



Environment, Transport and Urban Regeneration January 2019



Councillor Paul Scott (Job Share)
Lead for Urban Regeneration

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Lead for Environment and Transport

Urban Regeneration

South Norwood Good Growth Fund project - Re-imagining the Everyday Spaces in South Norwood

A project to improve the high streets and public spaces of South Norwood has been awarded £1.16m from the Mayor of London's Good Growth Fund. Croydon is also match-funding the value of the bid, creating a total combined budget of £2.3m for the three-year project, which aims to deliver high streets where local businesses thrive and job opportunities are created across both the South Norwood and Woodside wards.

The project will see the council and the local town team, We Love SE25, work with residents, businesses, landlords and community groups to help re-activate empty premises as retail and workspaces for creative and social enterprises. It will bring empty properties on Station Road, High Street, Selhurst Road and Portland Road back into use, as well as making improvements to the area's public realm and supporting local businesses, both old and new.

Community buildings within the high streets will become active places, bringing together residents, helping to create a resilient town centre reflecting the creativity and diversity of its people. The project will invest in community hubs including the Samuel Coleridge Taylor Centre, Socco Cheta community centre, Stanley Halls and the Croydon Youth Theatre Organisation. It will also contribute to the future use of South Norwood Library once the service moves to its new home on Station Road.

The money will be received by the council in April 2019. The council will now begin work with partners and stakeholders to plan and schedule the programme of works for the next three years.

Kenley Good Growth Fund 'stage 1' scoping project

The council has been awarded £50,000 from the Mayor of London's Good Growth fund to develop a Community Strategy for Kenley, with a view to submitting a further bid to the Good Growth Fund in summer 2019. The Local Plan (2018) identifies Kenley as one of four Areas of Focused Intensification, and is expected to make a proportionate contribution to the delivery of housing across the borough. The Kenley Community Strategy for Good Growth project will be primarily focussed around the intensification area whilst looking at the wider services and infrastructure requirements and enhancements to support housing delivery in the area, working with the local community to define the needs of their neighbourhood, and the future vision for Kenley.

The project aims to:

- Engage with the Kenley community, including hard-to-reach groups not already represented in the existing consultation feedback, to understand their concerns. This will include a focus on engaging with young people.
- Catalyze a change in attitudes towards the implications of intensification in the neighbourhood through demonstrating positive outcomes from it.



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- Identify location-specific regeneration and infrastructure (both social and physical) support that could accompany the increase in housing.
- Enable Good Growth in Kenley in the future that delivers community benefits alongside housing delivery to ensure intensification is delivered in a sustainable and managed way.
- Provide 'lessons learnt' for suburban intensification that may be useful for other areas of Croydon and London as a whole.

We will be recruiting public engagement consultants to lead the conversations with the local community, and intend to start work early in 2019. An initial draft of the Community Strategy should be in place by summer 2019.

Topping out of 101 George Street – the world's tallest modular towers, here in Croydon



The key site outside EC station has been vacant since 1989, providing a gateway into our Cultural Quarter. A 2015 permission for a traditional residential scheme with 17/32 storey towers was never implemented. Tide and their Vision Modular System arm had their first pre-application engagement with us in Feb 2017. The scheme was originally submitted as 30 and 40 storeys (490 Build to Rent units) with 15% affordable. The LPA felt Tide could go taller to increase affordable housing, resulting in 39 and 44 storey (546 units), with 20% affordable housing equating to 109 units (76 Discount Market Rent and 33 London Living Rent).

Benefits of the Modular Construction include:

- Project being delivered 40% quicker than traditional construction
- Up to 60% less deliveries to the site compared to traditional construction
- Modules delivered with all glazing and internal finishes while cladding done on site
- So a shorter period of disruption and important homes delivered quicker



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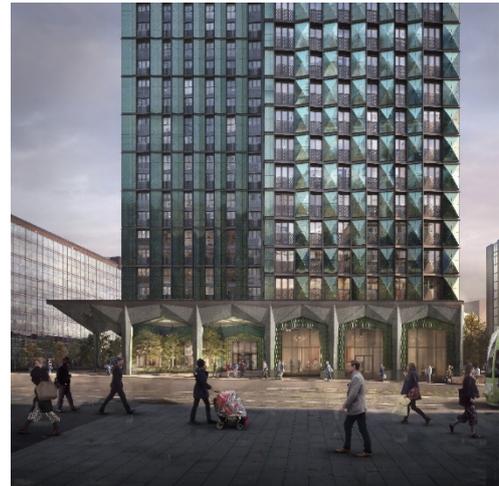
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Timeline

1st pre-app meeting	Feb 2017
Place Review Panel Committee	April 2017
Planning application submitted	July 2017
Resolution made at Committee	August 2017
Decision issued	November 2017
	February 2018

Construction

Construction commenced	Q1 2018
Construction programme (traditional would be 36 months)	22 months
Topping out	December 2018
Modular units deliver	February 2019
Cladding commence	April 2019
Completion	Q1 2020



Purley Baptist Church - response to Secretary of States perverse decision

I was shocked and very disappointed to read that the Secretary of State over-ruled his own highly experienced Planning Inspector and refused planning permission for the redevelopment of Purley Baptist Church. The reasons given for his decision are very weak and ill thought through, lacking any logical argument or justification.

His apparently partisan approach is all the more surprising given that the principle of a tall land mark building for this site has had cross party support in Croydon, with the idea for a 14 storey building first being proposed and adopted by the Tory administration in 2013. The applicants have raised concerns about the role of local MP Chris Philp, who is Parliamentary Private Secretary to the Secretary of State. It is disappointing that a local MP who is so directly involved in Government, apparently focused on the delivery of new homes for local people in desperate housing need, is so opposed to building any of those homes in his own constituency. He objects to virtually any development in South Croydon, other than very expensive executive homes.

It is good news that the developer has decided to challenge this decision through the Courts; to my mind and having read the papers, the Secretary of State's reasoning is seriously flawed. The Council will be supporting the applicant as part of this legal process and it is also encouraging that the GLA will be involved in the relevant legal proceedings.



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The site has been in a sorry and derelict state for far too long and the scheme, which proposed 220 new homes including much-needed affordable housing and enhanced church and community facilities, would have provided a much needed regenerative boost to Purley Town Centre.

The Purley Baptist Church, which works so hard to support its local community, have invested so much into creating an excellent landmark building, that is incredibly unfair that they have been treated in such an unjustified manner.

The Council's support for the scheme followed extensive pre-application discussions, with a resolution to grant planning permission back in 2016 which was later endorsed by the London Mayor. The Secretary of State's decision to "call-in" the application has significantly delayed the redevelopment of this critical site, especially as his own Planning Inspector, in recommending a grant of planning permission, advised that "the scheme should be approved without delay". It is therefore most frustrating that the regenerative benefits associated with this development and the delivery of much needed homes (including affordable homes) has been further jeopardised.

I am hopeful that sense will prevail.

Borough Wide Growth Strategy - outline and announcement about forth coming workshop. Noting of proposed paper to Cabinet

The Council and the borough currently faces a considerable challenge accommodating the borough's growth, especially housing need. As we are all aware the country, London and Croydon faces a housing crisis. In the planning context, the borough's Local Plan 2018 sets the vision, objectives and policies for accommodating the borough's growth in a sustainable manner up to 2036. Delivering sustainable development, supported by the necessary infrastructure, whilst protecting the borough's valuable open spaces and conserving the borough's unique character and heritage has been challenging for the Council and communities alike.

However, with the Government's unbending commitment to the presumption in favour of sustainable development (as defined in national policy) and the requirements of the emerging London Plan the challenge is only going to become much greater. This is no better expressed by the emerging London Plan proposing to increase Croydon's annual housing target from 1,435 per annum to 2,949 per annum. The Council has expressed to the Mayor and is participating at the London Plan examination to state our concerns about the deliverability of this housing target and that it must be supported by commensurate infrastructure to mitigate the impact of development.

Our response to this increased challenge will continue to be proactive, rather than reactive, to ensure the Council is leading the planning for growth and setting the growth strategy to the benefit



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of the borough's communities. The Council's growth strategy and objectives will be embedded in the review of the Local Plan 2018. The growth strategy forming part of the Local Plan review is to ensure that the strategy has greatest weight in managing development and growth. The key issues are ensuring that Croydon's development needs are met, that development is accommodated sustainably and that the borough accommodating this high level of growth is conditional on the necessary infrastructure to mitigate development, especially sustainable transport and social infrastructure. The Council is working towards publishing the first draft of the Local Plan Review in October this year and is looking forward to ongoing engagement with communities and stakeholders to shape the content. It is currently anticipated that more detail regarding the growth strategy will form part of a report to Cabinet in April.

SPD2 Suburban Design Guide – Update

The Council has processed 623 representations made during the consultation period and are now assessing the amendments to be made to the final SPD as a consequence of the consultation. Alongside this a consultation statement is being drafted, which will capture the consultation process including the statutory requirements met and event statistics, amendments made to the final SPD and responses to other themes that emerged in the representations. A good number of representations did not directly relate to the SPD2, but instead commented on the broader Croydon Local Plan 2018 policy position on evolution of the suburbs and intensification. These will be captured in the consultation statement too. It is anticipated the final SPD will be adopted at Full Council in April 2019 following its consideration at Cabinet in March 2019.



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Transport and Environment

Bus route proposed for Tollers Lane Estate

The introduction of a regular bus service to serve the Tollers Lane Estate, which has poor access to public transport facilities has been a long-standing aspiration for the Council, Councillors and many residents. Indeed, last year I received a petition from residents in support of this issue.



Between 9th January and 11th February 2019 Transport for London is consulting residents on the potential extension of the 404 bus service to serve the Estate. There will also be other planned changes to the route, including an increase in the frequency from 1 bus to 2 buses per hour, excellent to and welcome news for users of this service. The consultation is being undertaken in conjunction with complementary changes to the 434 bus service. Further details can be found via their website: <https://consultations.tfl.gov.uk/buses/routes-404-434/>

Transport for London would also part-fund alterations to roads and parking within Tollers Lane Estate to enable the safe and reliable operation of the 404 bus service. At the same time, and having listened to residents' concerns, the Council is proposing to provide more car parking on the Estate roads as part of these works.

We also plan to undertake further highway improvements, including minor widening at key road junctions, addressing some of the existing surface water drainage problems,



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introducing new double yellow line waiting restrictions for safety reasons and providing 5 new bus stops.

Residents within the Estate were sent a letter on 4th January 2019 to explain the Council's proposed parking and highway changes and have until 27th January 2019 to let us know their views.

Subject to the results of the two consultations, and the necessary approvals being in place, the Council plans to commence the parking & highway works in Spring / Summer 2019, with the new bus service being introduced by Transport for London later in the year.

Vision Zero

Transport for London (TfL) has recently launched their Vision Zero action plan setting out how it will deliver the Mayor's Transport Strategy target that by 2041 no one will be killed or seriously injured on London's roads. Croydon is very supportive of this plan, the benefits of which were explored in a recent council Scrutiny session.

This plan calls on the UK Government to reduce the default urban speed limit from 30mph to 20mph, which Croydon has already introduced throughout our local residential road network.

TfL's Vision Zero plan also looks to provide the necessary resources for local authorities to re-design streets for lower speeds through their Healthy Streets programme, enhance the safety camera network, trial area-based average speed cameras, to improve the Metropolitan Police's enforcement of speed limits, and to fit speed-limiting technology to the TfL bus fleet.

To monitor progress towards the Vision Zero objectives, TfL have set the ambitious target of reducing the number of serious and fatal injuries by 65% by 2022, over the five year base from 2005 to 2009. For Croydon that base was 252 casualties and in 2017 our killed and serious casualty record was 126. This equates to a 50% reduction from the base figure, and therefore shows that we are already well on our way to achieving our target by 2022. With the Council's commitment to the Healthy Streets programme, the expansion of our cycle routes and the introduction of Safer School Neighbourhoods in the forthcoming financial year, Croydon is well positioned to meet the aims of Vision Zero as set out by Transport for London.



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LIP3 Update

The six week statutory public consultation on the draft Third Local Implementation Plan (LIP3) went live on Monday (10th Dec) – the draft documents and online survey questionnaire are here www.croydon.gov.uk/LIP3 - the consultation ends on Sunday 20th January 2019. We have had a very positive and encouraging public response with almost 1,100 responses during this statutory public consultation and the earlier consultation exercise that informed development of the draft LIP3.

The final LIP3 document has to be submitted to the Mayor for his approval by 16th February 2019. We will receive formal notification of approval from the Mayor of London in March 2019. The final LIP3 will then be adopted by the Council in May/June 2019.

Mayor's Air Quality Fund Bids

The Mayor's Air Quality Fund (MAQF) is a £20 million fund over 10 years to support projects by London boroughs to improve air quality. London Borough of Croydon are working to submit the following funding bids:

- A pan-borough South London project to develop a **Construction Consolidation Centre (CCC)** on a temporary site along the A23 Purley Way corridor. We are already investigating potential CCC sites as to mitigate the impacts of the Growth Zone activities in Central Croydon and reduce HGV movements within the town centre. Construction related logistics traffic would drop off their loads at the CCC and the final leg of the journey would be made by an electric or low emission lorry. The MAQF bid would match fund the Growth Zone funding. We have invited other neighbouring boroughs to partner with us on the bid to increase our chances of a successful bid as South/South West London is the only part of London that is outside of a 30 minute catchment of an existing CCC. The maximum amount of funding available to bid for this project is £500,000.
- A single borough bid for a **'Smart' Taxi Rank Queuing System at East Croydon Station** that would remove the problem of taxi congestion and over ranking at the station, and the associated problems of engine idling. As part of this project we would install electric vehicle charging points and give priority fast track access to electric taxis to incentivise their uptake. The maximum amount of funding we can bid for this project is £200,000.



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- **Low Emission Neighbourhoods (LENs)** – The MAQF will fund up to 4 new LENS across London with up to £500,000 available to each. The focus of the Croydon LEN project would be the London Road corridor from Thornton Heath Pond bus garage down to West Croydon Station. The LEN proposals along this corridor would include working with the Harris Invictus Academy, the Croydon University Hospital, the bus garage, mosques, hotels and various other businesses and stakeholders. We are looking at the possibility of developing an area-wide Zero Emissions Network (ZEN) that would seek to improve emissions through the introduction of green infrastructure, behaviour change measures, electric vehicle charging points, an electric micro-transit on demand bus service, no-idling zones, possible traffic access restrictions to prevent rat running and new pocket parklets at side roads junctions.

School Streets

Since introducing 3 award winning School Pedestrian Zones in 2017, the Council have now received requests for similar schemes at many more primary and junior schools.

The aim of selectively pedestrianising the roads outside schools, at the beginning and at the end of the school day, is to secure a more pleasant, healthier and safer environment for children, parents and nearby residents. During term time the school run generates thousands of short trips on our roads every day. These journeys contribute to congestion, air pollution and, at some schools, create dangerous conditions immediately outside the school gates. The initial 3 schemes have given rise to a significant uptake in walking and cycling to school, with less car use, and the council is now looking to roll out the scheme across the borough as the central plank to a School Streets programme.





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Our Manifesto committed us to review the success of these school pedestrian zone pilots with a view to rolling the scheme out at other appropriate locations. This review happened within six weeks of the election and in July 2018 TMAC approved a recommendation that the pilot schemes were made permanent and a roll out to new schools was agreed.

In October we wrote to all schools inviting Expressions of Interest (EOIs) in our School Streets programme (the new name for the scheme). I am delighted to report that thirty one schools responded positively to that invitation.

Council staff reviewed EOIs against selection criteria that took into account amongst other things whether the schools is STARS accredited, part of a proposed Healthy School Neighbourhood, has favourable pupil catchment and the PTAL rating.

Eight schools have been identified as candidates for the first phase of the roll out and informal consultation with residents in neighbouring roads will be later this month. The schools are:

- Norbury Manor Primary (Norbury & Pollards Hill ward)
- Cypress Primary (Crystal Palace & Upper Norwood ward)
- Fairchildes Primary (New Addington South ward)
- Winterbourne Junior Girls (Bensham Manor ward)
- Harris Academy Purley (South Croydon ward)
- Downsview Primary & Nursery (Norbury Park ward)
- Harris Primary Academy Kenley (Kenley ward)
- West Thornton Primary Academy, Rosecourt Road (West Thornton ward)

Scheme details will be reviewed and revised as necessary in light of the results of the informal consultation, which will be reported to TMAC in May 2019. Those schemes that are approved by TMAC will then proceed to formal TMO consultation and school and council communications with parents will take place in July prior to schools breaking up for the Summer holidays.

It is intended that the schemes will become operational at the start of the new school year in September 2019.

It is possible that some schemes may not become operational until after this point if, for example, there are on street safety works required to support the introduction of the scheme (e.g. a new zebra crossing or yellow line restrictions).



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The pilots introduced in 2017 were incredibly successful with a daily reduction of 254 trips by car recorded across the three schools – and schools reporting a considerably improved and safer school gate environment, as well as improvements in punctuality, too.

Air pollution is strongly associated with traffic congestion, with pollutant levels being generally higher inside cars than on the pavement. It is a serious public health issue, which impacts most on our vulnerable residents. Croydon currently has the unenviable reputation for the highest rate hospital admissions for childhood (0-9 year) asthma in London and 7.5% of premature deaths in Croydon are linked to air pollution. Sample measurements taken on a 'walk to school day' showed how air pollution was halved on the day, which illustrates how it is possible to do positively address the otherwise bad trends.

I look forward to working with ward councillors to introduce these measures to provide a healthier and safer school environment for our young people.