

# CONNECTED CROYDON PROGRAMME



2013

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photo credits: p.25 Transport for London; p.35 OKRA Landscape Architects;  
p.50 Kinnear Landscape Architects

# CONNECTED CROYDON

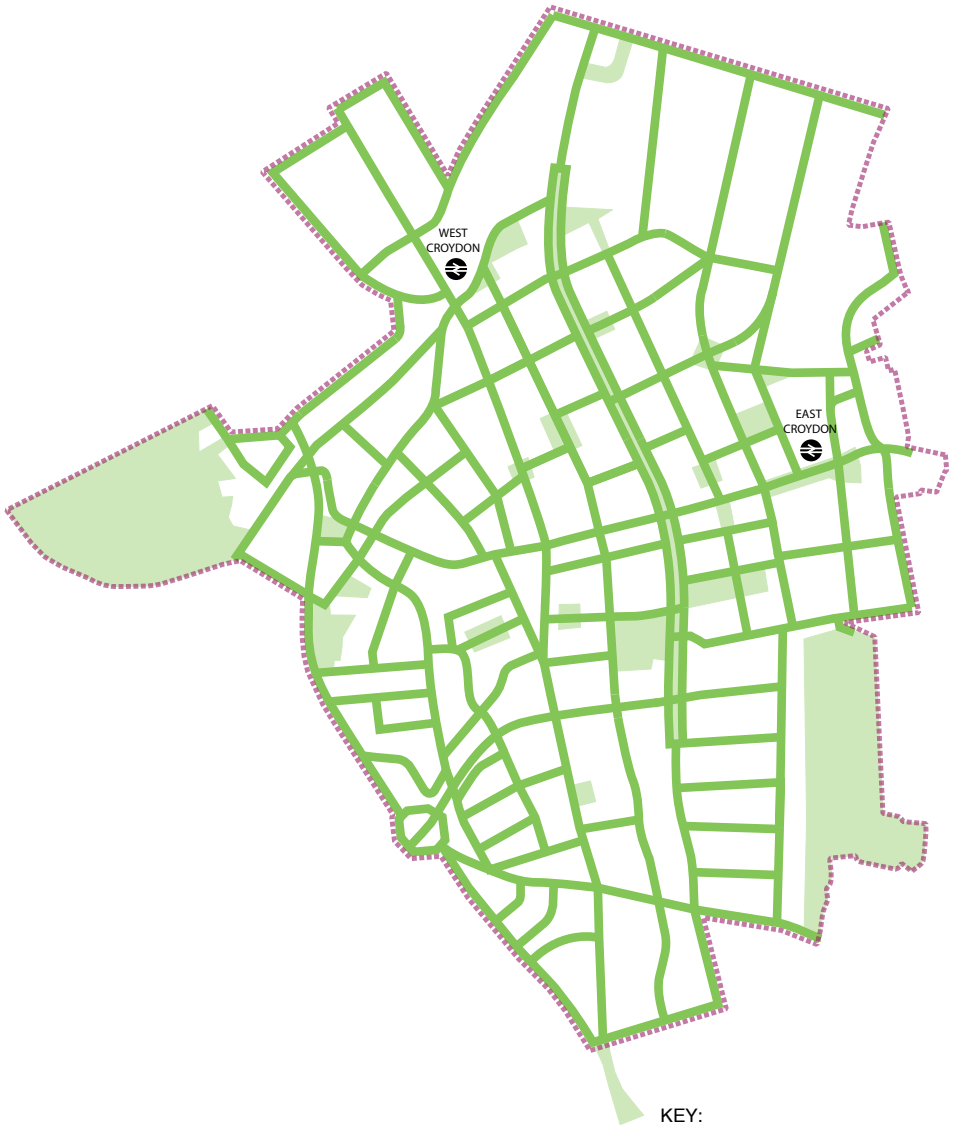
  
CENTRAL  
CROYDON

Katharine Street


↑ **OLD TOWN  
SOUTH CROYDON**  
Town Hall and Library  
Surrey Street Market  
North End Shopping

← **The Queen's Gardens  
Croydon Council  
Police Station**






KEY:

 Croydon Opportunity Area Planning Framework (OAPF) boundary

Strategic components of the public realm network:

 connections

 places

PROPOSED NETWORK OF STREETS, SQUARES AND SPACES IN CROYDON OPPORTUNITY AREA

## WHAT IS IT?

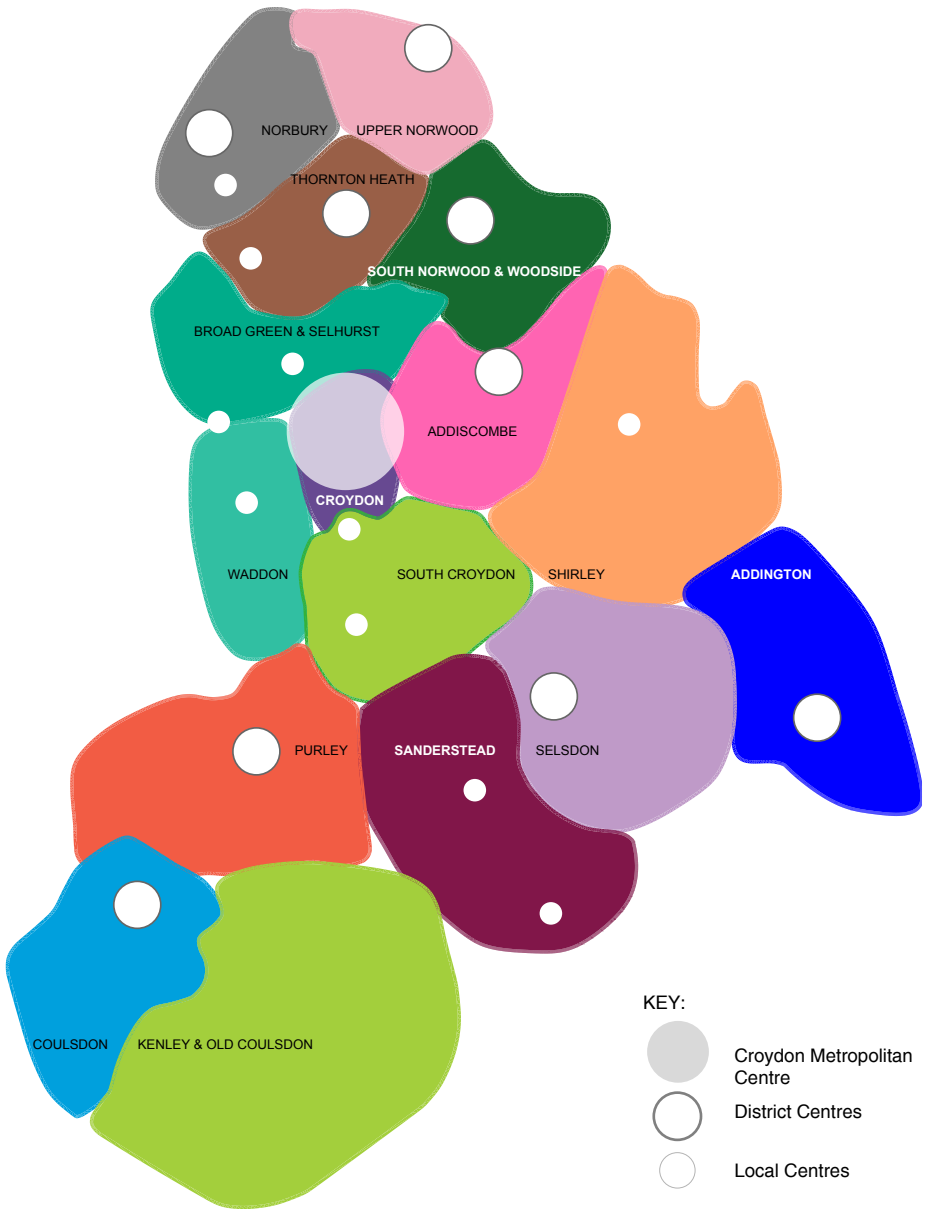
Connected Croydon is a programme of co-ordinated public realm projects and transport improvements that will transform Croydon Metropolitan Centre (CMC) and places across the Borough into more walkable and liveable places through investment in their streets, squares and spaces.

## WHY?

Connected Croydon is needed to create an attractive environment that will secure inward investment and establish the right conditions for a growing residential community, as well as for those who work in and visit Croydon. The key issues to be addressed are: a currently poor public realm, disjointed network and the need for more capacity for public transport.

## HOW?

- Creating a CMC wide network of joined-up public spaces with a high quality of streetscape design
- Improving Croydon's environmental performance with a focus on promoting public transport, walking, cycling and the provision of high quality, accessible and safe facilities
- Improving the efficiency and attractiveness of Croydon's two major public transport interchanges at East and West Croydon
- Removing the severance effect of Wellesley Road, Park Lane and other large pieces of transport infrastructure
- Enlivening spaces with new uses and activities that interact with surrounding buildings, are welcoming, attractive and safe
- Responding to local character by reinforcing the positive characteristics of the places of Croydon
- Enhancing the public perception of Croydon as an attractive place with a unique identity and as a place in which to live and invest
- Enhancing the public realm in the sixteen places of Croydon, including investment in District and Local Centres.

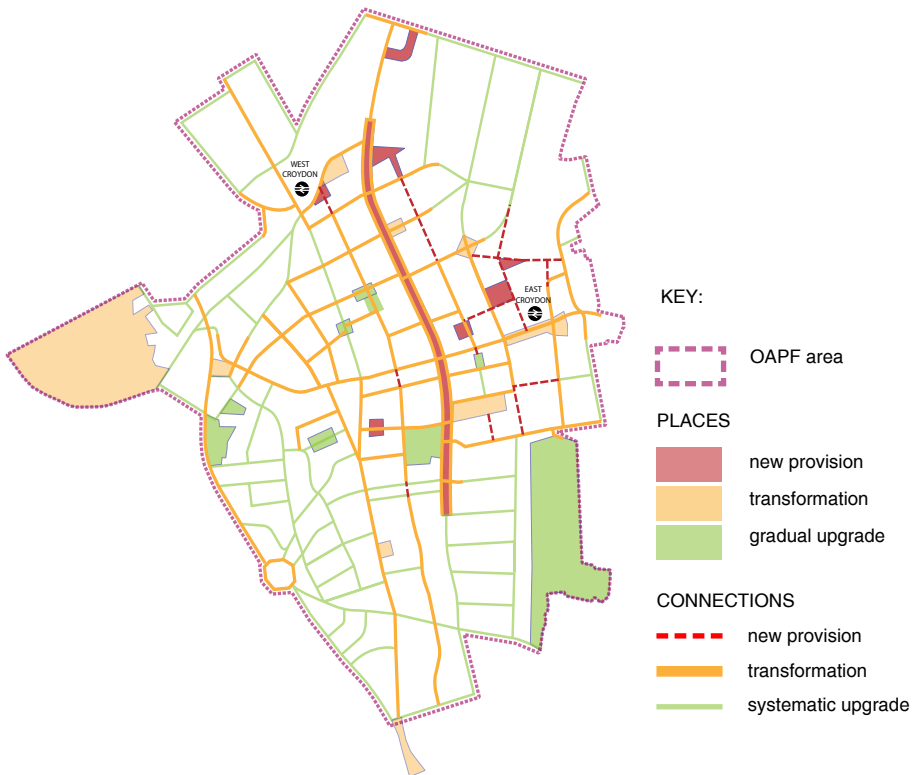


THE SIXTEEN PLACES OF CROYDON AND DISTRICT AND LOCAL CENTRES

## WHAT TYPE OF INTERVENTIONS?

Public realm in Croydon requires three different types of intervention in order to achieve the desired quality outcomes:

- The creation of brand new connections and spaces to join up the network
- The substantial transformation of existing connections and spaces to address design, capacity and accessibility issues
- The regular maintenance, management and systematic upgrade of existing public realm



THE INTERVENTIONS REQUIRED TO ACHIEVE  
THE PROPOSED PUBLIC REALM NETWORK IN CROYDON  
OPPORTUNITY AREA

## WHAT ARE THE PRIORITIES?

Three strategic themes have been identified for the next three years of delivery:

- **Strengthening Croydon's high streets**

Repairing, upgrading and activating Croydon's high streets in District and Local Centres and in the Croydon Metropolitan Centre. For example working together with local businesses to improve shop fronts, increase footfall and turnover, diversify the high street economy, and tackle vacancy with new uses and initiatives.

- **Making a positive first impression**

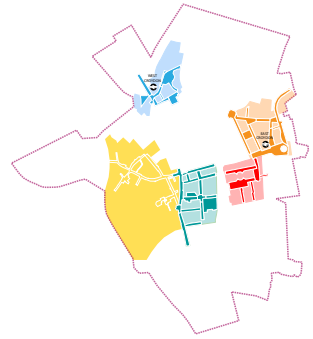
Making the key entrances to central Croydon welcoming, generous arrival spaces with simple, direct routes to destinations in Croydon. For example making more space for pedestrians and improving public transport interchange with uncluttered, high-quality public realm around West Croydon station, and the junction of Dingwall Road and Lansdowne Road near the new East Croydon station footbridge.

- **Connecting Croydon**

Overcoming barriers to walking and cycling. Making easier routes between key destinations. For example a series of new and improved pedestrian crossings across Wellesley Road and Park Lane at Bedford Park Road, Lansdowne Road, George Street, the Fairfield Halls and The Flyover. Creating a finer grain network of pedestrian routes.

## PROGRAMME COMPONENTS

Croydon Metropolitan Centre's public realm network has been broken down in to a suite of components in order to enable project definition and rationalise delivery. Component projects flow from the adopted masterplans and the Opportunity Area Planning Framework. In addition there is a programme of improvements to Croydon's District and Local Centres.



## CROYDON OPPORTUNITY AREA MASTERPLANS

KEY:

### EAST CROYDON MASTERPLAN

Adopted as an Interim Planning Guidance in March 2011

	development
	public realm

### WEST CROYDON MASTERPLAN

Adopted as an Interim Planning Guidance in July 2011

	development
	public realm

### FAIR FIELD MASTERPLAN

Adopted March 2013

	development
	public realm


### MID CROYDON MASTERPLAN

Adopted as an Interim Planning Guidance in July 2012

	development
	public realm

### OLD TOWN MASTERPLAN

Due for adoption in 2014

	Masterplan boundary
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## CIL AND SECTION 106

The Connected Croydon Programme will be funded from a variety of sources of income as set out in the document under Funding / Principal Funders. This section addresses the relationship between the borough's Community Infrastructure Levy (CIL) and planning obligations sought through Section 106 Agreements.

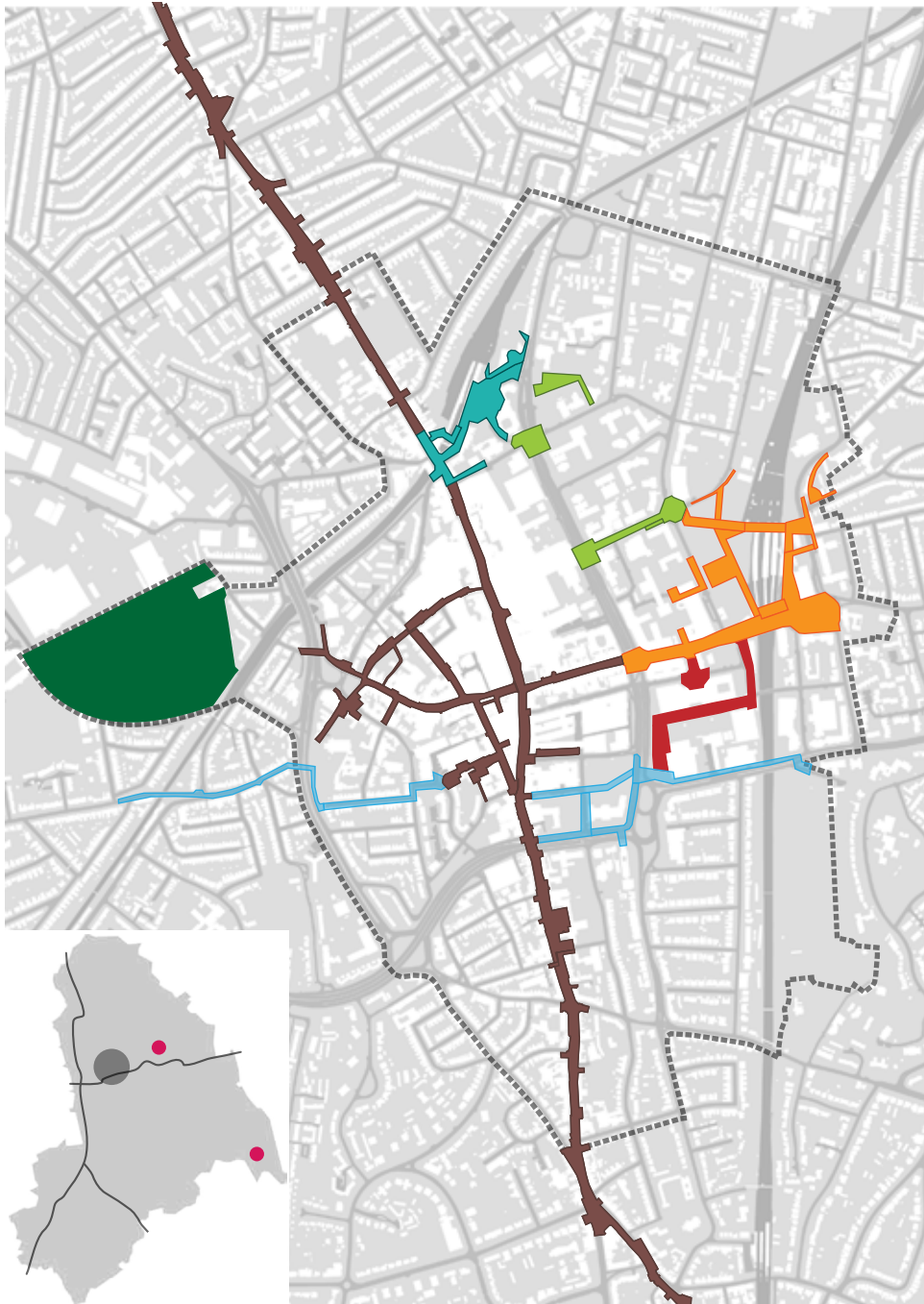
The borough's CIL was brought into force on 1 April 2013, which has direct implications for the Council's approach to planning obligations sought through Section 106 Agreements. Community Infrastructure Levy Regulations 2010 (as amended) Regulation 123 restricts the use of planning obligations (Section 106 Agreements) for infrastructure that will be funded in whole or in part by CIL, to ensure no duplication between the two types of developer contributions (CIL and planning obligations).

Below is an extract from the Council's Regulation 123 list, which relates to Connect Croydon Delivery Programme projects or types that the London Borough of Croydon intends will, or may be, wholly or partly funded by CIL.

- Infrastructure projects or types that will, or may be, wholly or partly funded by CIL:  
Provision, improvement, replacement, operation or maintenance of those projects listed in the Connected Croydon Delivery Programme dated April 2013 and any projects as may be added to the said Programme after April 2013 as approved by Cabinet.

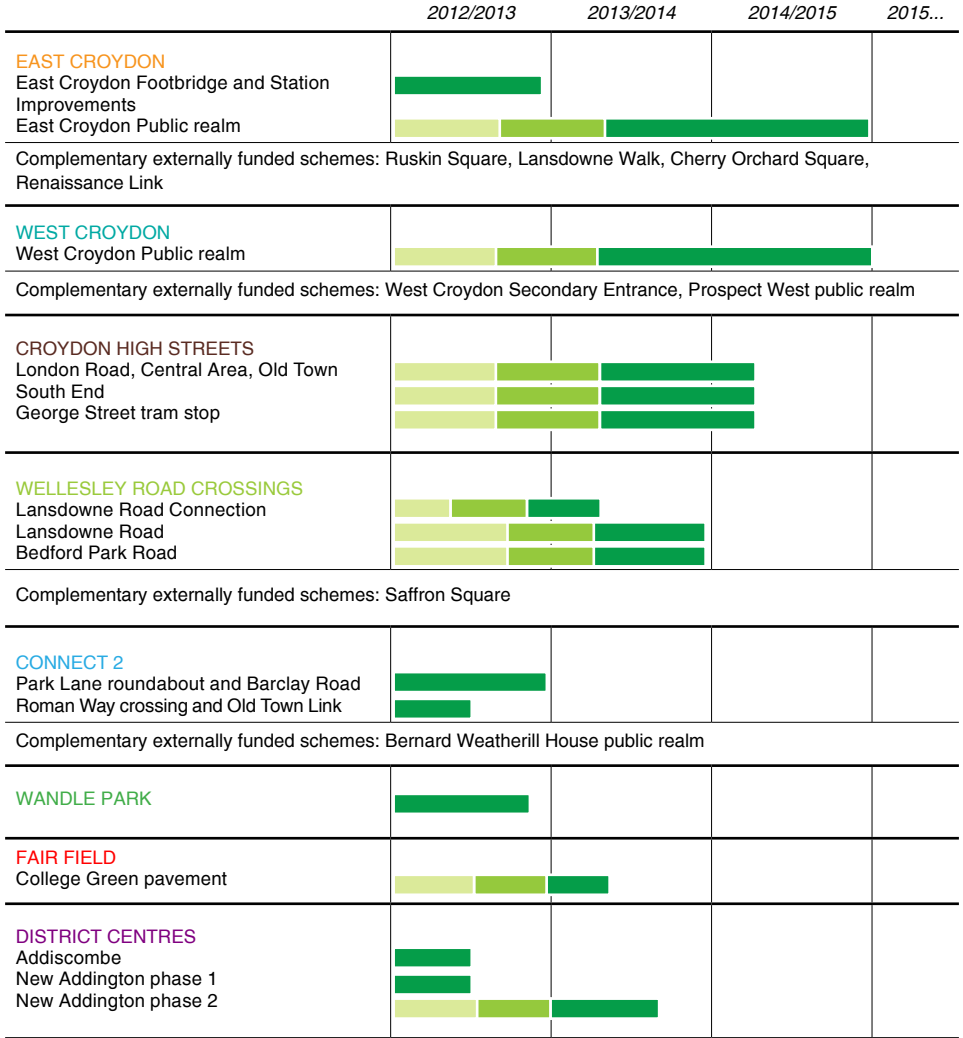
The Connected Croydon Delivery Programme is an appendix to the Regulation 123 list and details the projects or types name, description and location and for avoidance of doubt must not be confused with this document.

Public Realm projects or types that do not form part of the Connect Croydon Delivery Programme will be sought from developments through Section 106 Agreements in accordance with Community Infrastructure Levy Regulations 2010 (as amended) Regulations 122 and 123.



CURRENT COMPONENT PROJECTS IN THE CONNECTED CROYDON PROGRAMME IN CROYDON OPPORTUNITY AREA (INSET SHOWS BOROUGH - WIDE PROJECTS)

# TIMESCALE FOR DELIVERY

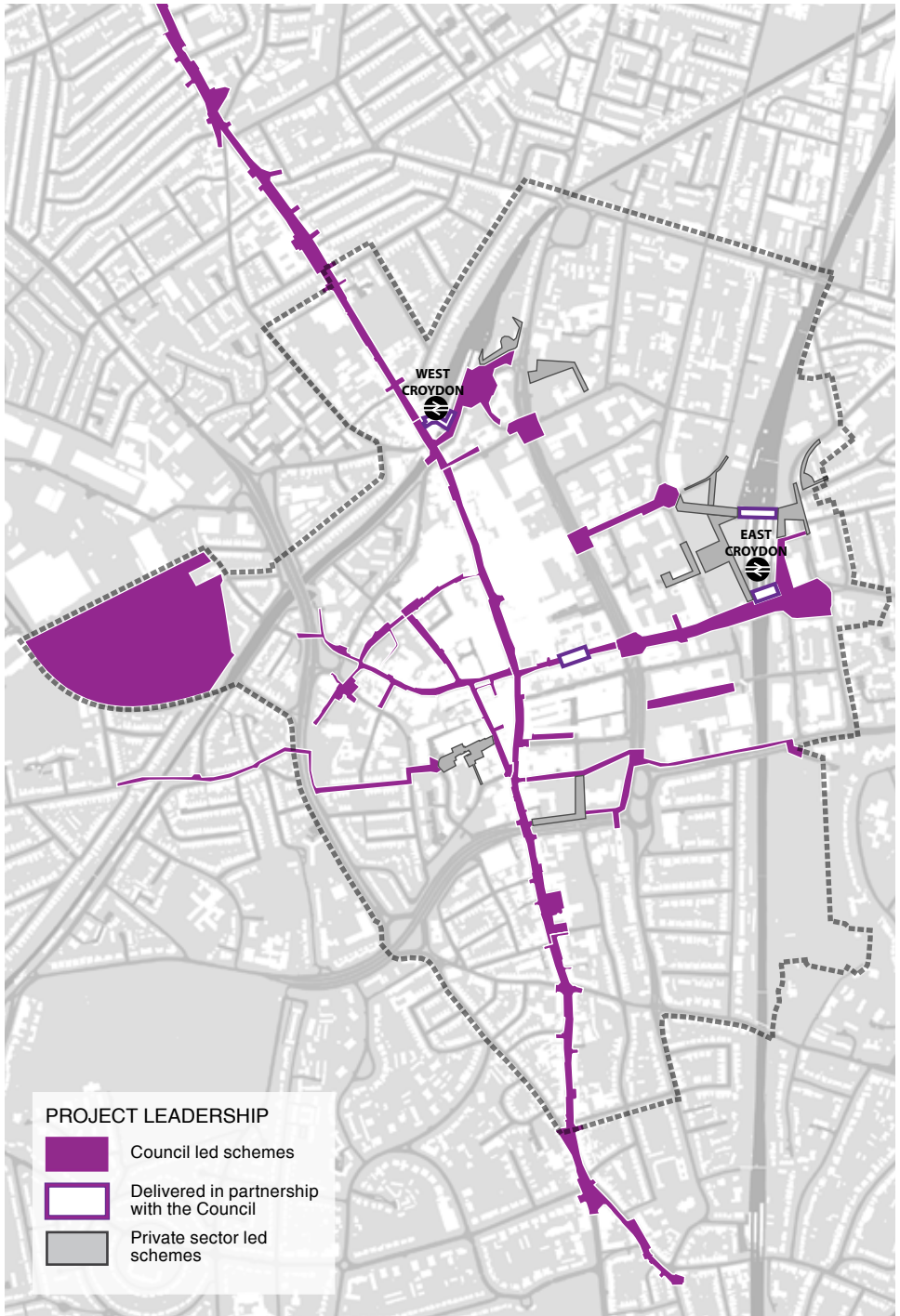


**KEY:**

- STEP 1  
Project outline  
confirm funding
- STEP 2  
Design development  
formal approvals
- STEP 3  
Procurement  
detailed design
- STEP 4  
Implementation

Project phases for ongoing projects:





## WHO IS LEADING DELIVERY?

The majority of Connected Croydon Programme projects are led by Croydon Council. In order to maximise the scope of public realm improvements, the Council has nurtured opportunities for partnerships and cooperation. Components delivered by private parties are encouraged through planning and development management procedures. Delivery capacity and priorities are continuously reviewed.

## WHAT QUALITY IS REQUIRED?

In April 2012 Croydon Council's Cabinet formally adopted the *Croydon Public Realm Design Guide* to clearly set the quality of design and materials for public realm projects in Croydon. The guide is supplementary to the relevant European and British standards, national and regional policies. It should be used by all those who are involved in either shaping or looking after Croydon's public realm including Croydon Council teams involved in design, delivery and maintenance of public realm projects; and developers and their consultants. It is obligatory for all Council projects.

Croydon Council uses the Public Realm Design Guide as a tool to steer the practical application of improvements to Croydon's public realm. Conformity to this guidance is verified through processes of programme, project and development management.

The Guide applies to the entire borough. It sets out a standard approach for the public realm, including private sector and third party developments, with special tailored guidance provided for the Croydon Opportunity Area, District and Local Centres, Conservation Areas and Transport for London Strategic Routes. The document can be found on the Council's website.



A SELECTION OF SOME OF THE PALETTE OF MATERIALS FROM CROYDON PUBLIC REALM DESIGN GUIDE

# WORK PACKAGES



The Connected Croydon Programme projects are organised into coordinated packages focusing on particular locations. Each package is presented here through information on its geographic extent, objectives, delivery partners, components, status and detailed funding structure.

Each individual publicly funded project is described in terms of its location, scope of works, principal funders, design team, status and delivery date.



# LEGIBLE LONDON

Legible London is a pan-London pedestrian wayfinding system that helps people walk around the Capital. It has been recently introduced to Croydon Metropolitan Centre and extends north along London Road and south to South Croydon station.





LOCATIONS OF LEGIBLE LONDON SIGNAGE IN THE CROYDON OPPORTUNITY AREA

## OBJECTIVES

- Address the lack of clear consistent and coordinated on-street information in Central Croydon
- Help visitors, residents and workers find their way to our key destinations

## DELIVERY PARTNERS

Croydon Council, The Greater London Authority, Transport for London

Croydon Council leads on delivery with support from partners.

## COMPONENTS:

The scheme provides 81 elements in total:

- 4 monoliths
- 8 midiliths
- 35 miniliths
- 34 mounted signs such as: fingerposts, wall mount, rapid dispersal units

## STATUS

- Implementation: January 2012 – March 2012
- Ongoing review period

## FUNDING

Cost	£ 500,000
Secured funding	£ 500,000

### Funding Sources:

Croydon Capital Programme	£ 250,000
TfL Local Implementation Plan	£ 250,000

## DELIVERED: 2012



# EAST CROYDON

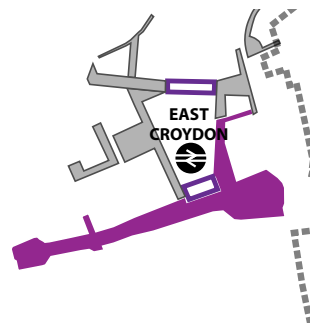
As Croydon's 'front door' the transformation of East Croydon will have a huge role to play in resetting perceptions of the Borough. The area is the subject of the East Croydon Masterplan; interim planning guidance adopted in March 2011. The collaborative masterplanning process has identified clear public realm components which enable phased approach to delivery.






BIRD'S EYE VIEW OF THE EAST CROYDON AREA WITH PUBLIC REALM COMPONENTS

## COMPONENTS

- East Croydon Footbridge and Station Concourse
- East Croydon Public Realm
- Complementary externally funded schemes: Ruskin Square, Renaissance Link, Cherry Orchard Square



## PROJECT LEADERSHIP

-  Council led schemes
-  Delivered in partnership with the Council
-  Private sector led schemes

## OBJECTIVES

- Unlock east – west pedestrian link: provide a key piece of public realm in Croydon's movement network and a catalyst for unifying the relationships of the sites separated by the railway.
- Joined up public realm: ensure that public realm joins the existing station concourse and new bridge along the east and west sides of the station.
- 21st century station that unites different forms of mobility; a collective place in which to meet that offers a positive experience that is seamlessly connected with the surrounding developments and public realm
- A civilised transport interchange where the pedestrian has clear priority in a free and decluttered public realm where each transport mode is apparent and accessible.

## DELIVERY

Croydon Council leads on delivering improvements to existing streets. Network Rail manages the delivery of station improvements, including the footbridge. Private partners deliver public realm within their development sites.

Delivery partners: Croydon Council, Network Rail, Transport for London, Homes and Communities Agency, Royal Mail Group, Menta, Stanhope Schroders

## STATUS

- East Croydon Bridge is on site and operating as a station interchange
- Successful TfL Major Scheme bid for East Croydon public realm
- Planning permissions for Ruskin Square and Cherry Orchard Road developments granted in July 2011
- Ruskin Square residential Phase 1 reserved matters application underway

## FUNDING

Cost	£ 25,240,000
Secured funding	£ 25,240,000

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Details of LBC led projects:

### *East Croydon Footbridge And Station Concourse*

TOTAL	£ 20,000,000
Network Rail	£ 14,000,000
Croydon Capital Programme	£ 3,000,000
Growth Area Fund	£ 2,000,000
S106	£ 1,000,000

### *East Croydon Footbridge And Station Concourse*

TOTAL	£ 5,440,000
Mayor's Regeneration Fund	£ 1,040,000
TfL Biking Boroughs	£ 200,000
TfL LIP Major Scheme	£ 4,200,000

## COMPLEMENTARY SCHEMES ON SITE

Stanhope Shroders are arranging an ongoing programme of meanwhile uses in Ruskin Square; designed by Muf



Meanwhile garden on the future Ruskin Square site



Cricket nets on the Ruskin Square site



Lunch time on the Ruskin Square site

# EAST CROYDON PUBLIC REALM



GEORGE STREET - THE APPROACH TO EAST CROYDON STATION

## SCOPE OF WORKS

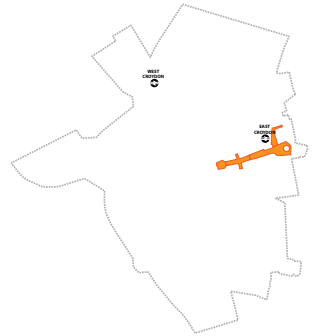
Public realm improvements to the transport interchange, a transformed arrival space outside East Croydon station and better connections along George Street to Wellesley Road. Key project components:

- Creation of a high quality arrival space outside the East Croydon Station concourse
- Decluttering, repaving and improved crossing facilities along George Street and improved George Street - Wellesley Road pedestrian crossing
- Reconfigured taxi and kiss & ride arrangements on Billinton Hill. A level walkway between the existing station concourse and the new footbridge, provision of a bicycle hub

**PRINCIPAL FUNDERS:** Transport for London, Greater London Authority

**DESIGN TEAM:** John McAslan and Partners, WSP, NLP

**TO BE DELIVERED BY:** 2015



## PRECEDENTS:





# EAST CROYDON BRIDGE & STATION CONCOURSE

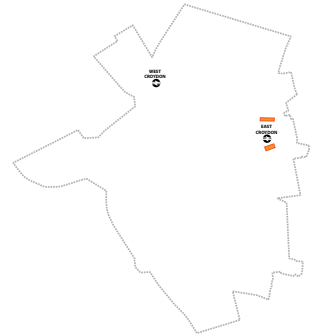


THE CONSTRUCTION OF EAST CROYDON BRIDGE

## SCOPE OF WORKS

A new footbridge will increase the passenger capacity of the station, provide step free access to all platforms, and enable a new east-west link across the railway. Key project components:

- Provision of an accessible footbridge across the existing station providing access/egress to/from existing platforms and public East-West link across the railway. Rearrangement of the existing station entrance.
- Improvements to the existing concourse, provision of a new western entrance to the station, upgrade of platform areas.



ON SITE:



PRINCIPAL FUNDERS: Network Rail, Stanhope Shroders, Menta

DESIGN TEAM: Hawkins Brown / Mott MacDonald

TO BE DELIVERED BY: 2015

Open as a station interchange: January 2013

Opening of western entrance: Autumn 2013

Opening of eastern entrance: 2015

# WEST CROYDON

As one of Croydon's major interchanges the transformation of West Croydon, like East Croydon, will have a huge role to play in resetting perceptions of the Borough. The area is the subject of the West Croydon Masterplan; interim planning guidance adopted in July 2011. The collaborative masterplanning process has identified clear public realm components which enable a phased approach to delivery.



BIRD'S EYE VIEW OF THE WEST CROYDON AREA WITH OUTLINED COMPONENTS

## COMPONENTS

- West Croydon Public Realm
- Complementary externally delivered schemes: new DDA compliant West Croydon station entrances, The Interchange public realm improvements



## OBJECTIVES

- A positive first impression that announces passengers' arrival in Croydon
- Seamless pedestrian flows between tram, train and bus stations
- Encouragement and support of diverse local business
- A welcoming pedestrian experience with improved surfaces, soft landscaping, decluttered pedestrian areas and integrated safety and security measures

## DELIVERY

Croydon Council leads on delivering improvements on existing streets. Network Rail manages the delivery of station improvements. Private partners deliver public realm within their development site.

Delivery Partners: Croydon Council, Greater London Authority, Network Rail, Transport for London, Barratt Homes, CBRE Investors, Mapeley, Portman Square Holdings, Purespace Group, St Michael and All Angels Church, Canmoor

## STATUS

- Masterplan adopted as Interim Planning Guidance in July 2011
- New West Croydon station entrance delivered by TfL LOROL with Croydon Council in 2012

## FUNDING

Cost	£ 4,600,000
Secured funding	£ 4,600,000

Details of LBC led projects:

*West Croydon Public Realm*

TOTAL	£ 4,600,000
Mayor's Regeneration Fund	£ 4,600,000

## ON SITE

New, fully inclusive entrance to West Croydon Station on Station Road delivered by TfL LOROL and Croydon Council in 2012.



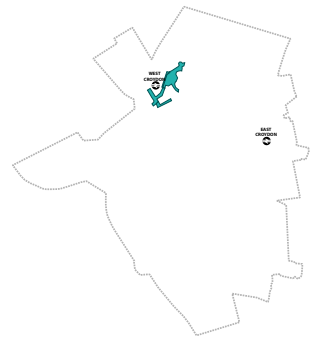
# WEST CROYDON PUBLIC REALM



THE WEST CROYDON AREA: LONDON ROAD - STATION ROAD JUNCTION

This scheme will build on the best aspects of West Croydon and London Road to create a public realm that is welcoming, high quality and inclusive. The project will deliver:

- An arrival space that reveals and celebrates the best of West Croydon and London Road
- A re-configured junction layout at West Croydon Circus and a new crossing across Station Road next to the West Croydon Tram stop
- An Interchange Spine integrating tram stop infrastructure and related facilities to act as a prominent wayfinding feature
- A shared surface treatment at the western end of Poplar Walk, facilitating movement between West Croydon and Croydon's retail core.



PRECEDENTS



**PRINCIPAL FUNDERS:** Greater London Authority

**DESIGN TEAM:** EAST, Alan Baxter & Associates, Jonathan Cook Landscape, Infrastruct CS, Dekka, Landolt Brown, Mendick Waring, Ashley McCormick

**TO BE DELIVERED BY:** 2015

# HIGH STREETS

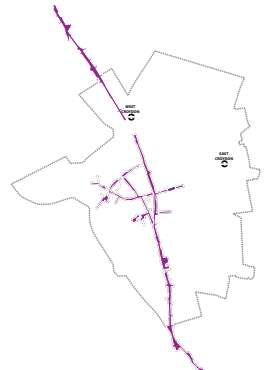
The revitalisation of Croydon's unique set of high streets is fundamental to the future success of the metropolitan centre. Each street has its own quality and distinctive character, each is used and perceived in different ways and each has a varying degree of economic and social success. It is this varied sense of place that helps give Croydon its unique and diverse character. Each of the high streets projects comprises: retail support, building façade and shopfront improvements and public realm works.



BIRDS EYE VIEW OF THE HIGH STREETS AREA

### COMPONENTS

The High Street package has been broken down in to: London Road, Old Town and Central Area; South End; George Street Tram Stop and a Retail Support Package.



#### PROJECT LEADERSHIP

- Council led schemes
- Delivered in partnership with the Council
- Private sector led schemes

## OBJECTIVES

- Improve safety and security for high street users and businesses
- Improve the pedestrian and cycle environment
- Attract additional visitors to the high streets
- Reduce high street vacancy rates

## DELIVERY

Croydon Council leads on upgrading existing streets, also provides partnership for funding assistance to enable frontage improvements. Transport for London will deliver changes to the George Street tram stop. Local business and communities manage improvements to their premises.

Delivery partners: Croydon Council, The Greater London Authority, Transport for London, local business and communities

## STATUS

- Funding secured in September 2012.
- Procurement of the design teams initiated in 2012 and completed early 2013.
- Design for South End component initiated in January 2013.
- Design for Central Area, London Road and Old Town began in April 2013.

## FUNDING

Cost	£ 10,000,000
Secured funding	£ 10,000,000

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### Funding Sources:

Mayor's Regeneration Fund	£ 8,080,000
TfL Local Implementation Plan	£ 1,390,000
Growth Area Fund	£ 513,000

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### Details of LBC led physical improvements:

#### *London Road, Central Area, Old Town*

TOTAL £ 5,600,000

#### *South End*

TOTAL £ 2,800,000

TO BE DELIVERED BY: 2015



# LONDON ROAD, OLD TOWN AND CENTRAL AREA



LONDON ROAD FRUIT AND VEGETABLE SHOPS

The aim of this project is to design and deliver a comprehensive high street improvement project across three different high street areas. The budget will be split between improvement works which should include:

- Public realm improvements (approximately 75% of the budget). The types of public realm works might include; de-cluttering; enhancing footways; new and improved planting including street trees and possible 'pocket parks' and small amenity spaces; improve the arrangement of on-street parking and servicing; new and improved pedestrian crossings and road junctions; new street furniture and a co-ordinated street art project.
- Building facade improvements (approximately 25% of the budget). It is expected that this would deliver works to approximately 60 building facades across the three high street areas.

The exact scope of physical works will be determined during the first phase of design works.

**PRINCIPAL FUNDERS:** Greater London Authority

**DESIGN TEAM:** Project Centre, Studio Weave, Jan Kattein Architects

**TO BE DELIVERED BY:** 2015



## PRECEDENTS



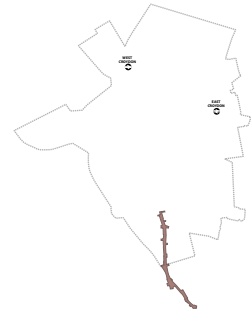
# SOUTH END



SOUTH END STREET FRONTAGE

This project will support the work done to market the area as “Croydon’s restaurant quarter” by creating a more pleasant physical environment with legible, welcoming and characterful restaurant and building frontages. The key objectives are:

- Generating opportunities for eating and drinking establishments to spill out on to the street.
- Enhance Selsdon Road’s more intimate and distinctive local High Street character by identifying opportunities to improve amenity spaces and connections;
- Making careful and responsive improvements to building facades.
- Create a more pleasant environment for pedestrians and cyclists to move between the different sections of South End at key nodes.
- A co-ordinated approach to creating new and enhanced pocket spaces for people to enjoy, building on South End’s character.



PRECEDENTS



**PRINCIPAL FUNDERS:** Croydon Council, Mayor of London, Transport for London

**DESIGN TEAM:** Hassell and We Made That, Objectif, Buro Happold

**TO BE DELIVERED BY:** 2015

# WELLESLEY ROAD CROSSINGS

The Wellesley Road projects aim to break down the barrier created by the Wellesley Road / Park Lane corridor by providing a series of new surface level pedestrian crossings. These crossings will help connect the wider network of public routes and spaces, will support sustainable means of transport and, by creating a more attractive, safe and people friendly places, start the process of delivering one of the Major's Great Spaces.

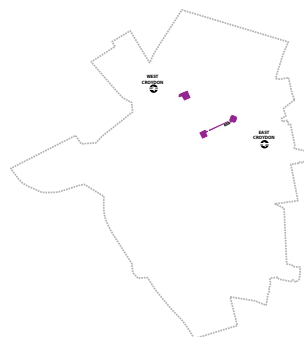


BIRDS EYE VIEW OF WELLESLEY ROAD AREA

## COMPONENTS

The project includes a sequence of crossings along the Wellesley / Road Park Lane corridor where existing subways will be supplemented or replaced with surface level crossings, decluttered of pedestrian guard rail and enhanced through paving and soft landscape.

The Lansdowne Road crossing will be connected with public realm improvements to the connection along Lansdowne Road between the new East Croydon footbridge and the Metropolitan Centre.



### PROJECT LEADERSHIP

- Council led schemes
- Delivered in partnership with the Council
- Private sector led schemes

## OBJECTIVES

- Provision of surface level pedestrian crossings along the Wellesley Road / Park Lane corridor to connect east and west parts of the town centre
- Connect existing streets, squares and spaces (North End, Queen's Gardens) and key destinations in central Croydon (East and West Croydon interchanges, UK Border Agency, the civil complex of Bernard Weatherill House, Town Hall, the Fairfield Halls and Croydon College)
- Transform public realm in the area and provide or substantially upgrade walking and cycling connectivity and reduce street clutter

## DELIVERY PARTNERS

Croydon Council, The Greater London Authority, Transport for London

## STATUS

- Design works progressed to RIBA Stage E for Lansdowne Road and Dingwall Road Roundabout
- Detailed design on Wellesley Road crossings underway

## FUNDING

Cost	£ 6,666,000
Secured funding	£ 6,666,000

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Details of LBC led projects:

### *Lansdowne Road / Dingwall Roundabout*

TOTAL	£ 2,130,000
Mayor's Regeneration Fund	£ 2,130,000

### *Wellesley Road Crossings*

TOTAL	£ 4,536,000
Mayor's Regeneration. Fund	£ 1,630,000
Croydon Capital Programme	£ 1,254,000
Growth Area Fund	£ 866,000
S106	£ 200,000
GLA	£ 50,000
HPDG	£ 50,000

TO BE DELIVERED BY: 2015

# POPLAR WALK AND LANSDOWNE ROAD CROSSINGS



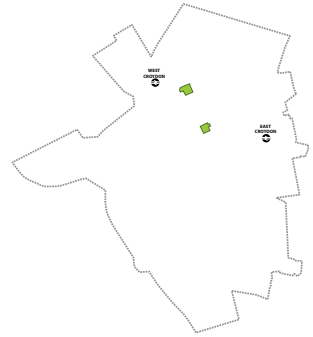
A new at-grade pedestrian crossing at Poplar Walk will connect the West Croydon area with the New Town commercial area, replacing the existing poor quality subway.

At Lansdowne Road a new at-grade pedestrian crossing will connect East Croydon Footbridge, Lansdowne Road and the main eastern entrance of the Whitgift Centre.

**PRINCIPAL FUNDERS:** Croydon Council, The Greater London Authority, Transport for London

**DESIGN TEAM:** OKRA / Peter Brett Associates

**TO BE DELIVERED BY:** 2015



## PRECEDENTS

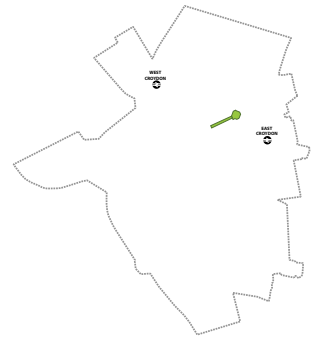


# LANSDOWNE & DINGWALL ROAD ROUNDABOUT



From July 2013 Lansdowne Road will be the vital pedestrian and cyclist connection between East Croydon Station and the Whitgift Centre. Key objectives:

- To transform Lansdowne Road between Wellesley Road and Dingwall Road (including Dingwall Road roundabout) into a pedestrian-friendly space
- To strengthen the sense of arrival to an important London destination
- To improve connectivity and increase capacity for pedestrians and cyclists between Lansdowne Road and the new East Croydon footbridge via Lansdowne Walk



## DESIGN



**PRINCIPAL FUNDERS:** Croydon Council, The Greater London Authority

**DESIGN TEAM:** OKRA / Peter Brett Associates

**TO BE DELIVERED BY:** 2013

## CONNECT 2

Connect 2 is a new walking and cycling route connecting central Croydon to surrounding green spaces, coordinated with the Mayor's All London Green Grid. The Connect 2 scheme will link densely populated parts of the Borough to some of the area's finest green spaces and create opportunities for local people to make more convenient journeys on foot or by bicycle to and through the town centre.



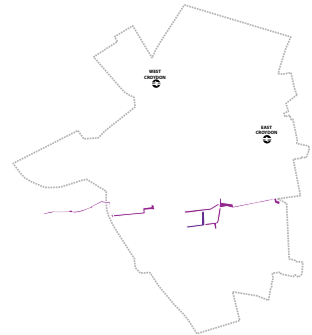


BIRD'S EYE VIEW OF CONNECT 2 CROSSING CROYDON METROPOLITAN CENTRE




### COMPONENTS

The Connect 2 route in Croydton Metropolitan Centre includes two key sections:

- The connection between Wandle Park and Old Town: contra flow movement on Charles Street, remodelling of existing crossings at Surrey Street and Roman Way.
- The connection between the Mid Croydton, Fair Field area and Park Hill: a cycle path along Barclay Road and at grade crossings on Park Lane and the Flyover.



#### PROJECT LEADERSHIP

-  Council led schemes
-  Delivered in partnership with the Council
-  Private sector led schemes

## OBJECTIVES

- To enable people to undertake many everyday journeys such as shopping and commuting to school / work by either foot or cycle
- To link densely populated parts of Croydon to some of its finest green and open spaces: Park Hill, Wandle Park and Lloyd Park

## DELIVERY PARTNERS

LBC, Transport for London, Sustrans

Croydon Council leads on delivering Connect 2 improvements with the support of Sustrans and Transport for London.

## STATUS

- Sections between Wandle Park and Park Hill completed in 2012
- Sections between Park Hill and Lloyd Park in detailed design

## FUNDING

Cost	£ 3,400,000
Secured funding	£ 3,400,000

### Funding Sources:

TfL LIP Greenways	£ 1,300,000
Croydon Capital Programme	£ 1,500,000
TfL Sustrans	£ 550,000
S106	£ 50,000

## COMPLETED IN 2013

## COMPLEMENTARY SCHEME ON SITE

CCURV has delivered new council offices (Bernard Weatherill House) and associated public realm improvements to the building setting which complement and link in with Connect 2.



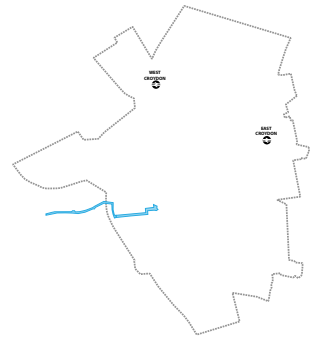
# WANDLE PARK TO OLD TOWN



NEW ZEBRA CROSSING ON CHARLES STREET LEADING TO SURREY STREET VIA THE PUMPING STATION

The first section of a Connect 2 through central Croydon is composed of the following elements:

- New pedestrian and cycle links at the Wandle Park Tram stop providing connections into Wandle Park and the new Barratt Homes New South Quarter site
- A new zebra crossing in Waddon Road to the east of Vicarage Road to enable a safer and more direct pedestrian and cycle access to Vicarage Road from Waddon Road
- Upgrade of an existing Pelican crossing to a Toucan crossing with links into a shared use footway on each side of Roman Way.
- The introduction of a contra-flow cycle facility along Howley Road and reconfiguration of the Howley Road/ Church Road junction. A new section of shared cycleway will connect Charles Street to Exchange Square via the southern footway in Charles Street.



ON SITE



**PRINCIPAL FUNDERS:** Croydon Council, Sustrans, Transport for London

**DESIGN TEAM:** OKRA / Peter Brett Associates

**COMPLETED IN:** 2012

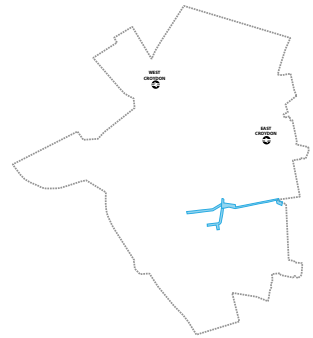
# OLD TOWN TO PARK HILL



NEW CONTROLLED CROSSING OVER PARK LANE

The second section of the Connect 2 route through central Croydon is composed of the following elements:

- Two new at-grade Toucan controlled crossings: on Park Lane adjacent to Fairfield Halls and over the Flyover. Related resurfacing of footways, pedestrian guardrail removal and planting on the medians and Park Lane edge.
- A new east-west cycle link aligned along Barclay Road leading to Fairfield Path. Upgrade of the existing controlled crossing over Barclay Road (towards Chatsworth Road)



ON SITE

PRINCIPAL FUNDERS: Croydon Council, Sustrans, Transport for London

DESIGN TEAM: OKRA / Peter Brett Associates

COMPLETED IN: 2012



# WANDLE PARK

Wandle Park is an urban park of Victorian origin and 8.5 hectares in size. The park provides an open space and green haven within a dense urban area which is highly valued by the local community. The condition of the park has suffered since the 1960s due to reduced funding, increased user pressures and anti-social behaviour. This project transforms Wandle Park from a well-loved but rundown urban park into a multi-use, high quality green and blue space.

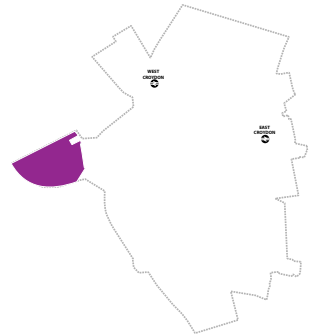


BIRD'S EYE VIEW OF WANDLE PARK IN THE CONTEXT OF CROYDON METROPOLITAN CENTRE




## COMPONENTS

The project is being delivered in three stages:

- Sport provisions: new skatepark and multiuse game area.
- Restoration of the River Wandle with associated new landscaping, rose garden, band stand, the lake pond, playground, football pitches, cricket wicket.
- Enhancement of existing and provision of new facilities in the refurbished pavilion to cater for the contemporary needs of the park's community: cafe, toilets, changing and education facilities.



### PROJECT LEADERSHIP

-  Council led schemes
-  Delivered in partnership with the Council
-  Private sector led schemes

## OBJECTIVES

The project aims to provide a green and blue oasis for all local residents and visitors to Croydon Metropolitan Centre to enjoy. Key objectives:

- Restoration of the historic landscape including returning surface water to Croydon Metropolitan Centre for the first time in 40 years by deculverting the River Wandle and restoring part of the original lake.
- Provision of flood alleviation in the surrounding area to the Park
- Improving biodiversity and access to nature in an area of deficit in access to nature through river restoration and diversifying the planting schemes
- Improving facilities in an area of multiple deprivation and providing an understanding of local heritage within the community

## DELIVERY PARTNERS

Croydon Council, Environmental Agency, The Greater London Authority, Heritage Lottery Fund

Croydon Council is leading on project delivery.

**STATUS:** in delivery. Part of the Park has already been opened to the public.

## FUNDING

Cost	£ 3,810,000
Secured funding	£ 3,810,000

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### Funding Sources:

Mayor of London	£ 400,000
Croydon Capital Programme	£ 100,000
Heritage Lottery Fund	£ 2,100,000
S106	£ 1,000,000
Local Public Sector Agreement	£ 160,000
Environment Agency	£ 50,000

TO BE COMPLETED IN: 2013

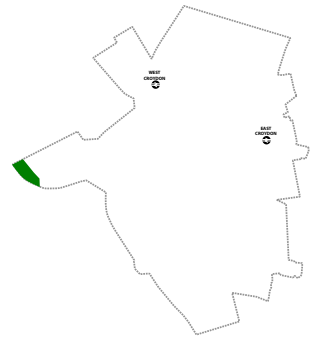
# SKATEPARK AND GAMES AREA



FIRST RIDES IN THE NEW SKATEPARK

The project includes the following improvements:

- A new skate park has replaced the previous popular, but poor quality park. The new provision attracts a wider range of young people into the park by providing a mixture of sunken concrete bowl and plaza / street skating wheel facility.
- New tennis/basketball courts on the site of disused bowling green, removing the visual clutter of fencing from the centre of the park and river landscape. The installation of a tennis court on the site of the disused and derelict Bowling Green increases the range of sporting facilities on offer without making a detrimental visual impact on the rest of the park.



ON SITE

DESIGN TEAM: Freestyle Skateparks

COMPLETED IN: 2012





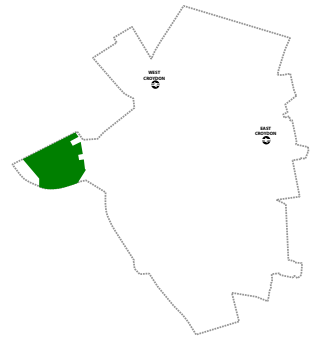
# RESTORATION OF RIVER WANDLE AND PARK



FIRST POND DIPPING IN THE RESTORED RIVER WANDLE

The project includes the following improvements:

- Breaking out the River Wandle from its underground culvert and restoring its natural course through Wandle Park.
- Reinstatement of the former bandstand in its original location and a small section of the original boating lake as an ornamental pond.
- Restoration of the formal paths, walls, areas of seating and Victorian planting. Maintaining and enhancing the Orbital Path.
- Restoration of the Rose Garden with its distinctive 1960-70s style. The establishment of wildflower meadow.
- Improving the entrances to Wandle Park including clear signage, new entrance gates, combined notice and interpretation boards and planting. Implementation of a coordinated range of signage, seating and bins.
- The Grand Lawn area to accommodate one football pitch and two fiveaside pitches; and an artificial cricket wicket in summer months. Enhancement of the existing play ground with a range of creative and natural play facilities for a wider age range.



ON SITE



DESIGN TEAM: Croydon Council, Royal Haskoning, Robinson Landscape Design, LDA Design

COMPLETED IN: 2012

# PAVILION



EXISTING PAVILION IN WANDLE PARK AWAITING MODERNIZATION

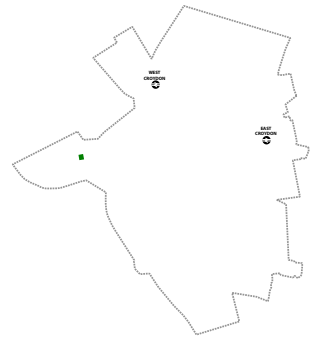
The project of refurbishment and alteration of the existing Pavilion includes the following improvements:

- Café with an appropriate kitchen
- Area for school visits
- Rangers offices
- Toilet facilities
- External canopy
- Fully accessible changing facilities that support full adult sport teams.

The refurbished building will meet current good practice in relation to sustainable building design. This has been the driving force behind the re-use of as much of the existing structure as possible.

DESIGN TEAM: Erect Architecture

TO BE DELIVERED IN: 2013



DESIGN



## FAIR FIELD

New and enhanced public realm at Fair Field will complement and support the educational and cultural activities in the area. The priority public realm components for delivery were developed through a collaborative masterplanning process involving local stakeholders and the public. The Fair Field Masterplan was adopted in March 2013.



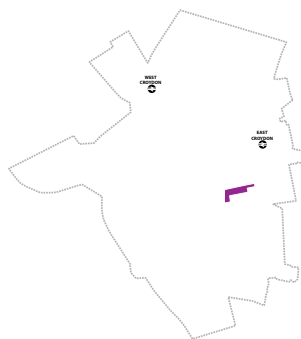
BIRD'S EYE VIEW OF THE FAIR FIELD AREA

## COMPONENTS



The priority public realm components for delivery are:

- College Green paving
- East Croydon Link
- College Square
- Fairfield frontage

The College Green paving project is the first project of the set to be delivered.



## PROJECT LEADERSHIP

-  Council led schemes
-  Delivered in partnership with the Council
-  Private sector led schemes

## OBJECTIVES

- Better pedestrian connections to and through area
- Creation of an animated, a well-used public realm that complements surrounding spaces
- Encouraging the provision of a vital mix of activities giving opportunities for local enterprise. Connecting physical changes with a programme to encourage local enterprise
- Introduction of immediate measures to improve and enable use of existing spaces in College Green area: to introduce informal facilities for new active uses.
- To activate the under used spaces through an introduction of meanwhile uses as e.g. lighting and infrastructure to bring activity to The Fair Field after dark

## DELIVERY PARTNERS

Croydon Council, Bridgewater Property, CCURV, Croydon College, Fairfield Halls Trustees, Magistrates Court, Metropolitan Property, Network Rail, NCP, Terrace Hill, Transport for London

Croydon Council leads on delivery of the work package.

## STATUS

- Masterplan due for adoption in 2013
- Design works for the first funded project began in 2012.

## FUNDING

Cost	£ 2,270,000
Secured funding	£ 570,000

Details of LBC led project:

### *College Green paving*

TOTAL	£ 570,000
Croydon Capital Programme	£ 570,000

TO BE DELIVERED BY: 2015

## MEANWHILE USE TESTING EVENT

Meanwhile uses were tested on College Green during the Masterplan process



# COLLEGE GREEN PAVING

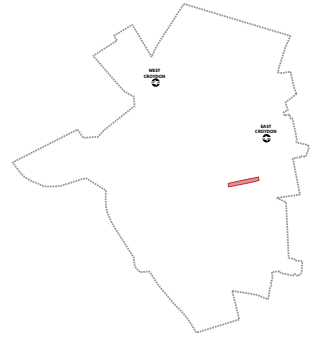


COLLEGE GREEN AREA TO BE REVAMPED

## COMPONENTS

The first phase of improvements in Fair Field area comprise:

- New accessible ramped access from College Green and Croydon College entrance to Wellesley Road bus stops and Fairfield Halls
- New, robust surface replacing broken paving
- Incorporation of accessible seating.



DESIGN TEAM: Kinnear Landscape Architects, The Decorators, RV Engineering

TO BE DELIVERED IN: 2013

## DESIGN



## DISTRICT AND LOCAL CENTRES

Croydon's District and Local Centres play an important role in defining the character of the different places of Croydon. In addition to projects in Croydon Metropolitan Centre, the Connected Croydon Programme delivers public realm improvements to assist regeneration focusing on District and Local Centres. Projects range from minor works to improvements such as resurfacing of streets, reducing clutter and introducing soft landscape works.

# ADDISCOMBE HIGH STREET



BIRD'S EYE VIEW OF THE ADDISCOMBE DISTRICT CENTRE AREA

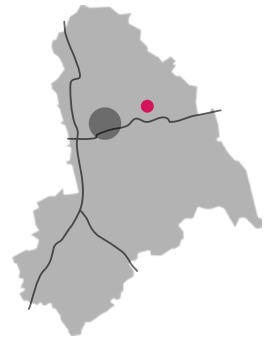




NEW CROSSING ON LOWER ADDISCOMBE ROAD

## OBJECTIVES

- Strengthen and support a diverse local business, public life and local economy
- Create a modern and attractive high quality street
- Provide a better and safer setting for the people who live, work and shop in the area
- Reduce street clutter through the removal of unnecessary railings, posts, bins and signs etc
- Improve accessibility of the public transport network for everyone
- Increase opportunities for local people to use the streets as social spaces
- Improve personal security and reduce the fear of crime, particularly during hours of darkness



Addiscombe district centre in the context of the Borough, Croydon Opportunity Area and strategic roads

## SCOPE

Public realm improvements to the carriageway included rationalisation of elements such as parking, realignment of crossings, narrowing of side road entries. Footways were decluttered, surfaced with artificial stone paving. Two key feature areas have been defined and these were paved in high quality natural stone, with provision of benches and mature tree planting.

**PARTNERS**

Croydon Council, Transport of London, local business

Croydon Council led on delivering the project which was funded by Transport for London through the Local Implementation Plan.

**DESIGN TEAM:** Atkins Ltd

**STATUS**

Delivered

**FUNDING**

Cost £ 1,580,000

Secured funding £ 1,580,000

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Details of LBC led project:

Addiscombe District Centre Public Realm

TfL Local Implementation Plan £ 1,580,000

**COMPLETED IN:** 2012

**ON SITE**



# NEW ADDINGTON CENTRAL PARADE



BIRD'S EYE VIEW OF THE NEW ADDINGTON DISTRICT CENTRE AREA



## OBJECTIVES

- Strengthen and support a diverse local business, public life and local economy
- enliven the existing high street by creating a 'sense of place'
- improve peoples perceptions and attitude about New Addington
- encourage local residents to shop at their local high street
- improving the pedestrian environment

## SCOPE

Phase 1 Regeneration of the Central Parade area of New Addington included the following improvements:

- Extension of the existing level crossing between the square and the Parade of shops to the full width of the square to improve pedestrian access.
- New low level stage to provide a platform (and pop-up power) for events.
- New low brick boundary wall to better define the square and provide opportunities to sit, play and watch.
- New planting to the edge of the square to screen car parking and improve visibility of green spaces.
- Removal of existing street furniture 'clutter' in and around square and replacement with more pedestrian friendly items.



New Addington district centre in the context of the Borough, Croydon Opportunity Area and strategic roads

## DELIVERY PARTNERS

Croydon Council, The Greater London Authority, local business and community

Croydon Council was successful in securing Outer London Funding to undertake Phase1 works which included the revitalisation of the main pedestrian square on Central Parade: new paving works, street furniture de-cluttering, new planting, a new performance stage and informal skateboard features.

Mayor's Regeneration Funding has now been secured to undertake Phase 2 works which will be centred on rationalising and improving the car park facilities, improving the pedestrian footpaths, reducing street furniture clutter and overall improving people's experience of Central Parade.

## STATUS

- Phase 1 completed in 2012
- Design initiated on Phase 2

## FUNDING

Cost	£ 1,344,000
Secured funding	£ 1,344,000

Details of LBC led project:

New Addington Central Parade 1

TfL Local Implementation Plan	£ 214,000
GLA	£ 295,000
LBC	£ 35,000
Mayor's Regeneration Fund	£ 800,000

## DESIGN TEAM

Phase 1: Assemble

Phase 2: TBC

TO BE DELIVERED BY:

Phase 1: completed 2013

Phase 2: 2015

## ON SITE









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