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**Environment, Transport  
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October 2020**



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## Croydon's Streetspace Improvement Programme (CSIP)

Streetspace is a London-wide initiative funded by central government largely via [Transport for London \(TfL\)](#) . That said, when central government issued its guidance;

*'The government ..... expects local authorities to make significant changes to their road layouts to give more space to cyclists and pedestrians. Such changes will help embed altered behaviours and demonstrate the positive effects of active travel. I'm pleased to see that many authorities have already begun to do this.....'*

we were amongst those local authorities that had already taken swift action in advance of calls from TfL or central government. The action we are taking is focussed on creating:

- low traffic streets
- low traffic neighbourhoods
- expanded footways in the Town Centre
- speed awareness
- cycling facilities, principally in the form of semi segregated (delineated with painted lines and vertical wands) cycle lanes and cycle parking focussed in and on the Town Centre.

[find out more about these different schemes and what is currently in place in Croydon.](#)

The most recent initiatives include a further [Low Traffic Neighbourhood in Broad Green](#) This will also create a quiet walking and cycling route into the Town Centre 'bypassing' the busiest part of London Road, and connecting cyclists using the semi-segregated installed in a part of London Road, into West Croydon/the Town Centre. We are in the process of adding to the Albert Road area low traffic neighbourhood but further interventions are dependent on central government funding.

We are required to move quickly using the temporary emergency powers given to local authorities to implement these measures. We are however, seeking feedback and listening as these temporary measures go in and will evolve and improve where we can. We will consult on each measure before making anything permanent. "The programme has been a challenging one to deliver in lockdown. These schemes are fully funded by central government and we are confident of considerable further funding from central government with which to continue to deliver with the same level of ambition for the rest of the year".

## Update on under 18s travel concessions

The proposed temporary suspension of free travel on London's transport for under-18s has been delayed until further notice. It was originally planned for the suspension to be from September 2020, which was delayed until after the October half-term. We are waiting for confirmation of a revised proposal and timescale.

The following children will remain eligible for free travel:

- Children aged 10 and under
- Children aged 11-17 who live more than two miles from their school/college
- Children aged 11-17 who live less than two miles away from their school/college if they:
  - have a social worker
  - have an Education, Health and Care Plan
  - are in alternative provision (i.e. educated in a pupil referral unit, or an alternative provision academy/free school)
  - do not have a safe walking route
  - cannot walk due to a medical condition or lack of mobility

Children turning 11 should retain free travel until they finish primary school and eligible pupils turning 18 should retain free travel until they finish school that year.

## Managing capacity and demand on public transport

Social / physical distancing requirements on public transport has resulted in a significant reduction in capacity. This is particularly challenging for children and young people who travel to school by bus, and as all year groups return to school and other educational settings. Anecdotal evidence shows that nearly half of all journeys made in the morning peak hour are made for education purpose.

We are working with schools to survey parents/carers to collect information about travel. This will include data on how pupils travelled to school before coronavirus (COVID-19); whether they intend to change their mode of travel; and, if not, what measures could persuade them to do so.

Croydon continues to promote sustainable travel options to schools. Schools should be encouraging parents/carers, staff and pupils to walk or cycle to school where it is safe and appropriate to do so.

Local authorities have been allocated funding for walking and cycling which should be prioritised on those routes most frequently used by children and young people.

### Staggering school start and finish times

Croydon has been working with schools regarding staggering school start and finish times to reduce would reduce pressure on transport services. However, this will not reduce the amount of overall teaching time.

### Dedicated school transport

Government announced funding to support a new dedicated school transport to get pupils to school in the autumn term. Local transport authorities will receive more than £40 million funding for the autumn term. This funding will help them create extra capacity and allow hundreds of thousands more students to use alternatives to public transport, while social distancing measures remain in place.

## School Streets

The Traffic Management Advisory Committee on 8th July agreed for 10 more School Streets to come into effect on 1<sup>st</sup> September 2020. The accelerated implementation, in response to the Covid-19 recovery emergency, has been a big ask of the infrastructure suppliers. In the end 4 schemes were ready for the ambitious start date, with the remainder slipping by a couple of weeks – but all 10 schemes now make a positive impact for thousands more children, parents and residents. A total of 26 schools in the borough today benefit from School Streets.

The new schemes were introduced under the experimental traffic order procedure, which allows for adjustments be made in response to any unforeseeable developments in the post-Covid traffic situation. This means that we will maintain an open consultation on each the 10 schemes until 1<sup>st</sup> March 2021.

The School Street supports the educational and information efforts of the Council's Road Safety and School Travel Planners, including their coordination with the TfL STARS and Bikeability safety training. Schools survey data indicate that the prior schemes have contributed to between 15% and 25% reduction in car use and between 23% and 65% uptake in active travel – depending on the prior local prevalence. The car use reduction helps alleviate traffic and parking pressures on the road network around the schools.

Unexpectedly, the prior schemes have also coincided with 24% to 47% switch from public transport to active travel. This is assumed to be a transferable effect, from the School Street establishing an active travel trend that indirectly influences public transport use. This can be important in context of the post-Covid public transport situation.



## Update on Queens Gardens

HCPL (Henry) have been appointed to undertake the hard and soft Landscaping works at the Queens Gardens, Croydon. These works have commenced (early September) and are to last 13 months.

The works will be completed on a sectional basis to allow areas to remain open to the public and throughout the duration of the works a pathway through the Gardens will remain open to ensure pedestrian traffic to cross the Queens Gardens as this is a highly trafficked pedestrian walkway.



### Site Access and Traffic Management –

Pedestrian path will remain open through the duration of the works. This path will change in accordance with the sectional completion dates are noted above. In line with the Local Agreements no deliveries will be received or leave the site between 07:30 – 09:30 and after 16:30. This will ensure that during the peak hours of pedestrian footfall through the Queens Gardens there are limited interfaces with Pedestrians.

A full time Gateman will attend the Site Entrance to the Queens Gardens and when deliveries are received/ leave the site barriers will be put in place and signs advising pedestrians of the same.

The works have been split into sections to ensure the following:

- Benches and memorial plaques have been removed by Croydon, with the memorial plaques being kept safely for re-use in the wider design on a feature wall in the gardens at a later point.
- Henry have starting to undertake careful demolition, removing plants that have been agreed and protecting all of the trees that will be kept as agreed with LBC.



## Update on Local Plan

The Local Plan review is still progressing. Additional evidence has had to be undertaken as a result of changes that have occurred since the Issues and Options consultation. All of the research and drafting of the strategy has had to take place

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under the backdrop of Covid 19. However, lessons learnt such as the importance of decent homes, private amenity space and public open spaces has shown us what is really important for the Local Plan to deliver. As a 20 year plan, the Local Plan is very much part of the recovery plan after the Covid 19 situation has ended. In particular the need to tackle the climate emergency and the housing crisis will not have gone away.

In November the draft revised Local Plan will be presented to Cabinet for approval setting out how development can respond and address climate change, how our important green spaces will be protected from development, and how the homes and jobs that are needed in the borough will be provided. The consultation will take place for a 6 week period in January/February after which the representation as well as the Publication documents will be sent to the Planning Inspectorate for consideration.

We continue to discuss our emerging strategy with other Local Authorities and key organisations under the Duty to Cooperate and other stakeholders. We are also intending to have an update with resident associations prior to the Cabinet meeting.

### General Update on Major New Planning Applications

#### Electric House: London South Bank University

Planning permission has been granted for the change of use of Electric House. The scheme:

- Brings a Grade II listed building back into use which has been vacant since 2014
- Will include a deep clean of the outside of the building and will be lit at night time
- Will be used by LSBU to provide Health and Social Care, Business and Law courses
- Will have up to 50 staff and 400 students on site



#### 103-111 High Street

The LPA has received a Major Application for 103 – 11 High Street. The developer has previously presented pre-application proposals to both the Council's Place Review Panel and Planning Committee. The application proposes the demolition of existing buildings and erection of 29 storey building to provide 121 residential units and flexible commercial floorspace at ground, mezzanine, first and second floors (comprising flexible space). The scheme has been subject to public consultation and officers are in the process of considering the application.

### **Update – Wellbeing Centre in New Addington**

A multi-disciplinary design team, led by Avanti Architects, was appointed in February to lead on the plans to develop a Wellbeing Centre for **New Addington**. The team of architects, urban designers, landscape architects and planners have just completed the first stage of designing the building in consultation with the organisations and groups that will be using the building once it is completed. This has given us some concept designs that we would like to bring out for discussion with the local community and service users. We are working with our community consultation experts, Newman Francis, to determine how that can happen productively in the light of restrictions on gatherings of people at the current time.

### **Update – Timebridge Centre in New Addington**

The new centre is on track to complete with local community groups resuming their services from the end of September. The new 2-storey purpose built centre combines the Fieldway Family Centre and Food bank with the Learning Tree nursery and the youth centre. A Public Health funded Alcohol Prevention Support will also offer a service from the new centre. There are also several flexible spaces to hire within the new centre, including a multi-purpose hall, two studio spaces, conference and meeting rooms and social space.

### **South Norwood**

**Good Growth Programme** - Plans for the refurbishment of the Socco Cheta Community Centre were agreed with the community consortium in summer. The consortium has successfully secured additional funding from various funding programmes to add to the Good Growth funding to help deliver their ambitious plans. Over the summer, the works were advertised and bids are currently being evaluated. Socco Cheta is one of the five community buildings in the Good Growth Programme which form key spaces in South Norwood's community hub network. A team of consultants has been working with the organisations based in the buildings to explore the potential of the network, identifying how they currently support community activity and how they could work together in future. With the challenges facing communities as we adjust to the impact of Covid, the need for space which supports social enterprise and social infrastructure is all the more important. The resulting Community Hub Study will be explore the opportunities for collaboration between the spaces, inform the use of the Good Growth funding to increase the flexibility of the spaces and support each organisation with fresh business plans developed together with the partner organisations.

An important part of the Good Growth Programme is building the capacity of South Norwood's community network. We Love SE25, South Norwood Business Network, South Norwood Net, the Clocktower Market, All Heads Recognized and Croydon Youth Theatre Organisation are currently selecting the team they will work with to understand how the network needs to grow to support the ambitions of the Community Plan.

**High Street Heritage Action Zone** - Exciting news arrived in April, when South Norwood was confirmed as one of the 69 new High Street Heritage Action Zones selected by Historic England. This ensures that heritage will play a leading role in the regeneration programme for South Norwood, with further funding for historic buildings within the HAZ boundary area, including Stanley Halls and a comprehensive community engagement. This is a four year programme, and year one will focus on the groundwork, including the recruitment of a dedicated officer, which will be advertised soon. The High Streets HAZ Regeneration Officer will help to develop and deliver projects in the programme.

In further good news, Stanley Halls has secured a £10,000 pilot grant for the Cultural Programme which runs in parallel with the High Streets HAZ programme and is funded by DCMS. Their proposal for a live-streamed heritage action trail, which they will develop over the autumn with the community will help to address the challenges of programming activities in a post-Covid setting. We are looking forward to hearing more about their proposals soon.

#### **Kenley**

The draft Kenley Community Plan (KCP) is now being updated in light of comments requested through Get Involved in the spring with the final KCP being published within the next month:

<https://www.croydon.gov.uk/planningandregeneration/regeneration/places/kenley/kenley-community-plan>

Based on the outcomes of the Community Plan consultation, we successfully secured £900k of funding from the Mayor of London's Good Growth Fund in March. Over the past few months we have been working very closely with the Greater London Authority to review and refresh our delivery plan for the Connecting Kenley programme in light of the delays caused by Covid-19. The Good Growth Fund (GGF) team at the GLA has recently agreed a revised two-stage plan aiming to deliver as many of the projects as possible outlined in our original bid. Stage 1 would focus initially on the projects we believe would have the most beneficial impact as we emerge from lockdown, can be delivered in the planned timescale and for which match-funding is secured. We are also focussing efforts to secure additional match funding, including through external bids, in order to implement the other projects in Stage 2. We are working through the details with the GGF team and aim to agree the contract by the end of September. The first meeting of Kenley Community Steering Group is being set up and is expected to be held by the end of October.

#### **Thornton Heath**

**Shaping Thornton Heath** is an opportunity for the local community to contribute to a plan for the future of the high street and wider area. A dedicated website (<https://www.shapingthorntonheath.com/>) has been launched inviting the local community to imagine what a future after Covid-19 might look like for the district centre. The consultation is open until the 2nd October and the outcomes of this will help to

create a vision which will be used to influence the development of key sites that are expected to come forward in the coming years.

In partnership with Timberland's Nature Needs Heroes campaign, National Park City and Urban Growth, the Council has also installed a new community garden at the heart of Thornton Heath on **Ambassador House Forecourt**. This new space includes new lighting, planters and artwork by local artists. This is the final stage in the Nature Needs Heroes campaign that began with an event with Loyle Carner on the forecourt back in November 2019. Local residents were invited to participate in the gardening club that launched earlier this month and will grow and maintain the new community garden with monthly sessions run by social enterprise, Urban Growth.

