph to 30mph.

#### Section 3 – Old Town Roundabout / Croydon Flyover

19. Provision of a dedicated segregated cycle route between Croydon Minster and the Roman Way/Lower Coombe Street roundabout.
20. Enhanced pedestrian crossing provision on Old Town (ring road) between Howley Road and the Old Town roundabout.

21. Removal of the subways at Old Town Roundabout and replacement with surface level crossings (to be funded and delivered primarily through Growth zone funding).
22. Innovative lighting strategy for the underside of the Croydon Flyover at Old Town Roundabout, Wandle Road and the High Street.
23. Green walls and landscaping on Church Road, Scarbrook Road and Sheldon Street to help screen the impacts of noise and pollution from the Croydon Flyover.

Behaviour change measures:

1. Support the development of a travel plan for Old Palace School.
2. Undertake personalised travel planning with the local community in the Old Town area.
3. Support cycle training for adults and children.
4. Provision of car club bays on Drummond Road and Scarbrook Road.
5. Electric vehicle charging points on Drummond Road, Frith Road and Jubilee Bridge car park.
6. Led walks and cycle rides.

## **Liveable Neighbourhood Proposal**

Croydon Growth Zone - Western Accessibility Improvements  
Removing Ring Road Severance & Opening Up Old Town

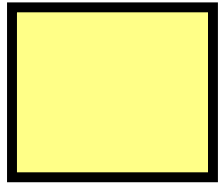
Section 1 – Mitcham Road / Broad Green

Section 2 – Roman Way / Minster Gateway / Reeves Corner

Section 3 – Old Town Rdbt & Croydon Flyover

September 2018

# Croydon Growth Zone – Western Accessibility Improvements



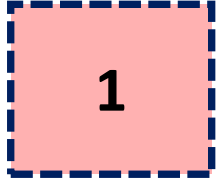
**Growth  
Zone area**



**Super Zone school**

## Mitcham Road / Broad Green

- New pedestrian crossing provision
- Stopping extraneous through traffic in residential neighbourhoods
- Super Zone proposals



## Roman Way / Reeves Cnr / Minster Gateway

- Establishing a micro-distribution & cargo bike delivery hub in Jubilee car park
- Access improvements to Wandle Park over the tram track
- New super cycle/ped crossing and gateway created at Minster Green
- New public realm & traffic management scheme at Reeves Corner



## Old Town Roundabout / Croydon Flyover

- Improving personal security & safety
- New pedestrian & cycle crossing facilities
- Greening the Grey
- Lighting strategy for underneath the Flyover

