

CONNECTED CROYDON PROGRAMME

STREETS, SQUARES AND SPACES



DELIVERY PLAN

CROYDON
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CONTENTS

CONNECTED CROYDON	2
STRATEGIC INTERVENTIONS	4
PUBLIC REALM COMPONENTS	5
PUBLIC REALM PROJECTS	6
PRIORITIES FOR ACTION	8
TIMESCALE FOR DELIVERY	9
HIGH STREETS	10
INTERCHANGES: EAST CROYDON	14
INTERCHANGES: WEST CROYDON	18
NETWORK: WELLESLEY RD CROSSINGS	24
NETWORK: CONNECT 2	28
NETWORK: FAIR FIELD	30
NETWORK: MID CROYDON	32
NETWORK: WANDLE PARK	34

CONNECTED CROYDON

WHAT IS IT?

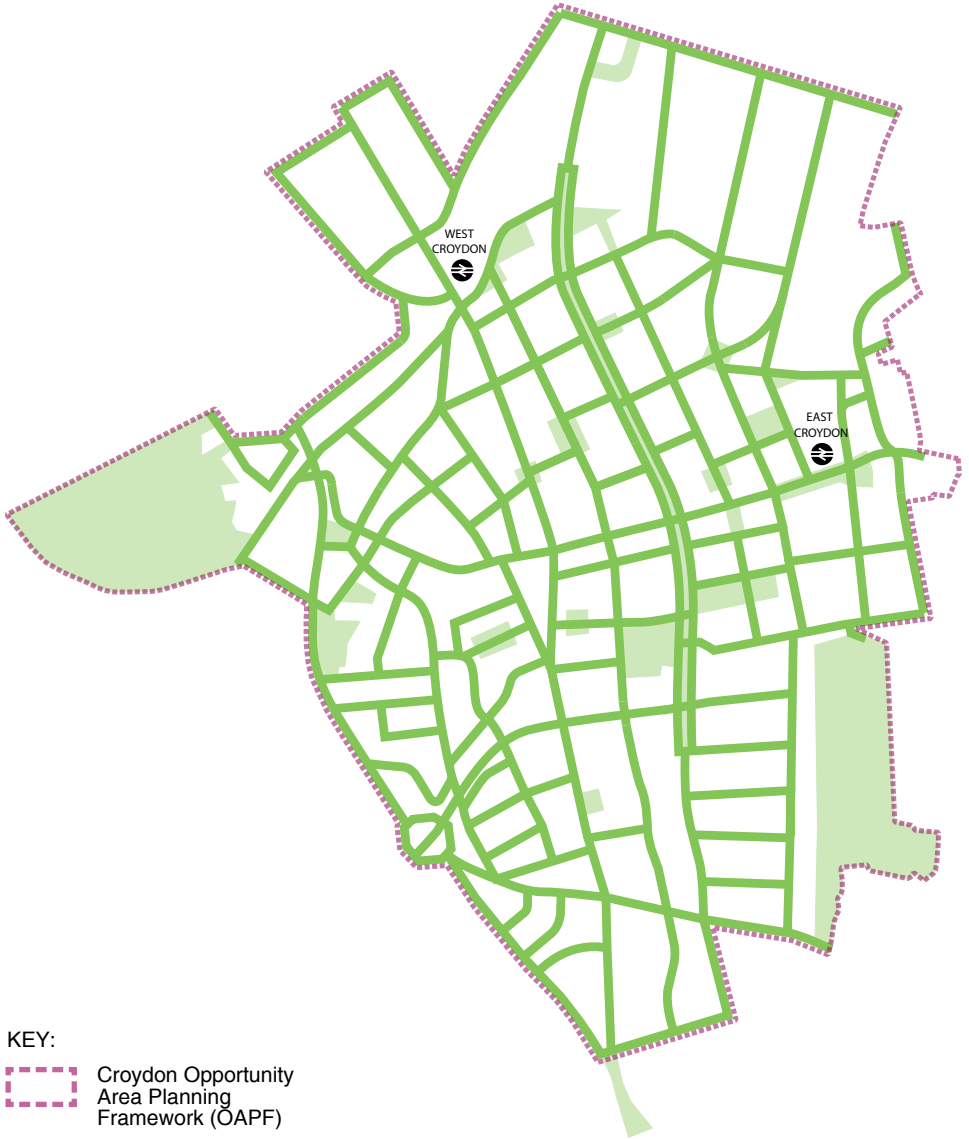
Connected Croydon is a programme of co-ordinated public realm projects and transport improvements that will transform Croydon Metropolitan Centre (CMC) into a more walkable and liveable place.

WHY?


Connected Croydon is needed to create an attractive environment that will secure inward investment. A currently poor public realm, disjointed network and the need for more capacity for public transport are the key issues which will be addressed.

HOW?


- Creating a CMC wide network of joined-up public spaces with 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 area and other large pieces of infrastructure
- Enlivening spaces with new uses and activities that interact with surrounding buildings, are welcoming, attractive and safe
- Enhancing the public perception of Croydon as an attractive place with a unique identity and as a place to live and invest in



KEY:

 Croydon Opportunity Area Planning Framework (OAPF)

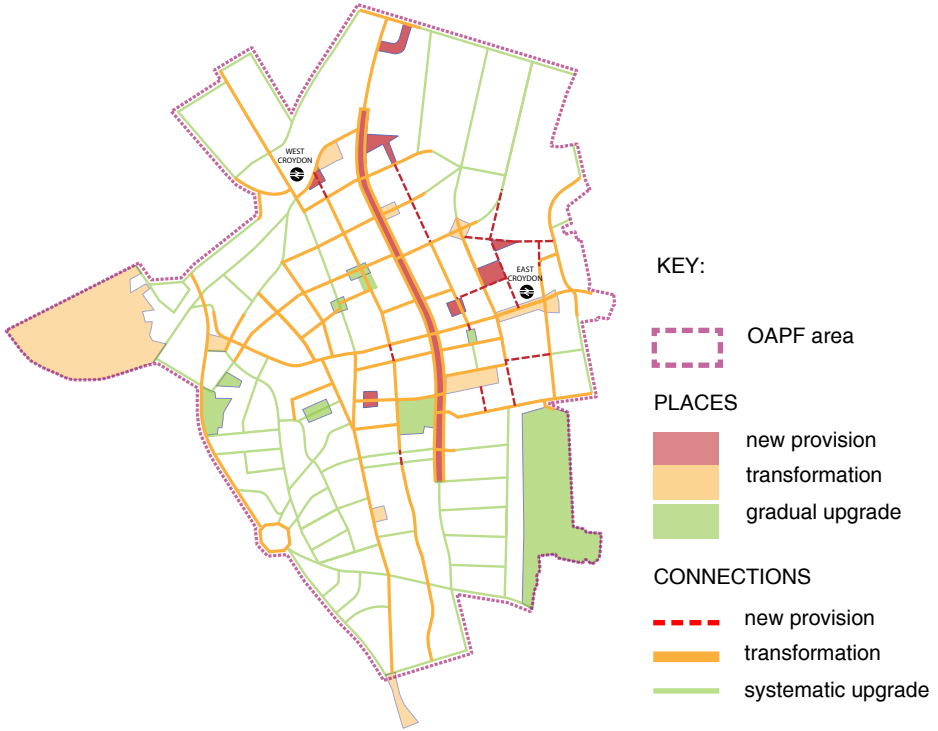
Strategic components of the public realm network:

 connections

 places

PROPOSED NETWORK OF PUBLIC REALM IN CROYDON OPPORTUNITY AREA

STRATEGIC INTERVENTIONS



ASSESSMENT OF INTERVENTIONS REQUIRED IN ORDER TO ACHIEVE A PROPOSED PUBLIC REALM NETWORK

OBJECTIVES

Public realm in Croydon requires three different types of interventions 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

PUBLIC REALM COMPONENTS

KEY:

EAST CROYDON

Adopted as an Interim Planning Guidance in February 2011

- development
- public realm

WEST CROYDON

Adopted as an Interim Planning Guidance in July 2011

- development
- public realm

FAIR FIELD

Due for adoption in late 2012

- development
- public realm

MID CROYDON

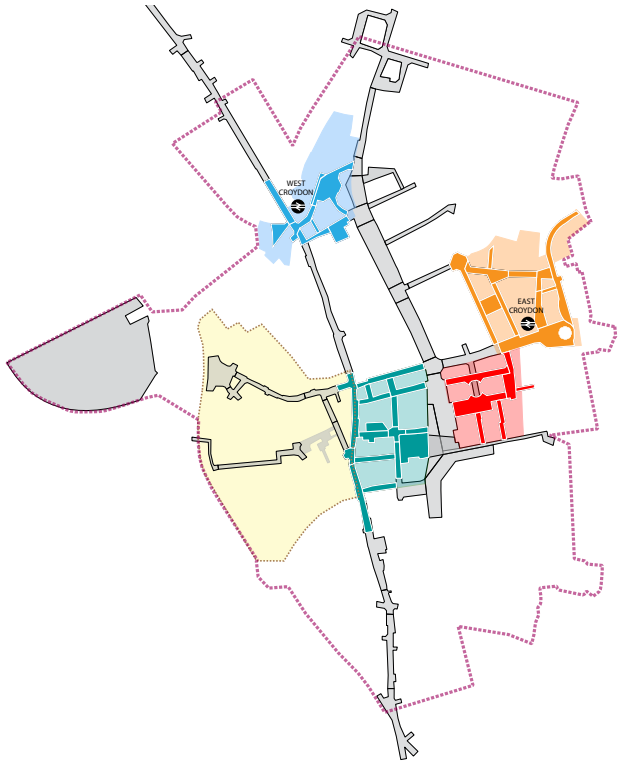
Due for adoption in 2012

- development
- public realm

OLD TOWN

Due for adoption in 2013

- Indicative extent



MASTERPLANS AND COMPONENTS OF CROYDON OPPORTUNITY AREA'S PUBLIC REALM NETWORK

RATIONALE

The network has been broken down into a suite of components in order to enable project definition and rationalise delivery. Component projects flow from adopted masterplans.

Connected Croydon Projects are delivered either by the Council, by other public stakeholders or by the private sector. The Council works in close partnership with The Mayor of London and other key stakeholders, including landowners.

PUBLIC REALM PROJECTS

DELIVERY STRATEGY

Delivery and phasing relies on prioritisation against strategic objectives, funding opportunities, ongoing consultation with stakeholders and technical feasibility. Delivery capacity and priorities are continuously reviewed.

LIST OF COMPONENTS

CROYDON RECOVERY PLAN SCHEMES

WEST CROYDON
WC03 Bus station
WC01 Interchange spine
WC05 Poplar Walk
WC02 West Croydon Circus
WC12 London Road

HIGH STREET

HS02 South End
HS04 George Street West
HS03 Church Street
HS01 North End

WELLESLEY ROAD

WR01a Flyover crossing
WR01b Park Lane crossing
WR01c George St. crossing
WR01d Lansdowne Rd crossing
WR03b Lansdowne Rd
WR01e Bedford Park Rd crossing
WR01f Station Rd crossing
EC12a Dingwall Rd roundabout

OTHER LBC FUNDED PUBLIC REALM SCHEMES

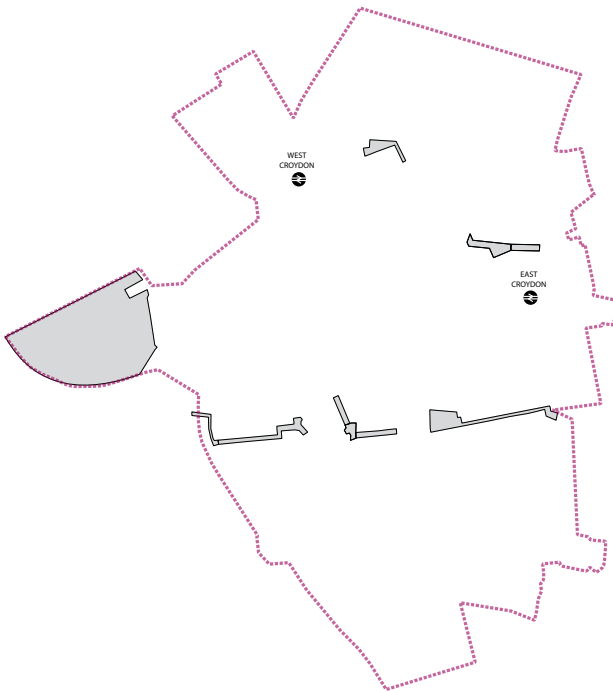
EC08 Billinton Hill
EC03 East Croydon Square
EC14 George Street East
CO02b Connect 2: Barclay Rd
CO02a Connect2: Old Town
CO01b Connect2: Roman Way
WP01 Wandle Park
HS05 South Croydon

FAIR FIELD

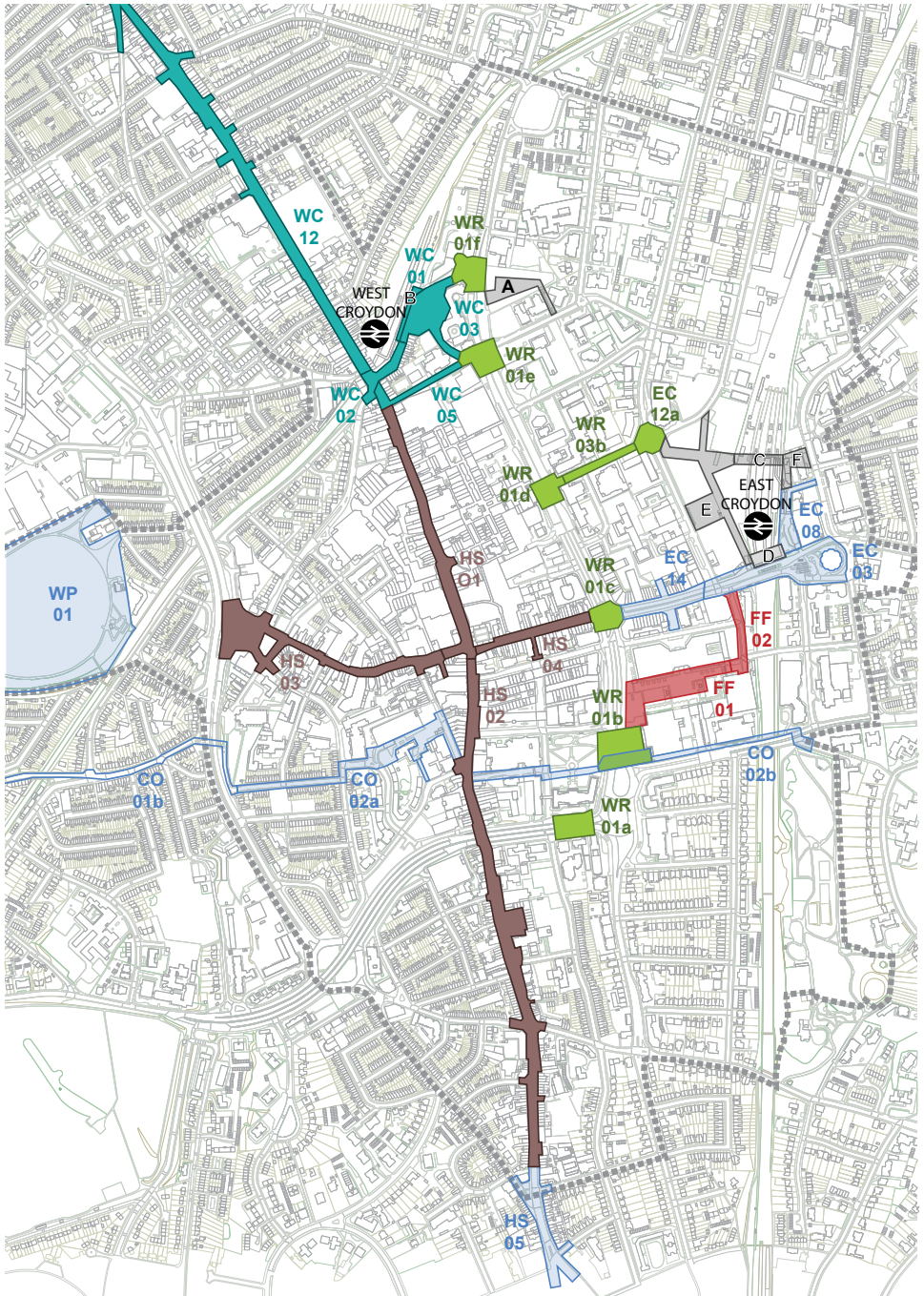
FF01 College Green
FF02 College Road

EXTERNALLY FUNDED COMPLEMENTARY SCHEMES

A Saffron Square
B West Croydon Secondary Entrance
C East Croydon Footbridge
D East Croydon Station concourse
E Ruskin Square & Lansdowne Walk
F Cherry Orchard Square



PUBLIC REALM PROJECTS
UNDERWAY IN 2011



COMPONENTS OF CROYDTON'S PUBLIC REALM NETWORK BY FUNDING AND MASTERPLAN FRAMEWORK

PRIORITIES FOR ACTION

Three strategic themes have been identified for the taskforce's work:

- Strengthening Croydon's high streets
- Making a positive first impression
- Connecting Croydon

STRENGTHENING CROYDON'S HIGH STREETS

Repairing, upgrading and activating Croydon's main north-south high street, formed by London Road, North End and South End, and east-west high street formed by Church Street and George Street. 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.





INTERCHANGES: POSITIVE FIRST IMPRESSIONS

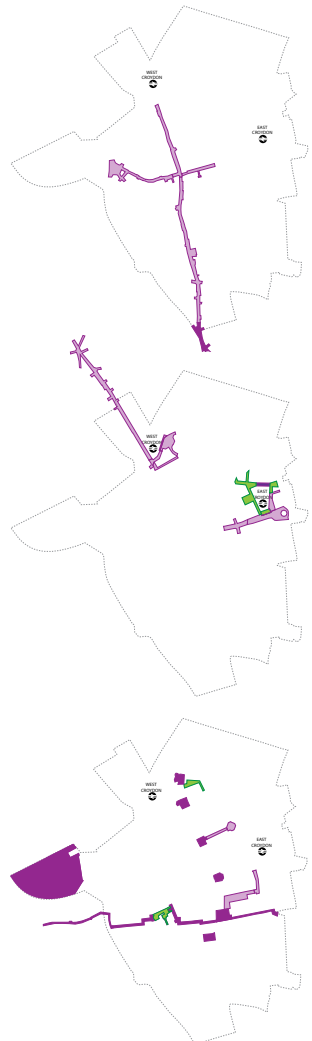
Making the key entrances to central Croydon welcoming, generous arrival spaces with simple, direct routes to destinations in Croydon. For example making more space for pedestrians and improving public transport interchange with uncluttered, high-quality public realm around West Croydon station, and the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

JOINING UP THE PEDESTRIAN NETWORK

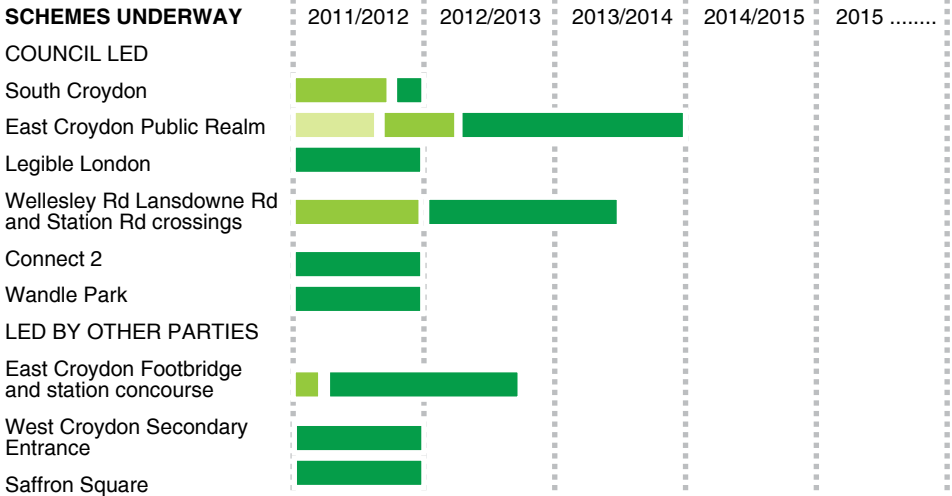
Overcoming barriers to walking and cycling. Making easier routes between key destinations. For example a series of new and improved pedestrian crossings across the Wellesley Road at Bedford Park Road, Lansdowne Road, George Street, the Fairfield Halls and Edridge Road

PROJECT LEADERSHIP

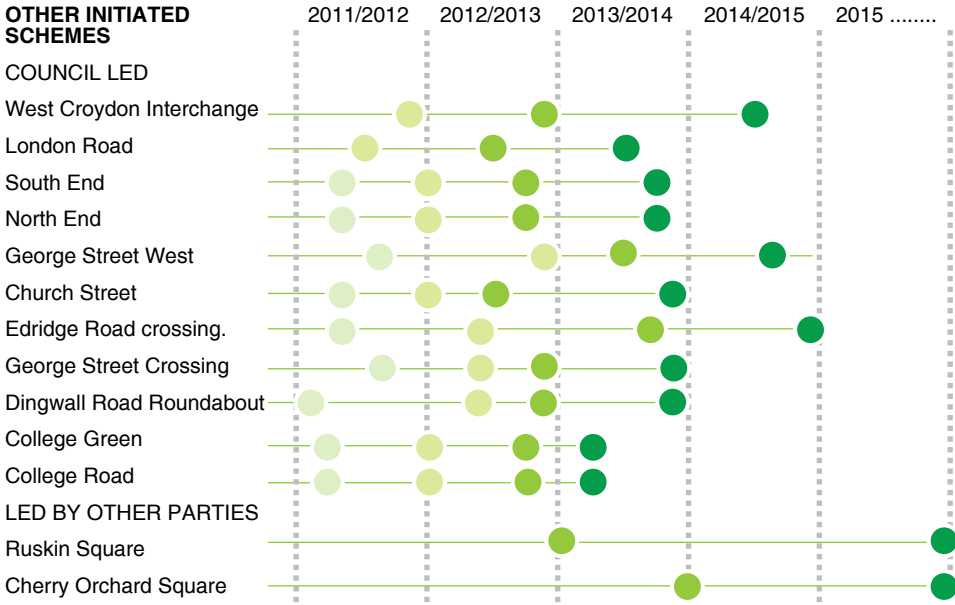
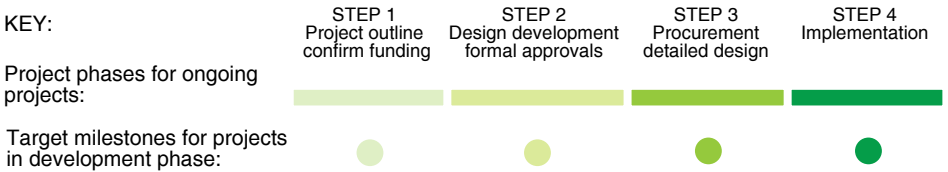
-  Council led and funded schemes
-  Delivered in partnership with the Council
-  Council led schemes, funding TBC
-  Private sector led schemes



TIMESCALE FOR DELIVERY



KEY:



HIGH STREETS

OBJECTIVES

- Support recovery after civil unrest in August 2011
- Strengthen and support a diverse local business, public life and local economy
- Strengthen and extend Croydon's retail commercial core
- Reconnect peripheral areas with regeneration in the centre

DELIVERY PARTNERS

LBC, Mayor of London, local business

STATUS

General outline of projects as a part of Croydon Recovery bid for the Mayor of London.

FUNDING

Cost	£ 8,900,000
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Secured funding	£ 8,900,000
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Funding Sources:

Mayor of London, Croydon Recovery Fund	£ 7,100,000
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TfL Local Implementation Plan	£ 1,800,000
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TO BE DELIVERED BY: 2013/14



AERIAL VIEW OF THE HIGH STREET AREA

PRECEDENTS



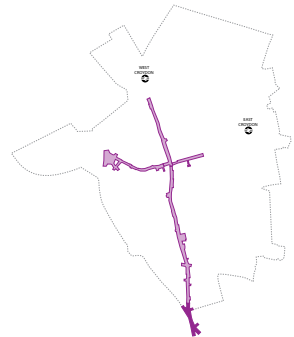
COMPONENTS



The High Street area has been broken into six components:

- North End
- South End
- Church Street
- George Street West
- South Croydon
- Old Town Masterplan

DELIVERY

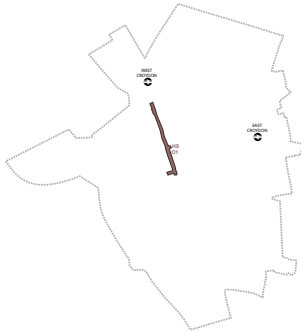


London Borough of Croydon leads on delivery of the High Street package of projects.

PROJECT LEADERSHIP

- Council led and funded schemes
- Delivered in partnership with the Council
- Council led schemes, funding TBC
- Private sector led schemes

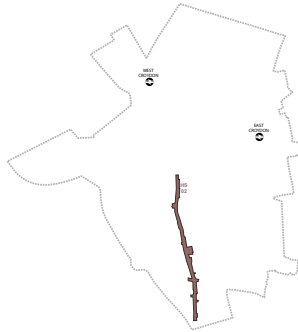
NORTH END



Early package of public realm improvements along the full length of North End and northern end of the High Street, including cleansing, general repairs, paving, and decluttering. Engagement and involvement of businesses.

North End forms backbone linking the high streets the suffered the heaviest damage; London Road, South End and Church Street. Proposals with immediate and visible results will strengthen Croydon's core retail area at a crucial time, and rebuild confidence amongst businesses and shoppers.

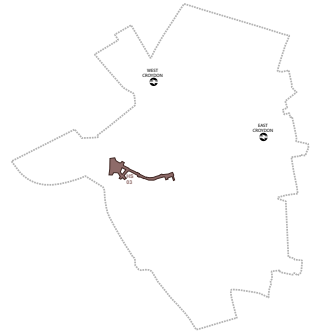
SOUTH END



Early package of public realm improvements along South End including repairs, paving, decluttering, and rationalising advertising. Shopfront enhancements to support vitality of South End's businesses and restaurant sector. Engagement and involvement of businesses. New public space and improved crossings at Coombe Road junction.

Businesses along South End were subject to looting on 8 August. Benefits of an improved high street environment include demonstrating an instant response, enhancing a key gateway to the town centre, and helping small businesses to get back on their feet quickly. Synergy with £1.6m LIP funding allocated to South End, to be brought forwards to augment improvements.

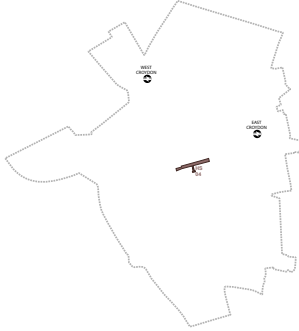
CHURCH STREET



Early package of public realm improvements along Church Street between North End and Reeves Corner, including repairs, paving, decluttering, and rationalising advertising. Engagement and involvement of businesses to incentivise new and existing retailers. Shopfront enhancements to support retailers.

Church Street suffered heavy damage, with 105-109 Church Street gutted by fire and Reeves Corner island entirely demolished. Benefits of an improved high street environment include demonstrating an instant response, enhancing a key entrance to the town centre, and helping small businesses to get back on their feet quickly.

GEORGE STREET WEST

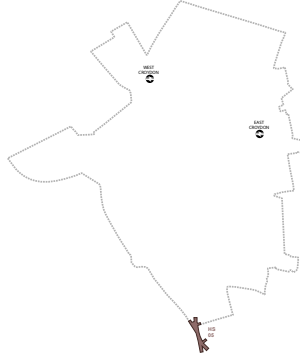


Upgraded streetscape along George Street including lighting, paving and a replacement tram stop to relieve congestion. Shopfront improvement scheme to support high street shops and enhance historic character.

New pedestrian connection between Park Street and George Street to link retail core to Mid Croydon masterplan area.

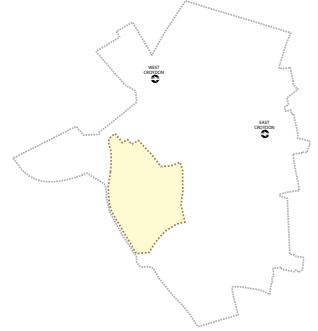
Purchase and demolition of 36 George St to create a new pedestrian connection with Croydon's civic centre to the south. Upgrade of Katharine Street to help form a civic public space opposite the town hall.

SOUTH CROYDON



Improved trading conditions for local businesses along South End high street. Including significant public realm improvements.

OLD TOWN MASTERPLAN



Funding of an Old Town Masterplan, led by the Council in collaboration with local stakeholders and the community. A two year masterplanning process will be coordinated with the production of three Conservation Area Appraisals and Management Plans. The Masterplan will make robust proposals to regenerate the area which includes Church Street and Reeves Corner through revealing, enhancing and celebrating its heritage. Proposals will improve the area for the existing community, as well as attract new businesses and tourists.

EAST CROYDON

OBJECTIVES

- Unlock East – West pedestrian link
- Joined up public realm
- 21st century station
- Civilised transport interchange

DELIVERY PARTNERS

- LBC, Network Rail, TfL, HCA
- Stanhope and Schroder, Menta, Royal Mail Group

STATUS

- Planning permissions for Ruskin Square and Cherry Orchard developments granted in July 2011
- Design and demolitions related to the delivery of the new East Croydon footbridge are underway
- Decision on Major Scheme Bid funding expected in December 2011

FUNDING

Cost £ 24,400,000

Secured funding £ 20,200,000

Funding Sources:

Network Rail £ 14,000,000

Croydon Capital Programme £ 3,000,000

Growth Area Fund £ 2,000,000

S106 £ 1,000,000

TfL Biking Boroughs £ 200,000

TfL LIP Major Scheme (unsecured) £ 4,200,000

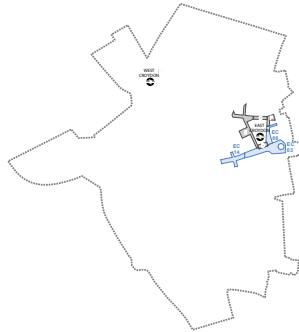


AERIAL PHOTO OF THE EAST CROYDON AREA

PRECEDENTS



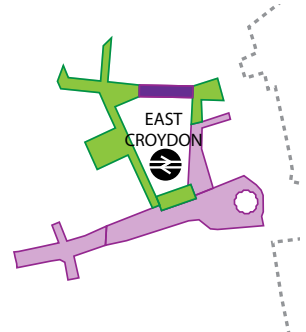
COMPONENTS



The projects in the East Croydon Gateway area include public realm components set in the East Croydon Masterplan.

London Borough of Croydon leads on delivering improvements to existing streets. Network Rail manages the delivery of station improvements, including the

DELIVERY



footbridge. Private partners deliver public realm within their development sites

PROJECT LEADERSHIP

- Council led and funded schemes
- Delivered in partnership with the Council
- Council led schemes, funding TBC
- Private sector led schemes

EAST CROYDON PUBLIC REALM

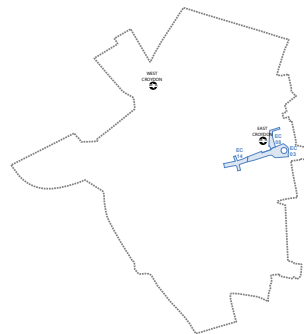


Public realm improvements to the transport interchange, a transformed arrival space outside East Croydon station and better connections along George Street to Wellesley Road.

Currently awaiting funding decision from TfL.

Key components:

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



FUNDING

Cost £ 4,400,000

Secured funding £ 200,000

Funding Sources:

TfL Biking Boroughs £ 200,000

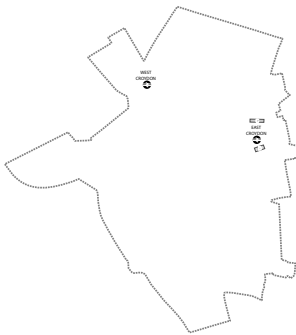
TfL LIP Major Scheme (unsecured) £ 4,200,000

TO BE DELIVERED BY: 2015

EAST CROYDON BRIDGE



THE VISUALISATION OF THE EAST CROYDON BRIDGE



A new footbridge to increase the passenger capacity of the station, provide disabled access to all platforms, and enable a new east-west link across the railway. Due for delivery by end 2013.

Provision of the DDA compliant footbridge across the existing station providing access/egress to/from existing platforms. Rearrangement of the existing station entrance



FUNDING

Cost £ 20,000,000

Secured funding £ 20,000,000

Funding Sources:

Network Rail £ 14,000,000

Croydon Capital Programme £ 3,000,000

Growth Area Fund £ 2,000,000

S106 £ 1,000,000



TO BE DELIVERED BY: 2013

WEST CROYDON

OBJECTIVES

- New front door to Croydon
- Better integration and links to the centre
- Encouragement and support of the diverse local business
- Inclusive high quality public realm and more space for pedestrians
- Love the good things about West Croydon

DELIVERY PARTNERS

LBC, Network Rail, Transport for London, HCA

Barratt Homes, CBRE Investors, Mapeley, Portman Square Holdings, Purespace Group, St Michael and All Angels Church

STATUS

- Masterplan adopted as Interim Planning Guidance (July 2011)
- General outline of projects as a part of Croydon Recovery bid for the Mayor of London

FUNDING

Cost	£ 5,100,000 + in kind contributions
Secured funding	£ 5,100,000
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Funding Sources:	
Mayor of London: Croydon Recovery Fund	£ 4,900,000
TfL Interchanges, London Rail	£ 200,000

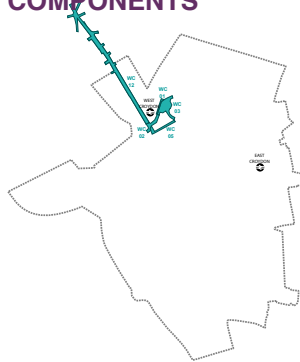


BIRD'S EYE VIEW OF THE WEST CROYDON AREA

PRECEDENTS



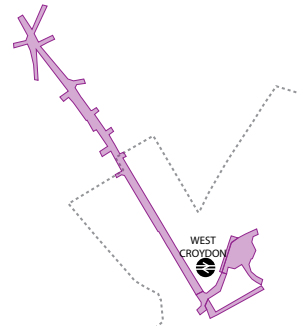
COMPONENTS



The projects in the West Croydon Gateway area include all public realm components of West Croydon Masterplan.

London Borough of Croydon leads on delivering improvements on existing streets. Network Rail manages the delivery of station improvements. Private

DELIVERY



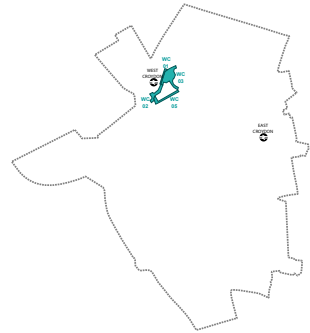
partners deliver public realm within their development sites

PROJECT LEADERSHIP

- Council led and funded schemes
- Delivered in partnership with the Council
- Council led schemes, funding TBC
- Private sector led schemes

WEST CROYDON INTERCHANGE

Transformed public realm around West Croydon Interchange, as set out in the West Croydon Masterplan and Major Schemes Bid Discussion Document, including a wider tram stop, more space for pedestrians, a welcoming and legible arrival place outside West Croydon Station, better connections to the retail core, a decluttered London Road up to Oakfield Road, and improved provision for young people in public space around the bus station.



The scheme will create a welcoming, legible and efficiently designed arrival place at West Croydon including decluttering and public realm improvements on London Road. Improvements to the existing disabled entrance to Platform 1 from Station Road will allow use for all passengers, facilitate better interchange with the tram stop, and shorten the walking time between the railway station and the bus station. Provision of a linear interchange facility will improve tram stop and improvements focusing on increased efficiency of West Croydon Bus Station and its integration with the urban context.

Transformation of West part of Poplar Walk into pedestrian priority zone and to adapt Eastern section for two-way traffic.

FUNDING

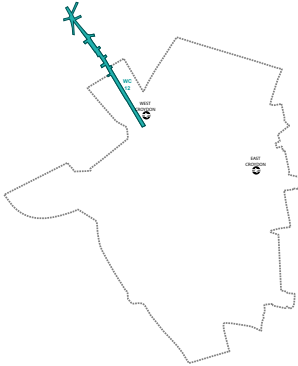
Cost	£ 3,300,000
Secured funding	£ 3,300,000

Funding Sources:

Mayor of London: Croydon Recovery Fund	£ 3,300,000
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TO BE DELIVERED BY: 2014/15

LONDON ROAD



Early package of public realm improvements along London Road between Oakfield Road and Sumner Road, including repairs, paving, decluttering heavily congested footways, and rationalising advertising. Engagement and involvement of businesses. Shopfront enhancements to support London Road's SMEs and diverse culture.

London Road suffered significant damage and the loss of a number of historic buildings to fire. Benefits of an improved high street environment include demonstrating an instant response, enhancing a key entrance to the town centre, and helping small businesses to get back on their feet quickly. However, it should be noted that early wins cannot extend to repairing fire-damaged buildings.

FUNDING

Cost	£ 1,800,000
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Secured funding	£ 1,800,000
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Funding Sources:

Mayor of London:	£ 1,800,000
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Croydon Recovery Fund	
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TO BE DELIVERED BY: 2013/14

LEGIBLE LONDON

Legible London is a pan-London pedestrian wayfinding system that helps people walk around the Capital

OBJECTIVES

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

DELIVERY PARTNERS

- The Mayor of London
- Transport for London

STATUS

- Manufacture: Oct 2011 – Mar 2012
- Implementation: Jan 2012 – Mar 2012

FUNDING

Cost	£ 500,000
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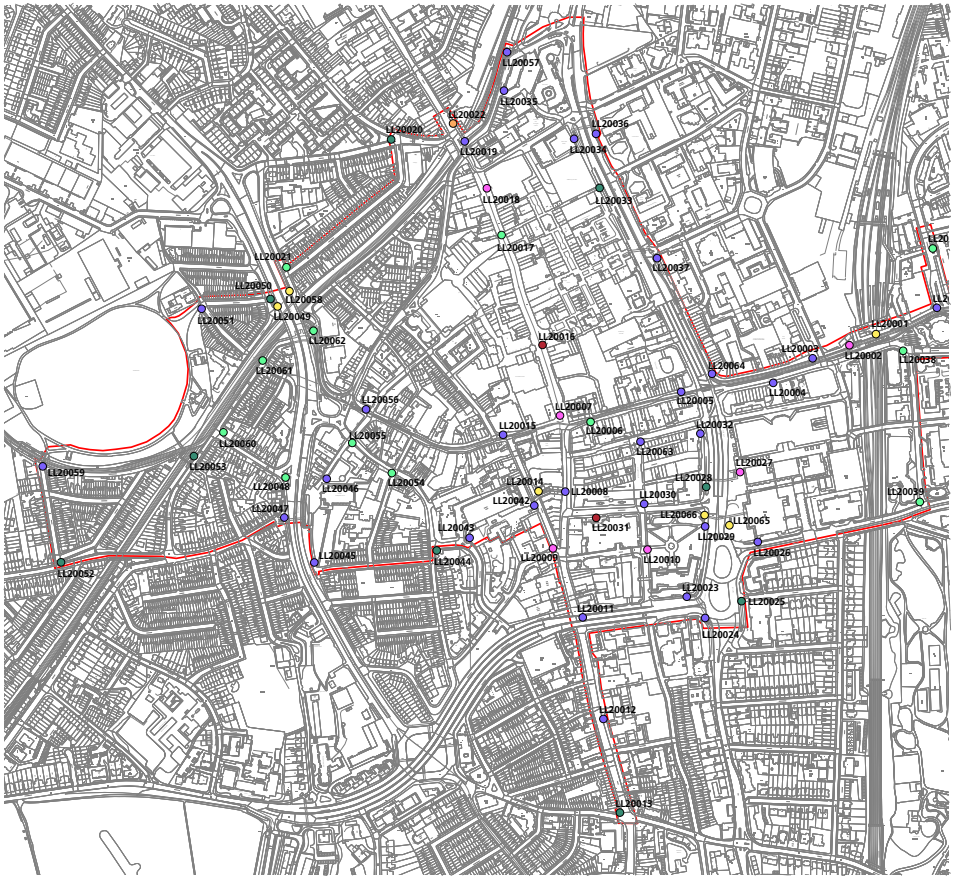
Secured funding	£ 500,000
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Funding Sources:

Croydon Capital Programme	£ 250,000
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TfL Local Implementation Plan	£ 250,000
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TO BE DELIVERED BY: 2012



LOCATIONS OF LEGIBLE LONDON SIGNAGE IN THE CROYDON OPPORTUNITY AREA



- Monolith
- Monolith (OneSided)
- Midlith
- Monolith
- Fingerpost
- Pole mounted Fingerpost
- Wall Mounted



WELLESLEY ROAD CROSSINGS

OBJECTIVE

- Provision of four at grade pedestrian crossings along Wellesley Rd / Park Lane corridor to connect East and West parts of the town centre
- Connect existing public realm elements (North End, Queen's Gardens) and key destinations in central Croydon (East and West Croydon interchanges, UK Borders Agency, Bernard Weatherill House)
- Transform public realm in the area and provide / substantially upgrade walking and cycling connectivity and reduce street clutter

DELIVERY PARTNERS

LBC, Transport for London, Sustrans

STATUS

- Delivery of crossing at the gyratory within the framework of the Connect2 Project underway
- Traffic modelling and design works on the other three crossings underway

FUNDING

Cost £ 6,750,000

Secured funding £ 6,750,000

Funding Sources:

Mayor of London, Recovery Fund £ 5,000,000

TfL LIP £ 500,000

Growth Area Fund £ 850,000

HPDG £ 50,000

GLA £ 50,000

S106 £ 300,000



TO BE DELIVERED BY: 2014

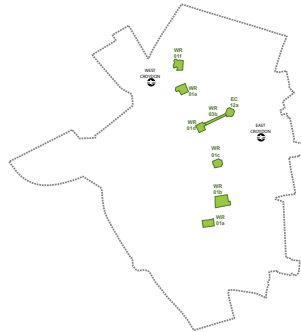


INDICATIVE VISUALISATION OF THE FULLY TRANSFORMED WELLESLEY ROAD

PRECEDENTS

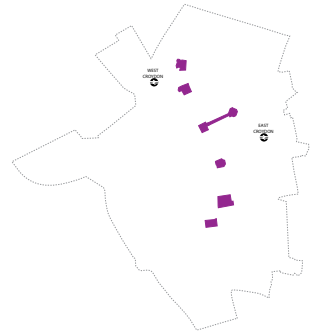


COMPONENTS



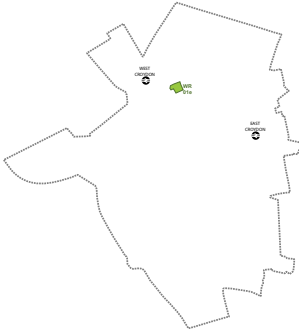
The project includes all existing at grade level crossings along the Wellesley Road - Park Lane corridor and the provision of new pedestrian crossings to connect a new footbridge the East Croydon with the town centre and the UK Borders Agency with West Croydon station.

DELIVERY



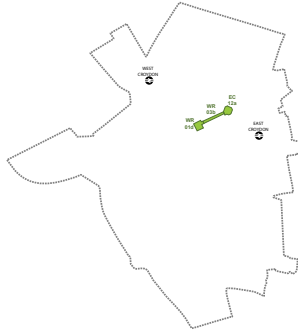
London Borough of Croydon leads on delivering improvements in the Wellesley Road - Park Lane corridor with the support of The Mayor of London

POPLAR WALK



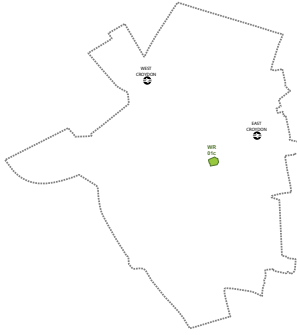
A new at-grade pedestrian crossing connecting the West Croydon Area with the UK Borders Agency and New Town commercial area. Replacing the existing poor quality and pedestrian subway.

LANSDOWNE ROAD



A new at-grade pedestrian crossing connecting Lansdowne Road and the main eastern entrance of the Whitgift Centre. This creates a direct, high quality pedestrian link between the new East Croydon Footbridge and Ruskin Square development site to Croydon's major commercial and retail core. Includes reconfiguration of the dangerous Dingwall Rd / Lansdowne Rd junction and new decluttered footways along Lansdowne Road.

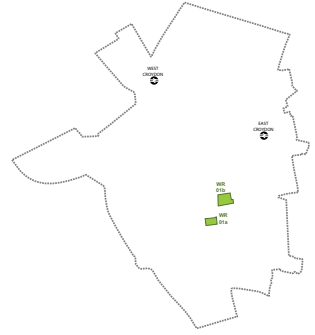
GEORGE STREET



A light touch upgrade of the existing at-grade pedestrian crossings on the northern and southern footways of George Street. Including decluttering and improvements to planters and signage.

The junction of Wellesley Road and George Street is currently the main pedestrian route between East Croydon Station and the retail core. Moderate improvements to pedestrian crossings here will continue the quality of public realm improvements being delivered at East Croydon through the Major Schemes programme, providing a clear, generous route to shopping areas.

FAIR FIELD



A new at-grade pedestrian crossing connecting College Green, Croydon College, and the Fairfield Halls with Queen's Gardens and the Town Hall. Replacing the existing poor quality and unsafe pedestrian subway.

Croydon's cultural and civic centre are currently split by the eight lane Wellesley Road / Park Lane. A pedestrian crossing in front of the Fairfield Halls will improve connectivity and wayfinding between key destinations, increasing footfall and the vitality of the public space at The Fair Field.

CONNECT 2

New walking and cycling routes connecting central Croydon to surrounding green spaces, coordinated with the Mayor's All London Green Grid. Provision of facilities supporting safe cycling on the route between Wandle Park and Lloyd's Park.

OBJECTIVES

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

DELIVERY PARTNERS

LBC, Transport for London, Sustrans

STATUS

In delivery

FUNDING

Cost	£ 3,400,000
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Secured funding	£ 3,400,000
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Funding Sources:

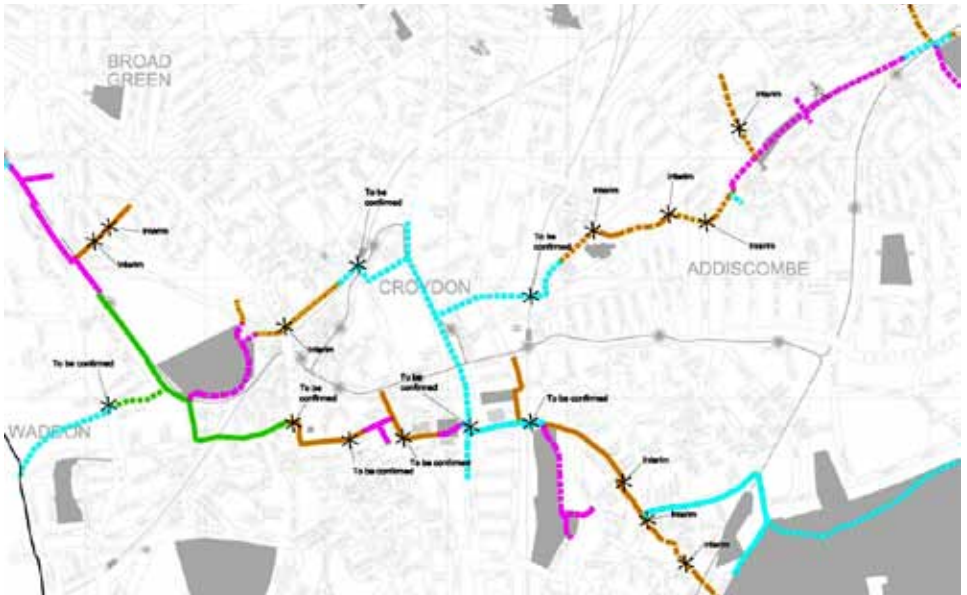
TfL LIP Greenways	£ 1,300,000
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Croydon Capital Programme	£ 1,500,000
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TfL Sustrans	£ 550,000
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S106	£ 50,000
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TO BE DELIVERED BY: 2013

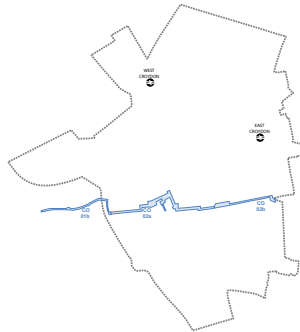


BOROUGH WIDE CONNECTS 2 NETWORK

PRECEDENTS

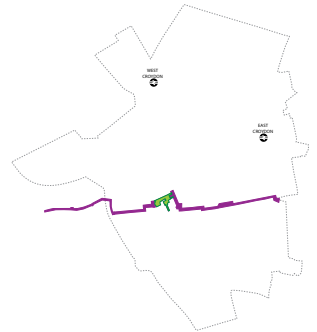


COMPONENTS



Connect 2 route in Central Croydon includes: a cycle path along Barclay Road and at grade crossing on Park Lane, contra flow movement on Charles Street, remodelling of existing crossings at Surrey Street and Roman Way.

DELIVERY



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

FAIR FIELD

New and enhanced public realm in the Fair Field area, complementing and supporting the educational and cultural activities in the area.

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. Engage stakeholders
- 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

STATUS

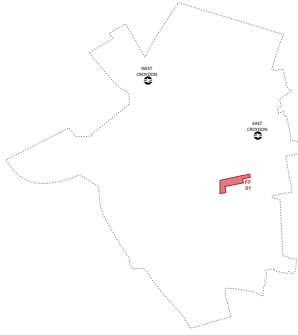
- Masterplan in development, due for adoption in 2012

FUNDING

Cost	£ 1,700,000
Secured funding	£ 0

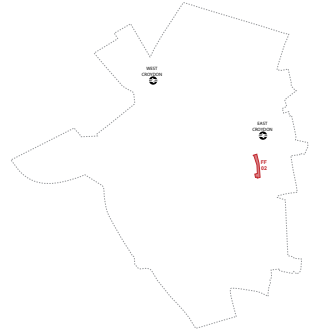
TO BE DELIVERED BY: 2013/14

COLLEGE GREEN



Enhancements to the hard and soft landscape including infrastructure to support cultural events and a new direct link to East Croydon Interchange.

COLLEGE ROAD



College Road Pedestrian Crossing - linking Croydon College to the public open space fronting George Street.

MID CROYDON

OBJECTIVE

- To create a new civic space complementing the new Public Service Delivery Hub, connect the new Civic Square with The Fair Field
- To reconnect Fell Road with George Street, establish visual connection views with Town Hall and new Public Service Delivery Hub
- To improve Town Hall Neighbourhood by creating new connections and views, integration of public realm including new access to the lower level of Queen's Gardens through the new cafe

DELIVERY PARTNERS

LBC, Mayor of London, Transport for London, Homes and Communities Agency, Whitgift Foundation, CCURV, Nestle, Minerva

STATUS

- Mid Croydon masterplan is due to adoption in 2012

FUNDING

Cost	£ 2,700,000
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Secured funding	£ 600,000
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Funding Sources:

Croydon Capital Programme	£ 600,000
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TO BE DELIVERED BY: 2014

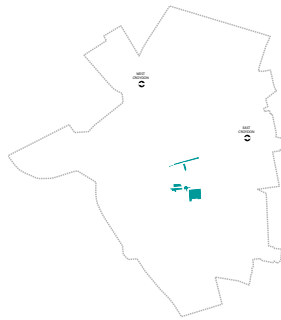


INDICATIVE ILLUSTRATION SHOWING AN OPTION FOR A CAFE IN QUEEN'S GARDENS

PRECEDENTS

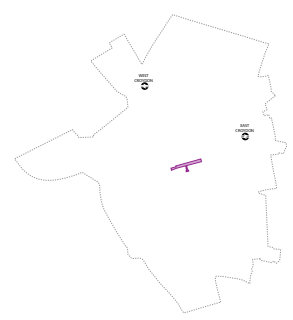


COMPONENTS



The projects in the Mid Croydon area include public realm components set in the Mid Croydon Masterplan.

DELIVERY



London Borough of Croydon leads on delivering improvements to existing streets. Transport for London will be involved in reconfiguration of public transport facilities. Private partners will be involved in delivering spaces.

WANDLE PARK

Restoration of original Victorian features including restoration of the River Wandle currently buried underneath the park, rose garden, the pond.

Enhancement of existing facilities as playground, football pitches, the pavilion and provision of new facilities to cater for the contemporary needs of the park's community.

OBJECTIVES

To transform Wandle Park from a well-loved but rundown urban park into a multi-use, high quality green and blue space.

DELIVERY PARTNERS

LBC, Environmental Agency, The Mayor of London, Heritage Lottery Fund, Sustrans

STATUS: in delivery

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 DELIVERED BY: 2012



LANDSCAPE MASTERPLAN FOR WANDLE PARK

PRECEDENTS



COMPONENTS



Key project components:
 river restoration, cafe,
 rose garden, skatepark,
 play space, multiuse
 game area, a pond, band
 stand, new land form, new
 landscaping.

DELIVERY

London Borough of
 Croydon leads on project
 delivery.

CROYDON
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