

# Croydon Bus Study

Review of Croydon North and  
South bus network

March 2020



EVERY JOURNEY MATTERS

# Introduction

This review examines the bus network in Croydon and how it may need change in response to development coming forward, particularly in the south of Croydon

The interventions considered are ideas and not proposals. They are therefore subject to change, and will evolve as development proposals are firmed up

Any proposal will require a detailed cost benefit appraisal and be subject to funding

Consultation is always undertaken on service changes which significantly alter a bus route

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# Mayors Transport Strategy and Buses in outer London

# Scope of the Croydon bus review

- Significant growth in housing, education and employment is planned in Croydon in the coming years.
- The growth will lead to an increase in demand for bus usage throughout the borough, particularly in areas where growth is forecast to occur
- Growth in demand for bus usage will be supported by provision of more frequent bus services that allow passengers to make the journeys they want to as quickly and reliably as possible.
- Additional bus standing and supporting driver facilities is essential to deliver the required bus service improvements needed to support growth in Croydon.
- Ideas for how to meet additional bus demand need to be developed in collaboration with stakeholders including London Borough of Croydon
- The strategy is aligned with the priorities set out in the MTS and in TfL's Bus Strategy (February 2019)



# Linking the Croydon bus study to the MTS

- This presentation sets out TfL's review of the bus network in London Borough of Croydon, the future proposals and ideas and how they contribute to the Mayor's Transport Strategy (MTS), noting:
  - The **importance of the bus network** in meeting a range of the Mayors' transport objectives, including mode shift, air quality, safety and supporting housing and growth
  - The **financial constraints** under which we operate, as laid out in the 2018/19 TfL Business Plan
- A clear link exists between Objectives in the MTS and outcomes impacted by the bus network
- The MTS has set a target of 80% of all journeys by sustainable modes by 2041. To support this, Croydon is working towards a target of 63%.



# The TfL Bus Strategy has six priorities

## 1 LEADING VISION ZERO

*Including the Bus Safety Programme*

## 2 IMPROVING AIR QUALITY

*Including Zero Emission Buses*

## 3 FOCUSING ON CUSTOMER SERVICE

*To meet changing customer expectations*

## 4 IMPROVING BUS DRIVER WELFARE

*Reviewing pay and facilities*

## 5 RESHAPING THE BUS NETWORK

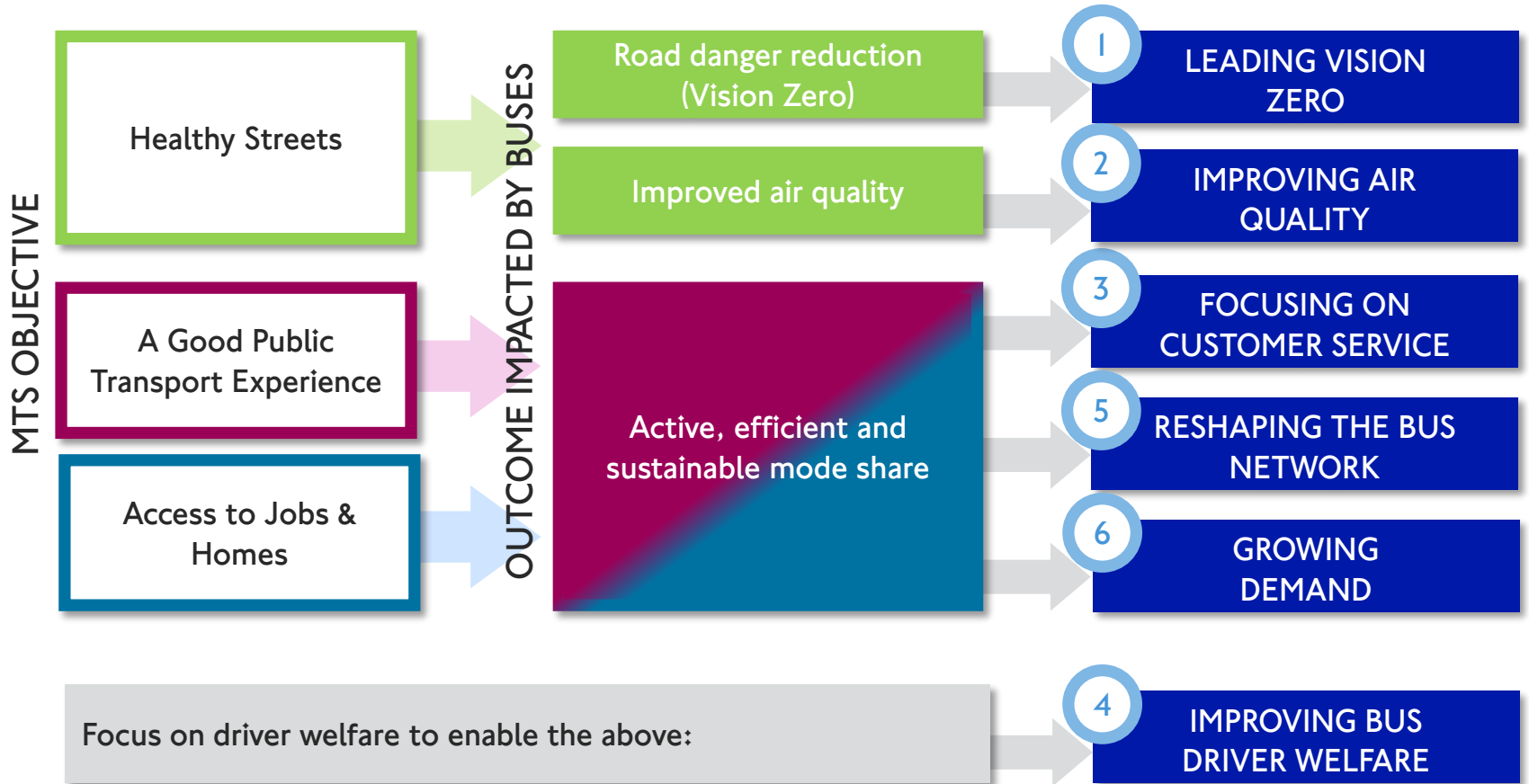
*With a new strategy for outer London*

## 6 GROWING DEMAND

*Including road space optimisation*



# These priorities are directly linked to MTS Objectives





# Bus Strategy in Outer London

The principles of the bus strategy in Outer London that deliver the MTS priorities are:

- Grow coverage, providing new links where people want to travel
- Maintain & enhance existing network coverage so that more households are within 5 minutes walk of a bus stop
- Provide faster connections by delivering more direct routes and bus priority measures to make bus usage more attractive
- Undertake periodic reviews of the network to identify opportunities to balance capacity with demand and work with boroughs to provide for future growth
- Reallocate resource within outer London to ensure best use is made of resources
- Support the introduction of inner London ULEX through providing sustainable transport options
- Deliver a good customer experience by improving interchange facilities and reviewing bus stop locations.



# Croydon town centre

Excess capacity on buses crossing Wellesley Road was identified on services that terminate either in mid-Croydon or West Croydon Bus Station

Plans to reduce the number of buses crossing central Croydon were consulted in between November 2018 and January 2019. These plans meant that some routes from the north would be curtailed to West Croydon bus station and some buses from the south would be curtailed in mid-Croydon

An amended version of the plan was implemented from 2 November 2019

- Divert route 50 to Fairfield Halls
- Curtail route 197 to Fairfield Halls
- Curtail routes 250 and 264 to West Croydon Bus Station
- Curtail routes 405 and 412 at Katherine Street
- Divert route 433 to St Georges Walk
- Route 109 will stand at Fell Road. There would be no change to first or last stops, live or dead mileage.
- Retain route N250 serving East Croydon, Dingwall Road all evenings.

Removing this spare capacity allows buses to be redeployed where they are needed.



## Croydon bus frequencies

Existing frequencies have been reviewed to ensure capacity matches demand across the bus network. We have proposed frequency increases on eight routes throughout the borough.

These frequency increases have cost an estimated £5.25m, compared to a saving of £0.75m in the town centre

Frequencies in the rest of Croydon are kept under continuous review, so further enhancements may be proposed in the future

In early 2020 TfL intends to extend the 404 to serve Cane Hill and Tollers Estate at an approximate cost of £0.5m

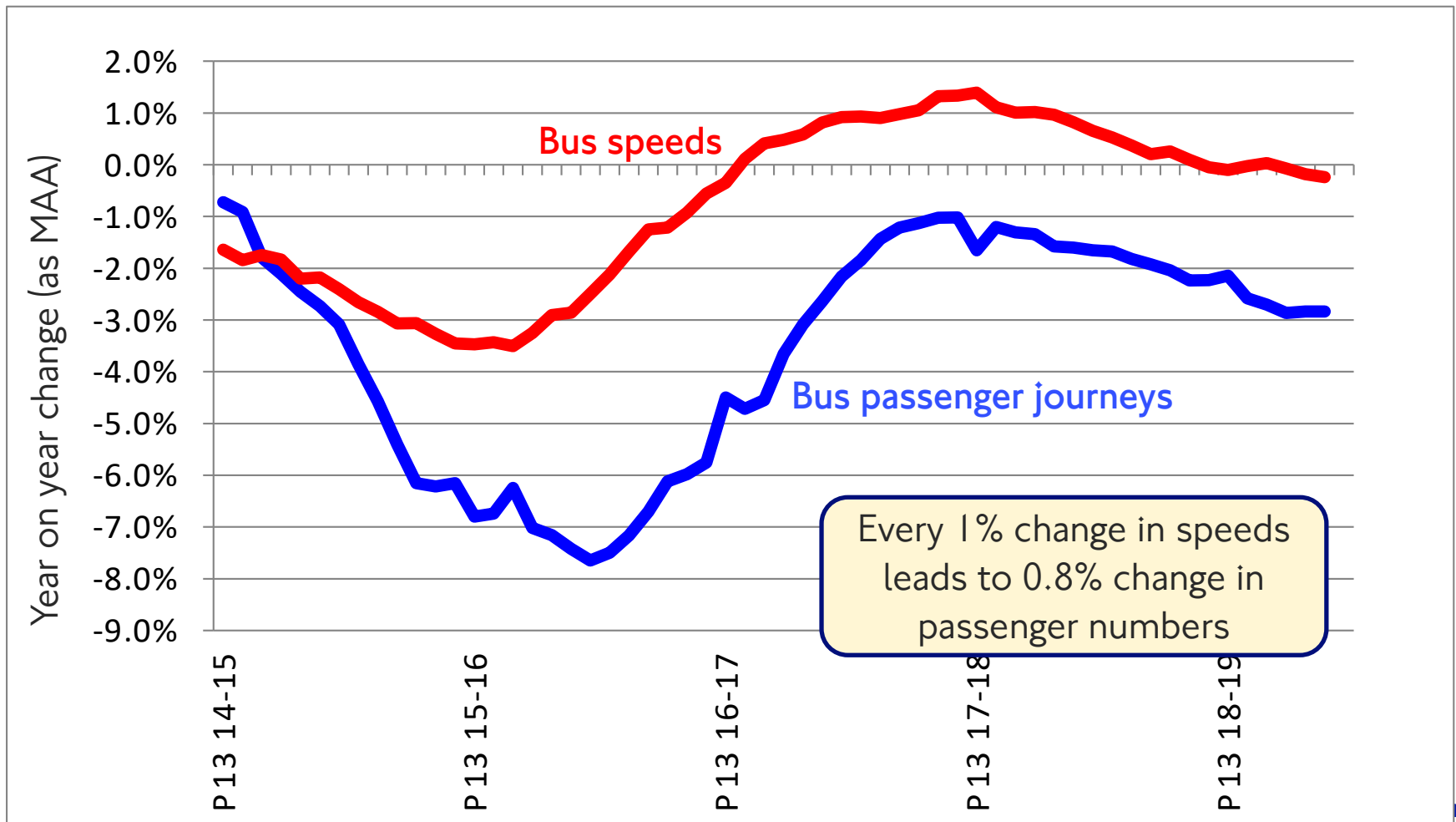


# Croydon bus frequencies

Route	From	To	Proposed Scheme	Estimated Expenditure (£m)
60	Old Coulsdon	Streatham Station	Increase Monday to Saturday daytime frequencies to 6 bph, Sunday daytime frequencies to 5 bph and all evenings to 4 bph	£0.75m
127	Purley	Tooting Broadway	Increase Monday to Saturday daytime frequencies to 6 bph, Sunday daytime frequencies and all evenings to 4 bph	£0.75m
130	New Addington	Thornton Heath	Increase Monday to Friday evening frequencies to 4 bph and Sunday daytime and evening frequencies to 3 bph. Introduce a school day only journey to serve Coloma Convent School	£0.25m
154	West Croydon	Morden	Increase Monday to Saturday daytime frequencies to 6 bph	£0.75m
249	Anerley	Clapham Common	Increase Monday to Saturday daytime frequencies to 6 bph, Sunday daytime frequencies and all evenings to 5 bph	£0.5m
289	Purley	Elmers End	Increase Monday to Saturday daytime frequencies to 5 bph, and all evenings to 3 bph	£0.75m
314	Eltham	New Addington	Increase Monday to Saturday daytime frequencies to 5 bph, and Monday to Saturday evenings to 3 bph	£0.75m
466	Caterham	Addington	Increase Monday to Saturday daytime frequencies to 7.5 bph, Sunday daytime frequencies to 5 bph	£0.75m
<b>Total</b>				<b>£5.25m</b>



## Relationship between bus speeds and passenger numbers



See David Begg, table p15: <https://greenerjourneys.com/wp-content/uploads/2016/06/Prof-David-Begg-The-Impact-of-Congestion-on-Bus-Passengers-Digital-FINAL.pdf>



# Bus priority opportunities

An initial assessment of roads within LB Croydon that might be suitable for bus priority measures has been undertaken. These corridors have high levels of car ownership and existing bus links, which are slower and so less appealing to car users.

Introducing bus priority means buses can make quicker and more reliable journeys and also means buses are able to operate more efficiently. This enhances attractiveness of travelling by bus relative to private car and will give customers a greater choice on whether to use car or bus.

The following corridors have been identified:

- Croydon to South Norwood
- Waddon to Lombard Roundabout
- South Norwood to Beulah Hill
- Broad Green to Norbury
- Purley to Croydon
- Kenley to Purley

Each area and the potential benefits are considered in turn.



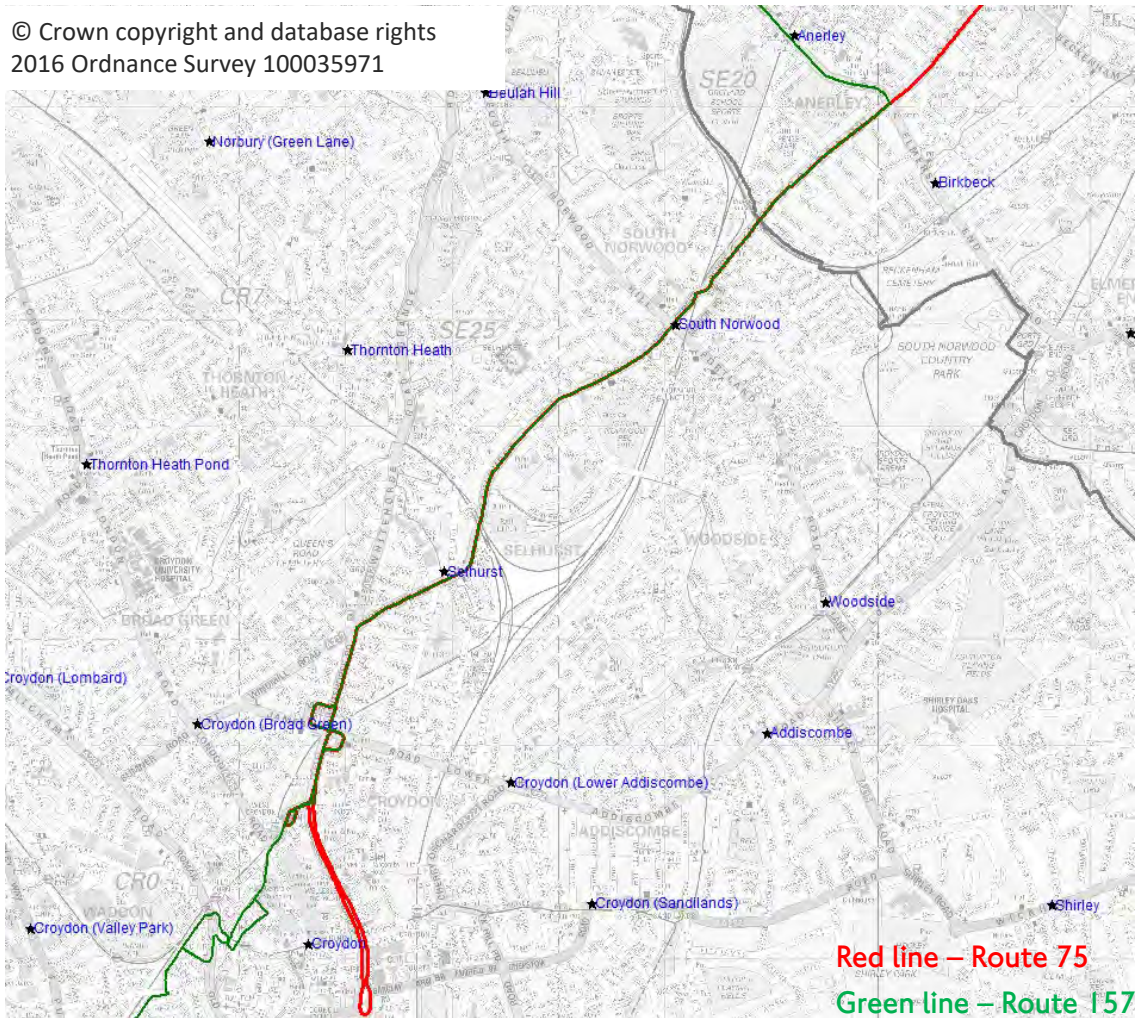
# Bus priority – Croydon to South Norwood

Bus priority on Selhurst Road / Croydon Road linking Croydon to South Norwood that reduces journey time by 4 – 5 minutes has the potential to attract up to 6,000 customers per day.

Currently, there are approximately 4,500 bus trips per day on this corridor

This would allow us to review frequencies on routes 75 and 157 and consider new links between Croydon and Crystal Palace, Anerley and Penge.

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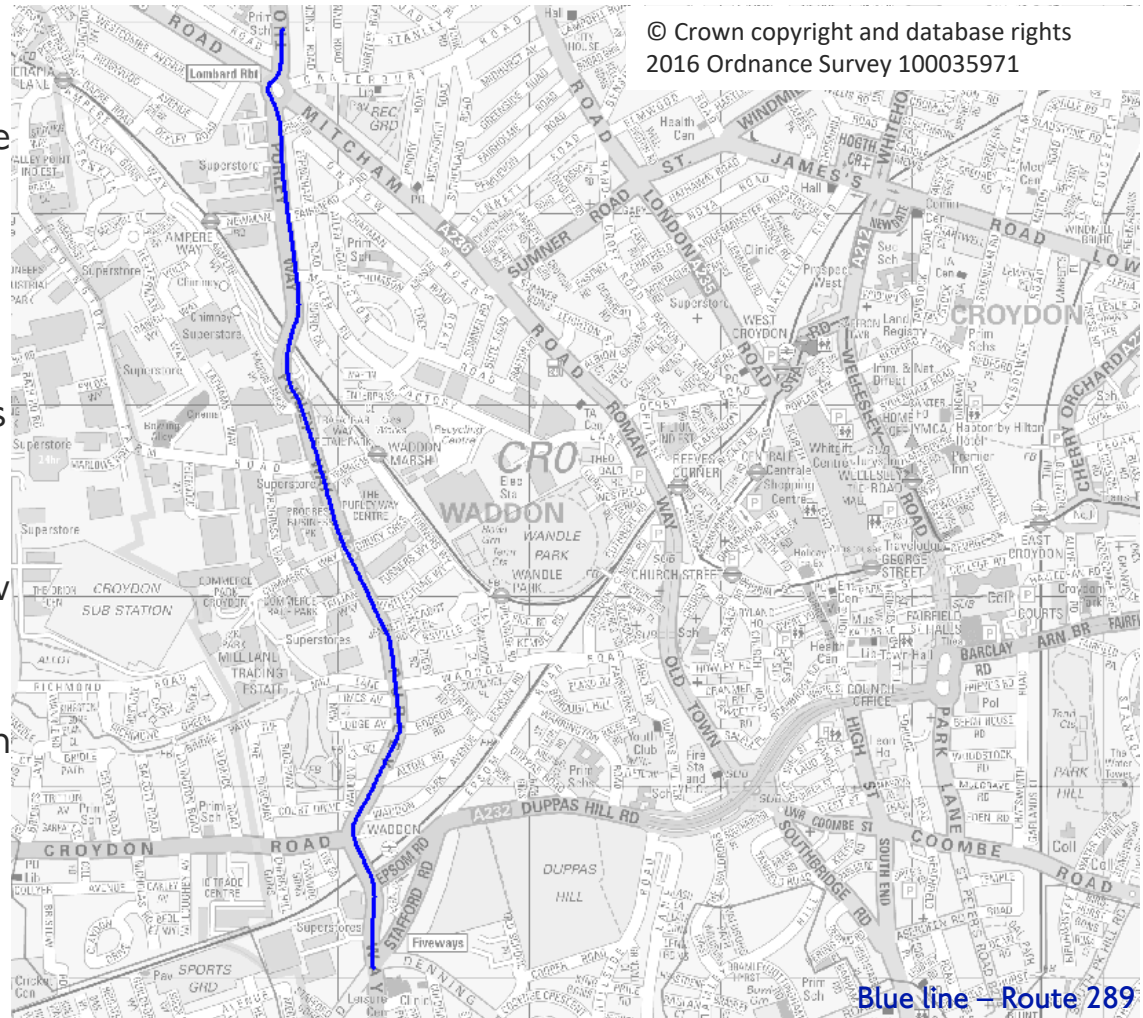


# Bus priority – Waddon to Lombard Roundabout

Bus priority on the Purley Way that reduces journey time by 5 – 8 minutes has the potential to attract up to 3,000 customers per day.

Currently, there are approximately 1,500 bus trips per day on this corridor

This would allow us to review frequency on route 289 and consider new links between Purley, Waddon and Thornton Heath.



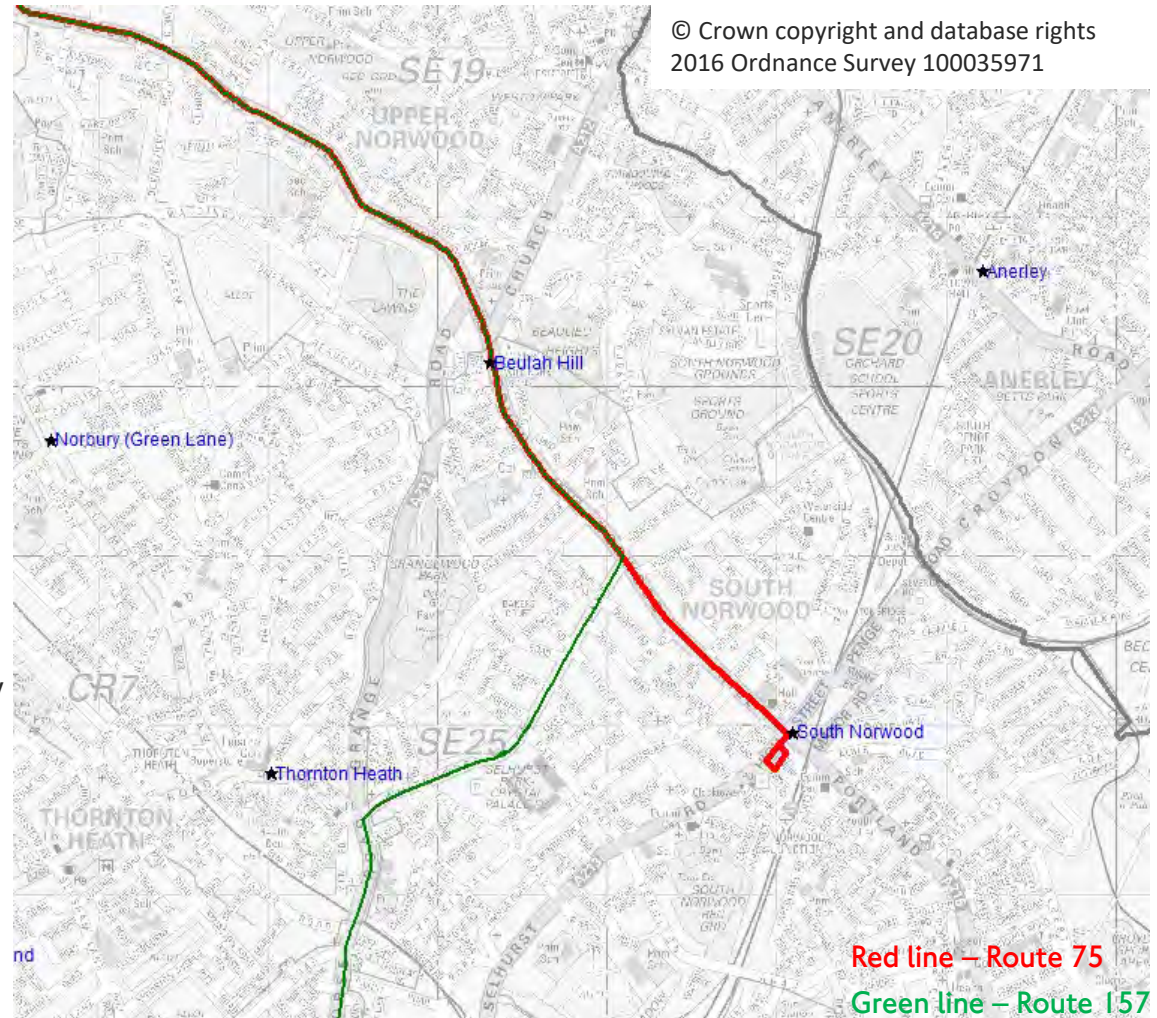


# Bus priority – South Norwood to Beulah Hill

Bus priority on Beulah Hill, South Norwood Hill and Portland Road that reduces journey time by 6 – 10 minutes has the potential to attract up to 2,000 customers per day.

Currently, there are approximately 1,000 bus trips per day on this corridor

This would allow us to review frequencies on routes 196 and 468 and consider new links to Upper Norwood, Woodside, Crystal Palace and Streatham.

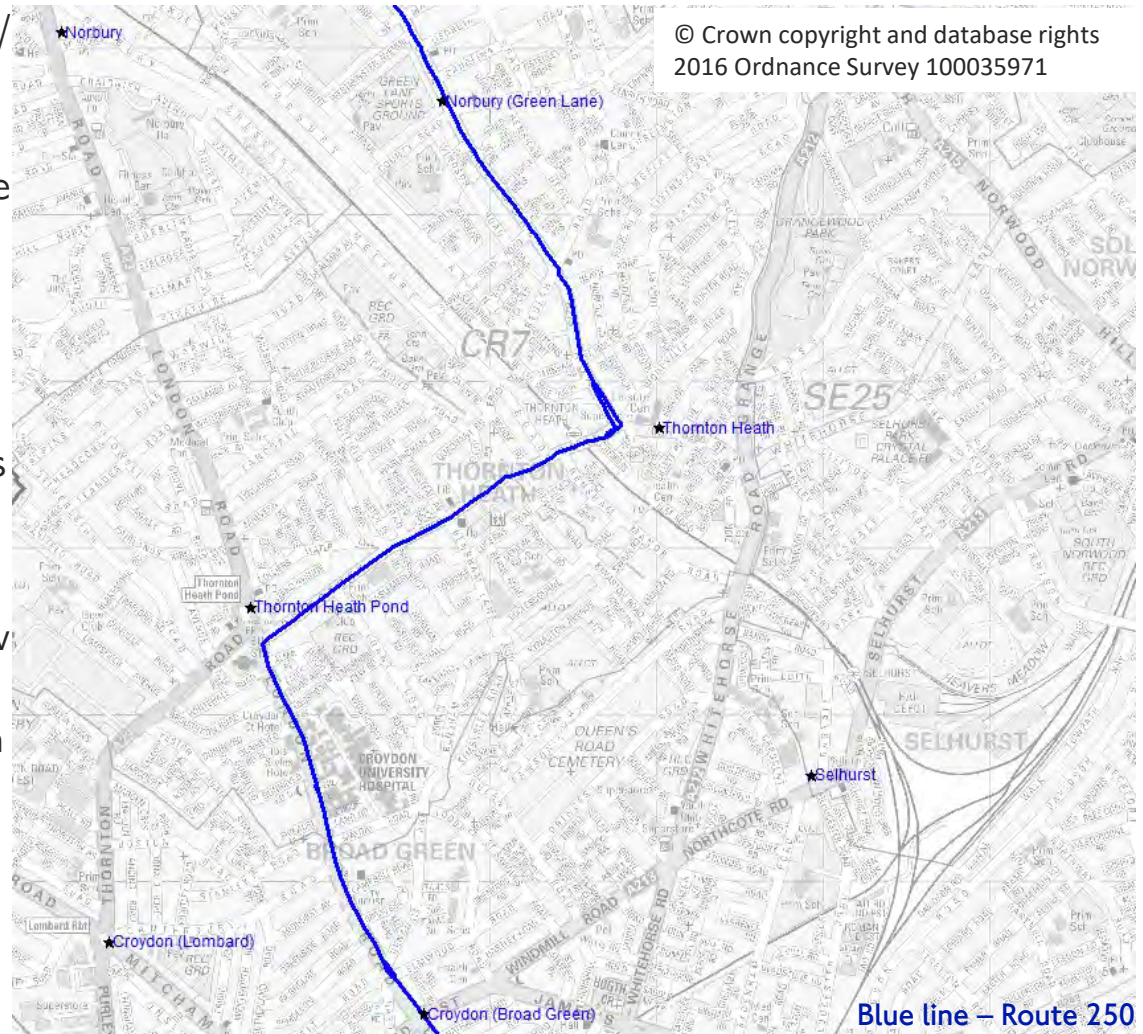


# Bus priority – Broad Green to Norbury

Bus priority on London Road / Brigstock Road / Parchmore Road that reduces journey time by 4 – 5 minutes has the potential to attract up to 1,000 customers per day.

Currently, there are approximately 1,000 bus trips per day on this corridor

This would allow us to review frequency on route 250 and other routes linking Thornton Heath to Croydon, Norbury and Streatham.

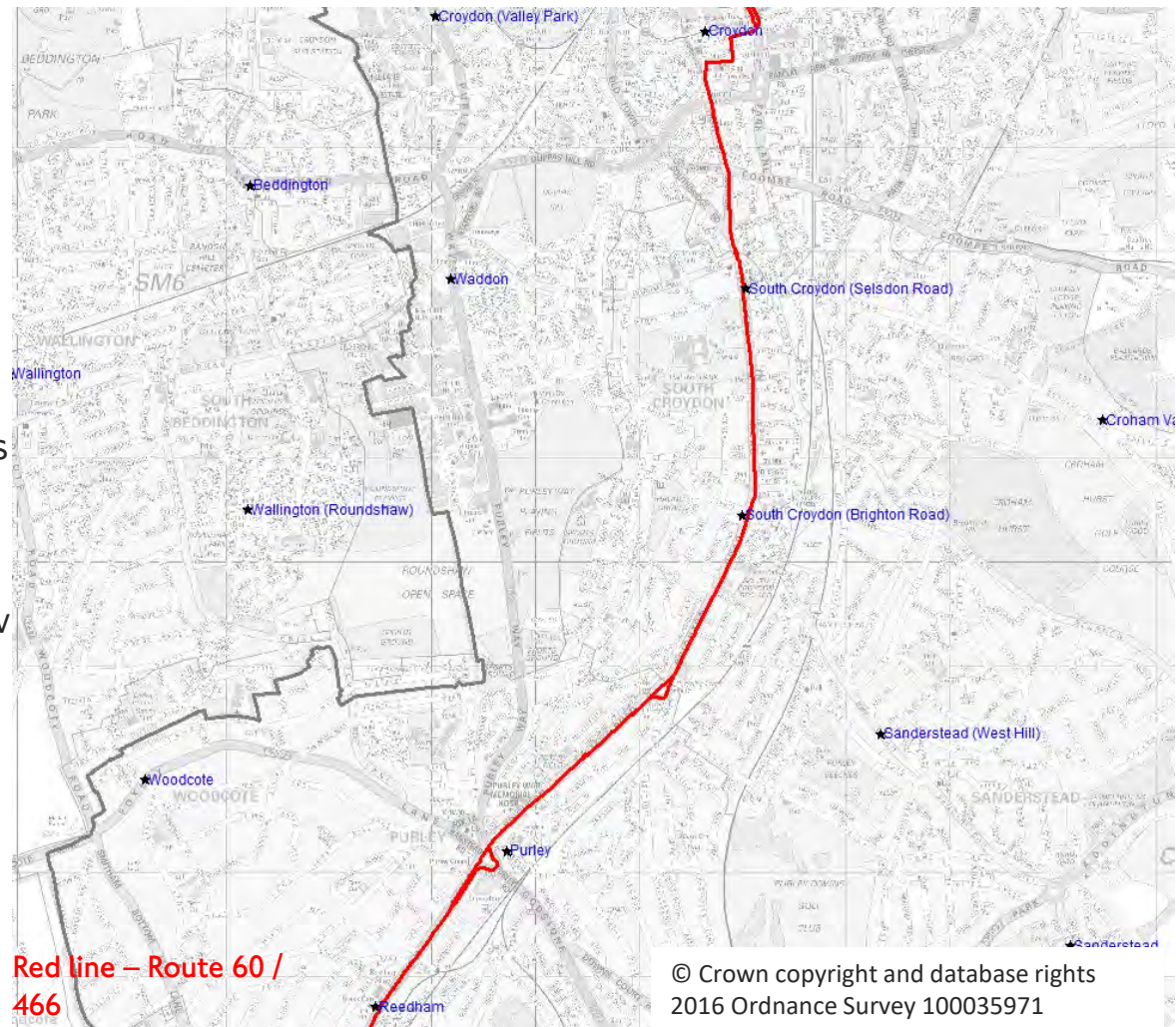


## Bus priority – Brighton Road

Bus priority on Brighton Road linking Purley and Croydon that reduces journey time by 9 minutes has the potential to attract up to 3,000 customers per day.

Currently, there are approximately 5,000 bus trips per day on this corridor

This would allow us to review frequencies on routes such as the 60 and 466 and consider new links between Croydon and Purley and beyond.

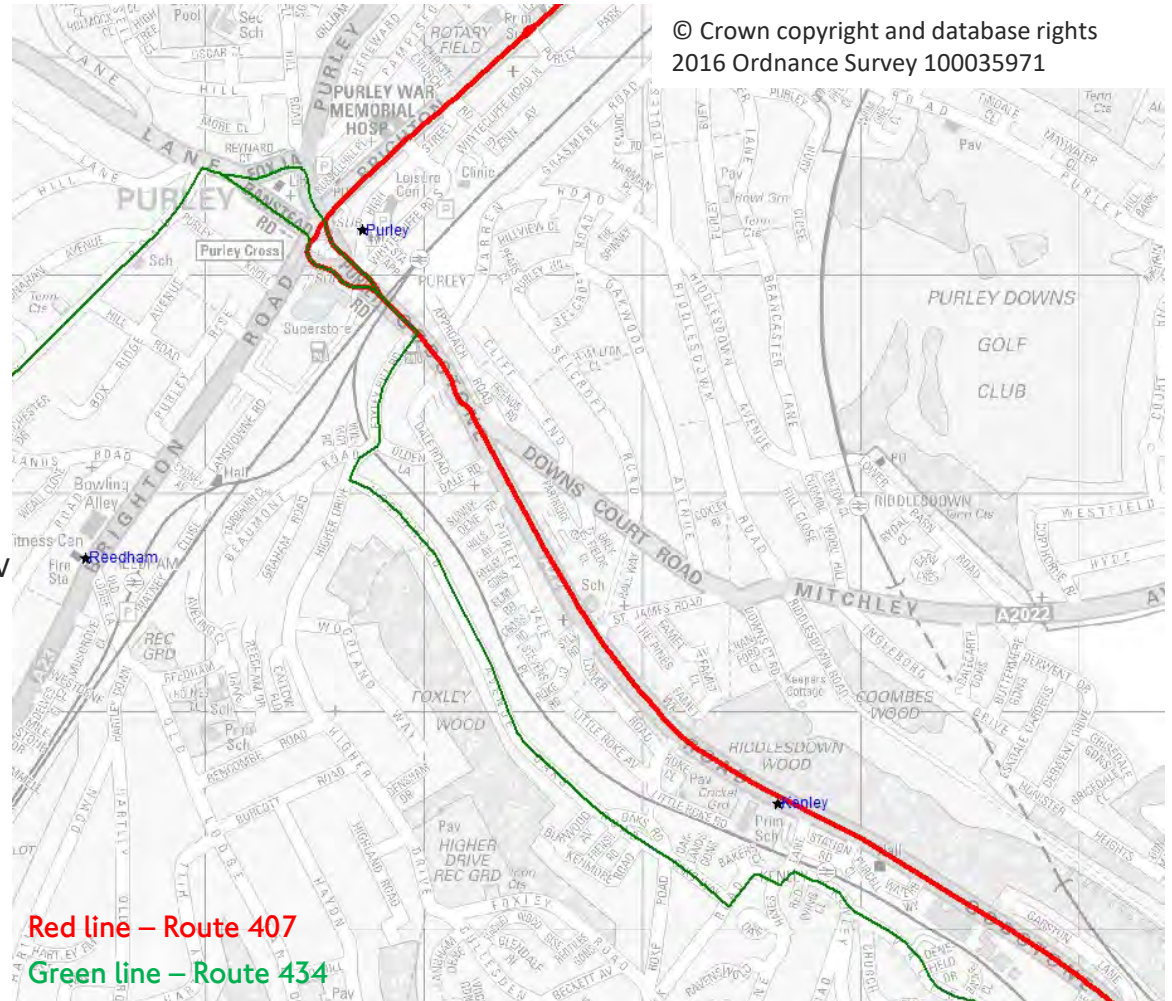


# Bus priority – Kenley to Purley

Bus priority on Godstone Road that reduces journey time by 2 minutes has the potential to attract up to 1,000 customers per day.

Currently, there are approximately 600 bus trips per day on this corridor

This would allow us to review the frequency on route 407 potentially improve services to Kenley.



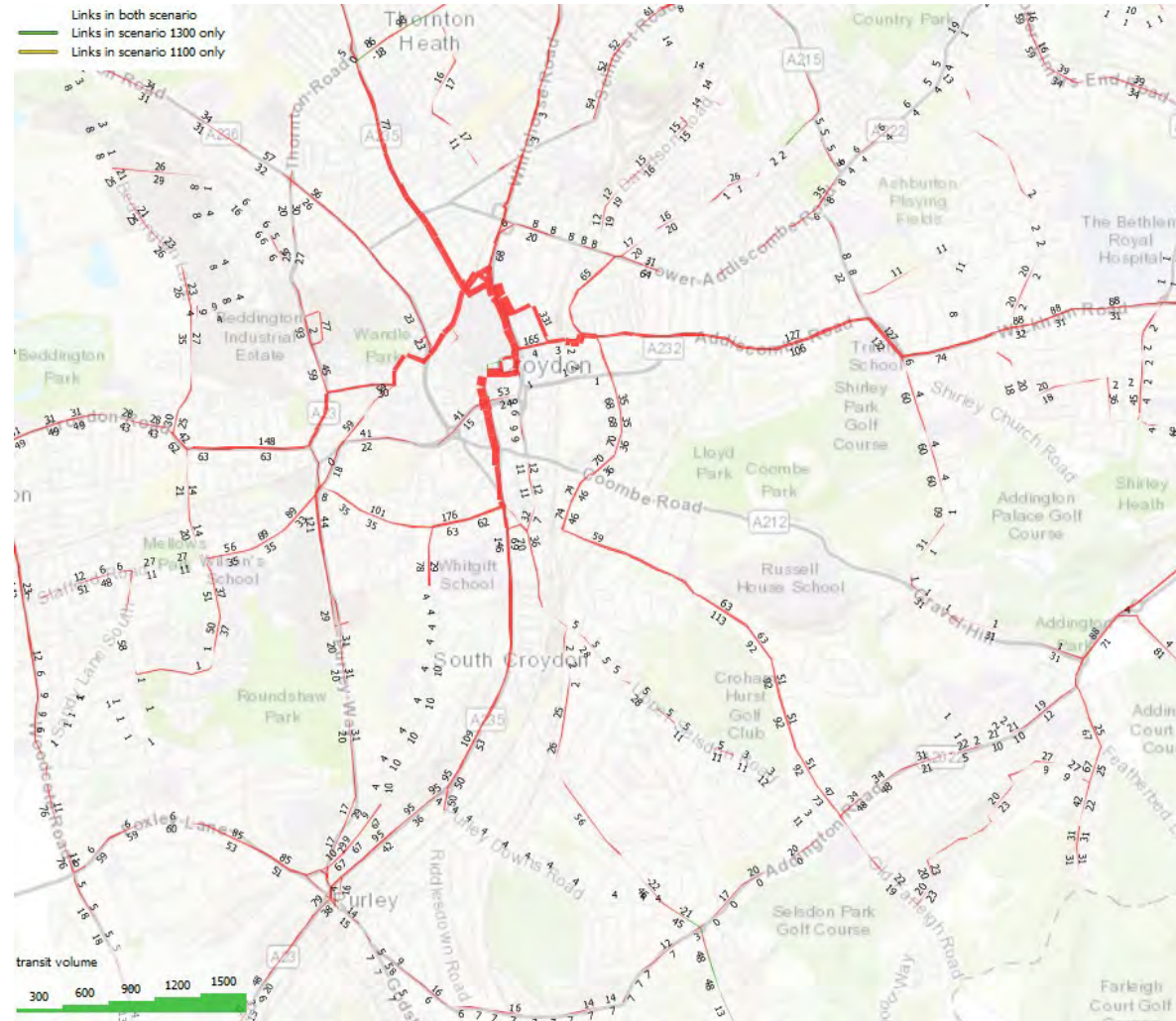
# Growth in Croydon

# Model Forecasts – AM 2021 to 2031

Model forecasts are based on the London Plan, and growth is distributed across the borough

The plot shows the change in demand between 2021 and 2031 in the morning peak period (0700 – 1000)

They show growth across the in Croydon town centre



# Growth in Croydon

- A Strategic Housing Market Assessment produced for Croydon Council by GL Hearn has calculated, using the government's standard methodology, that there is a need for 46,040 new homes in the borough between 2019 and 2039. Furthermore, the emerging London Plan, which is due to be adopted in February 2020, proposes that 29,490 new homes be built in Croydon between 2019 and 2029.
- LB Croydon has developed three environmentally and economically sustainable strategic options to deliver this.
- **Option One** has the greatest impact on existing residential neighbourhoods. It is viewed as the easiest to deliver.
- **Option Two** relies on large complex sites and is the hardest to deliver.
- **Option Three** involves limited release of green belt land in New Addington, Selsdon and Sanderstead to reduce pressure on the suburbs of Croydon



## Growth in Croydon: option one

<u>Place</u>	<u>Total</u>
Addington	280 to 350
Addiscombe	1,480 to 1,880
Broad Green & Selhurst	950 to 1,140
Coulsdon	2,050 to 2,490
Central Croydon	12,430 to 14,040
Crystal Palace & Upper Norwood	480 to 670
Kenley and Old Coulsdon	2,000 to 2,480
Norbury	540 to 670
Purley	7,260 to 9,390
Purley Way transformation area	2,900 to 4,470
Sanderstead	1,670 to 2,070
Selsdon	870 to 1,070
Shirley	360 to 460
South Croydon	890 to 1,070
South Norwood & Woodside	460 to 520
Thornton Heath	1,450 to 1,880
Waddon	500 to 610
Already under construction	5,370
<b>Borough totals</b>	<u>At least 46,040 new homes across the borough</u>





## Growth in Croydon: option two

<u>Place</u>	<u>Total</u>
Addington	190 to 230
Addiscombe	1,030 to 1,310
Broad Green & Selhurst	890 to 1,070
Coulsdon	1,460 to 1,760
Central Croydon	12,430 to 14,040
Crystal Palace & Upper Norwood	420 to 600
Kenley and Old Coulsdon	1,380 to 1,710
Norbury	360 to 450
Purley	5,400 to 7,060
Purley Way regeneration area	9,430 to 12,000
Sanderstead	1,170 to 1,450
Selsdon	580 to 710
Shirley	360 to 450
South Croydon	680 to 810
South Norwood & Woodside	350 to 380
Thornton Heath	1,340 to 1,740
Waddon	400 to 480
Already under construction	5,370
<b>Borough totals</b>	<u>At least 46,040 new homes across the borough</u>



## Growth in Croydon: option three

<b>Place</b>	<b>Total</b>
Addington	190 to 230
<i>Urban extension (Green Belt) of New Addington</i>	<i>2,560 to 3,030</i>
Addiscombe	1,030 to 1,310
Broad Green & Selhurst	890 to 1,070
Coulsdon	1,460 to 1,760
Central Croydon	12,430 to 14,040
Crystal Palace & Upper Norwood	420 to 600
Kenley and Old Coulsdon	1,380 to 1,710
Norbury	360 to 450
Purley	5,400 to 7,060
Purley Way regeneration area	2,900 to 4,470
Sanderstead	1,170 to 1,450
<i>Urban extension (Green Belt) of Sanderstead</i>	<i>680 to 780</i>
Selsdon	580 to 710
<i>Urban extension (Green Belt) of Selsdon</i>	<i>1,300 to 1,540</i>
Shirley	360 to 450
South Croydon	680 to 810
South Norwood & Woodside	350 to 380
Thornton Heath	1,340 to 1,740
Waddon	400 to 480
Already under construction	5,370
<b>Borough totals</b>	<u>At least 46,040 new homes across the borough</u>



# Bus Standing in Croydon

There are two principal areas for standing in central Croydon:

- West Croydon Bus Station
- Mid-Croydon, which includes Fairfield Halls, Katherine Street, St Georges Walk and Fell Road

Standing outside of central Croydon means bus services would operate less efficiently, which limits opportunities to enhance bus services.

Based on existing route structure and frequencies, there is one spare stand space in Croydon. There will be insufficient space to support the service enhancements considered in this study by 2022/23. By 2038/39 there would need to be another seven to eight spaces.



# Croydon Opportunity Area

From the opportunity area, existing links will need to be strengthened. In particular the following corridors:

- South Croydon / Purley / Coulsdon (routes 60, 312, 407 and 466)
- Thornton Heath / Streatham (routes 50, 60, 64, 109, 250, and 468)
- Selhurst / South Norwood (routes 75 and 157)
- Waddon / Beddington (routes 154, 157, 407 and X26)
- Addiscombe (routes 119 and 466)

These corridors were also identified as ones where bus priority had the potential to increase demand for buses

Additional frequency on these routes will mean additional stand space will need to be found, particularly in Croydon town centre

TfL and LB Croydon are working together to identify stand space in central Croydon, including sites at Wandle Road, Park Lane Gyratory and in the vicinity of East Croydon Station



## Purley

Depending on which housing option is adopted, there may be up to 9,000 additional homes in Purley, which will significantly increase demand for bus usage

Based on the existing demand, this will be distributed by corridor as:

- North-South – 59% (routes 60, 166, 405, 412, 466)
- Wallington – 27% (route 127)
- Waddon – 7% (route 289)
- Others – 7%, including Kenley, Whyteleaf, Sanderstead

The North-South corridor links South Croydon and the town centre to the north and Coulsdon to the south

With the exception of Kenley, Purley is well linked to local areas and so bus frequencies will need to be kept under review

The Purley Way transformation area will affect route 289, and will require additional capacity around Waddon



# Kenley

Kenley and Old Coulsdon may see development of up 2,500 new homes.

Kenley is served by routes 407 to the north, route 434 and route 455 on Old Lodge Lane.

Large parts of Kenley are more than 5 minutes walk from the nearest bus stop. Urban intensification will unlock the business case for services through Kenley.



## Coulsdon, Sanderstead, Selsdon

**Coulsdon** could have an additional 2,500 homes by 2039. It has existing links to Purley, Croydon, Wallington and Caterham. Frequencies routes such as the 60 and 466 will need to be kept under review. New links to Cane Hill and Tollers Estate are expected to be provided in early 2020 by extending the 404.

**Sanderstead** could have an additional 2,000 homes by 2039. It has links to Croydon through the 403 and Purley through the 412. Frequency on these routes may need to be enhanced to meet this demand.

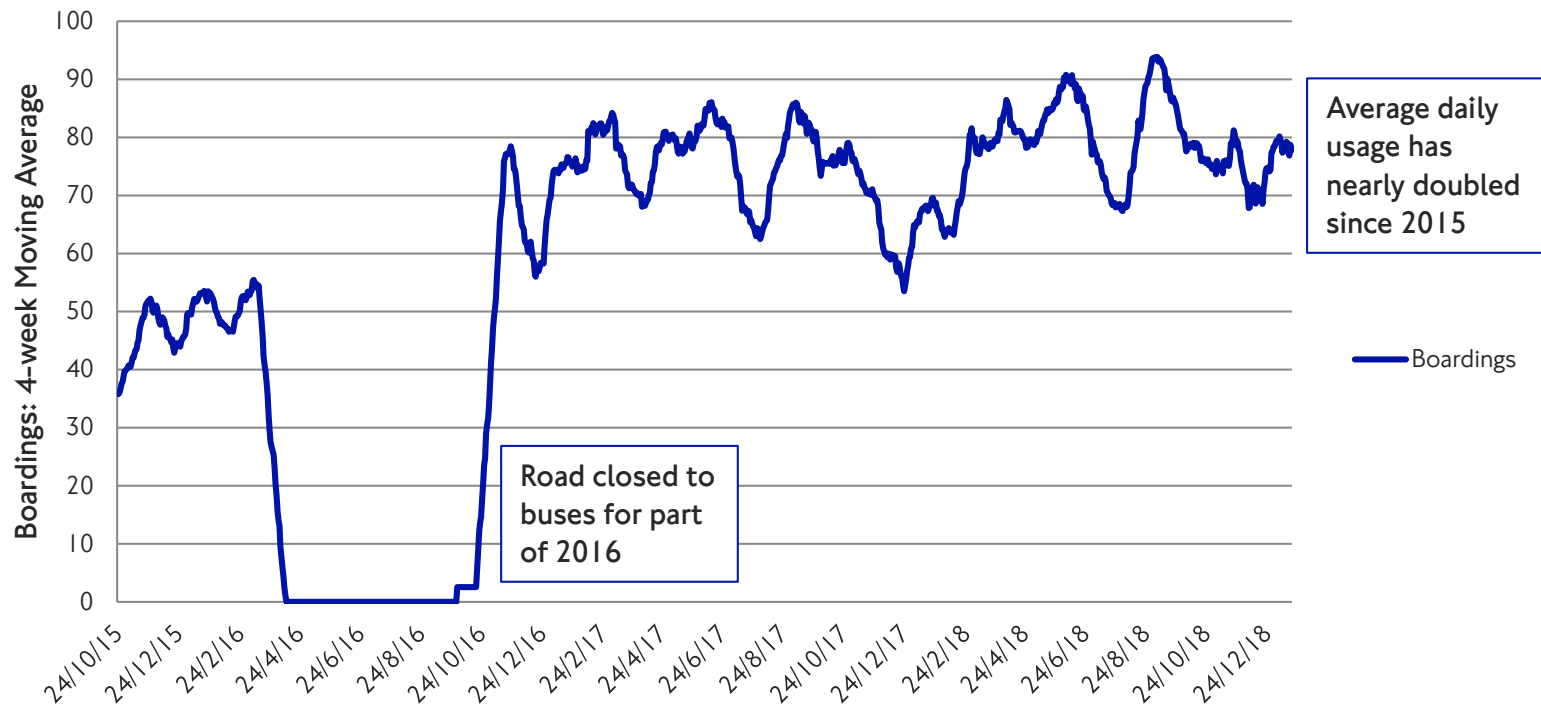
**Selsdon** could have an additional 1,000 homes by 2039. The 412 links it to Croydon and Purley, and the 64 and 433 to East Croydon and Croydon University Hospital. Demand on these routes is also expected to increase



## Small windfall sites

The small windfall sites will occur as a result of urban intensification, from small developments and conversion of properties to flats. One area that this has occurred recently is on Purley Downs Road along which route 359 was extended along from October 2015. Along this stretch of road, boardings have nearly doubled since 2015. This means that unserved areas such as Kenley could generate more demand in the future

Average daily boardings on Purley Downs Road





# Potential route changes in Croydon

## Croydon route restructuring

TfL and LB have been working together to identify new journey opportunities

Between January and February 2019, we consulted on potential changes to routes 404 and 434, which would bring nearly 800 households to within a five-minute walk of a bus stop on the Tollers and Cane Hill estates in Coulsdon.

A scheme to restructure the 166, 312 and 455 is currently being developed. This would bring additional capacity onto Old Lodge Lane, but would require some works.

We are developing a scheme to serve Old Town as part of the Liveable Neighbourhoods bid.

We are investigating whether we could restore a bus service to Waddon Marsh and introduce a service into Kenley.

We have also received requests to extend the 312 to Crystal Palace and various other requests.





# Coulsdon housing estates

## Rationale

- There are two housing estates which have no bus service: Tollers in Old Coulsdon and Cane Hill in Coulsdon
- Bringing bus services into these estates will bring up to 800 households to within a five minute walk of a bus service

## Details

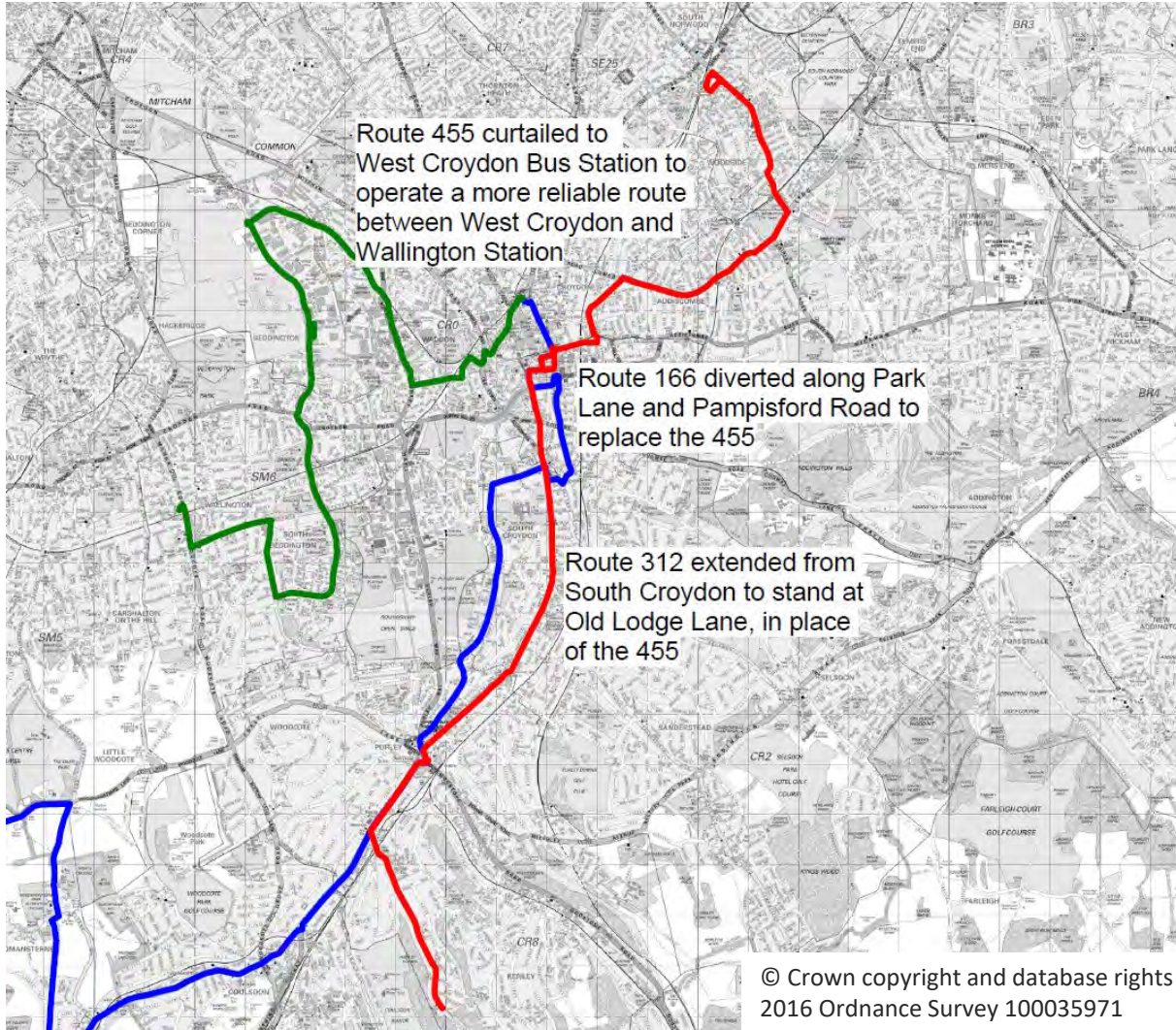
- Abandon previous plans to change the 434
- Route the 404 through Tollers Estate and extend to Cane Hill
- Increase frequency to 2 bph Monday to Sunday

## Status

- Consultation occurred between January and February 2019 on a scheme to change the 404 and 434
- The 434 element will be abandoned and the 404 will serve the housing estates.



# South Croydon Routes



# South Croydon Routes

## Rationale

- Route 455 is very long and suffers from reliability issues
- Growth is occurring on Kenley

## Details

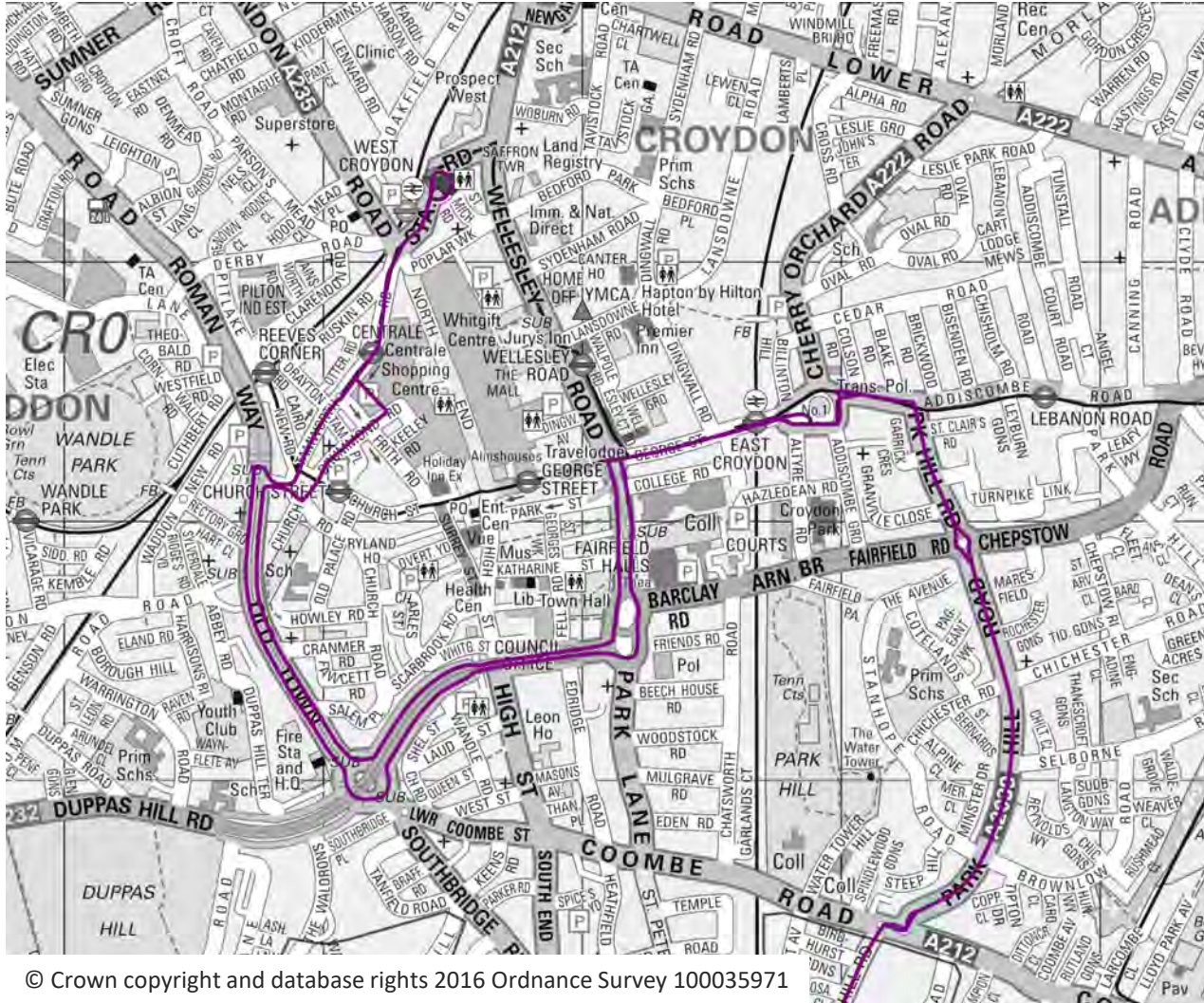
- Withdraw the 455 out of south Croydon and cut back to West Croydon
- Extend the 312 along Brighton Road to stand on Old Lodge Lane, increasing their bus service from 3 bph to 5 bph and giving a new link to East Croydon Station
- Divert the 166 to cover the 455's route on Pampisford Road as far as Purley
- Loss of 3 bph on Brighton Road offset by frequency increases on routes 60 and 466
- It means 750 passengers / day on the 166 / 455 would need to make an additional interchange to complete their journey
- Overall this is a spend scheme of £200k

## Status

- Business case being developed, would require approval to undertake consultation
- Standing arrangements at West Croydon and Old Lodge Lane to be confirmed



# Old Town



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# Old Town

## Rationale

- Old Town is currently unserved by buses and lacks infrastructure suitable for a bus route. Temporary closure of Whitgift centre is likely to increase demand for buses to Centrale

## Details

- A liveable neighbourhood bid for Roman Way in being made by LB Croydon and infrastructure can be introduced as part of this
- Scheme identified to extend a route from East Croydon to operate via Fairfield Halls, Park Lane Gyratory, Flyover, Old Town, Tamworth Road to stand at West Croydon Bus Station
- Example on previous slide shows route 433 being extended via Old Town

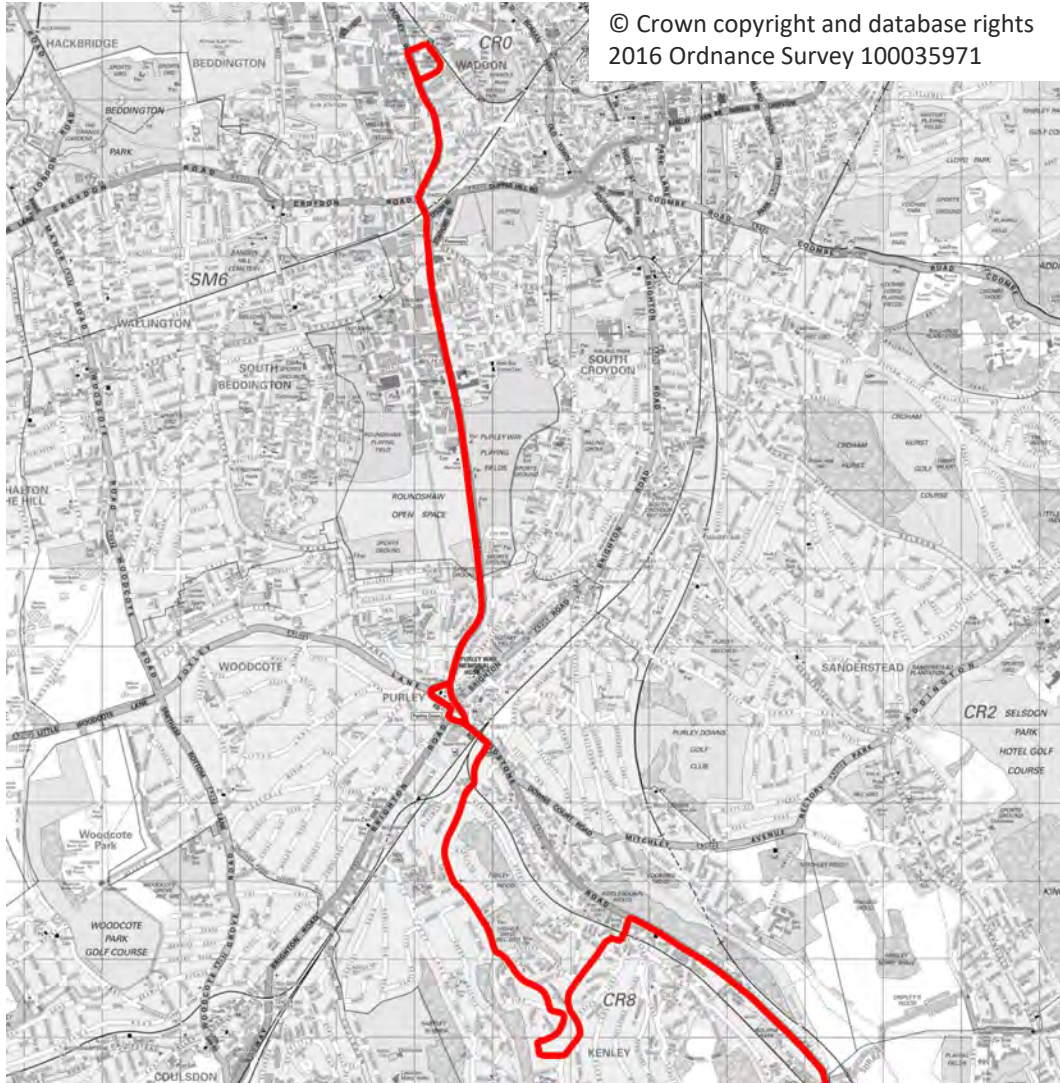
## Status

- Business case developed to extend a route via Old Town. Analysis shows extension would cost £0.5m but would generate sufficient benefits
- Requires installation of stops and to be made suitable for buses TfL and LB Croydon to work together to achieve this





# Waddon Marsh / Kenley



# Waddon Marsh

## Rationale

- In 2017 TfL withdrew routes 289 and 455 from the Waddon Marsh, Purley Way. This significantly improved performance and demand for both routes, but meant passengers travelling northbound had to cross the Purley Way, which led to a fall in demand in this area

## Details

- A service could use Waddon Marsh to stand. This could be from a new route or by extending an existing route.
- An option to extend a route from Purley to stand at Waddon Marsh would re-establish links between Waddon Marsh and Kenley

## Status

- A business case will be developed for these ideas. Waddon Marsh is expected to see significant development beyond 2026, which will increase demand for a direct service to this area



# Kenley

## Rationale

- A significant section of Kenley is more than 400 metres away from the network. Previous reviews have concluded that roads are not suitable and insufficient demand would be generated to justify a bus service
- LB Croydon has advised that a number of planning applications on Higher Drive in Kenley have received approval

## Details

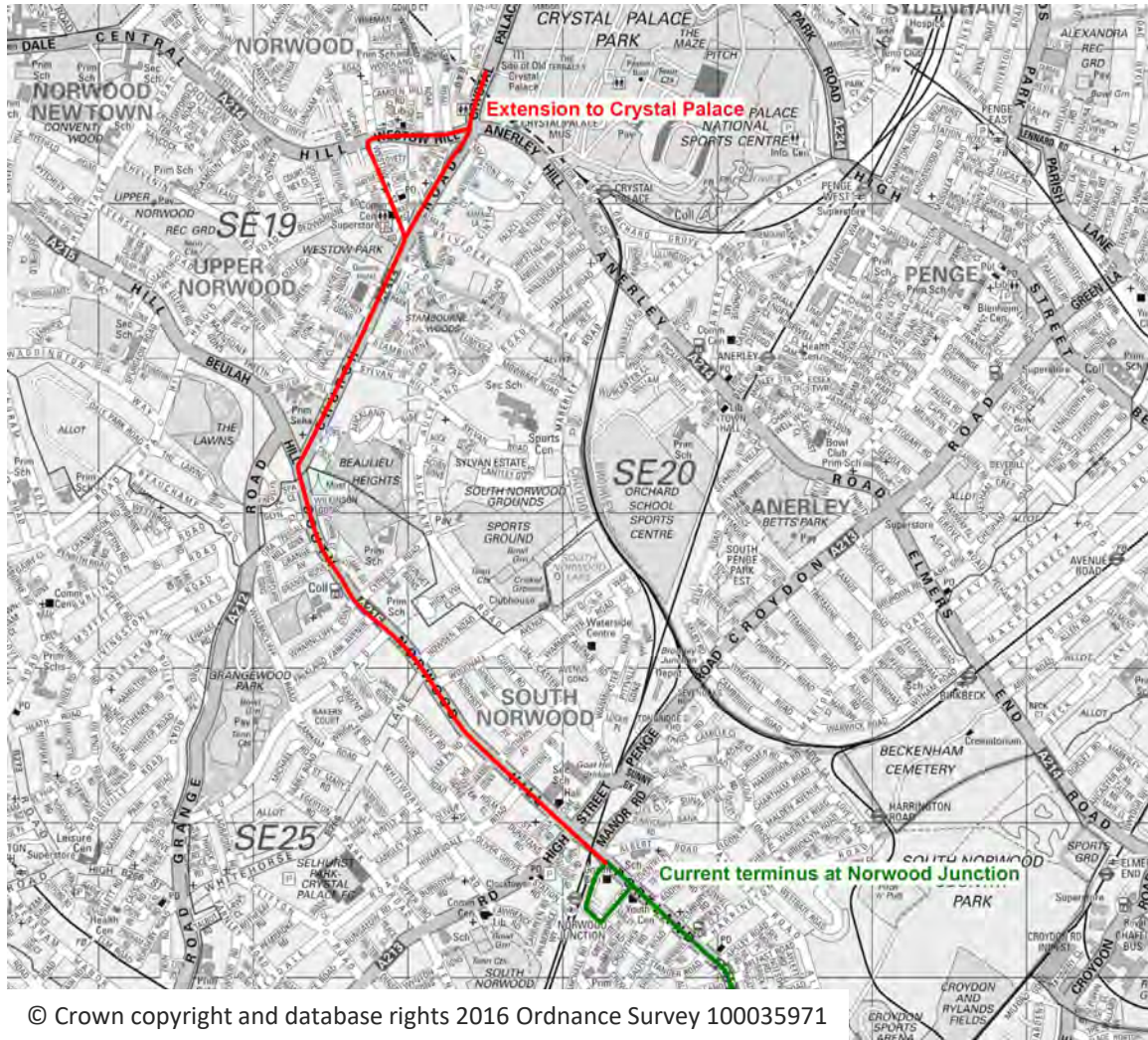
- A desk-based review concluded that Hayes Lane would be suitable for buses as far as Pondfields Road, but there would be nowhere to turn buses.
- A routeing through Kenley might be possible via Park Road, Firs Road, Cullesden Road, Higher Drive. A route test would be needed to confirm this.
- This route would bring more than 400 households to within 400 metres of a bus stop

## Status

- An outline business case to divert a route via Higher Drive is to be developed. It will require the development from urban intensification to be worthwhile.



# Route 312 extension to Crystal Palace -



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# Route 312 extension to Crystal Palace

## Rationale

- Would provide a link from Woodside to Crystal Palace and a service linking passengers on Church Road to Croydon town centre

## Details

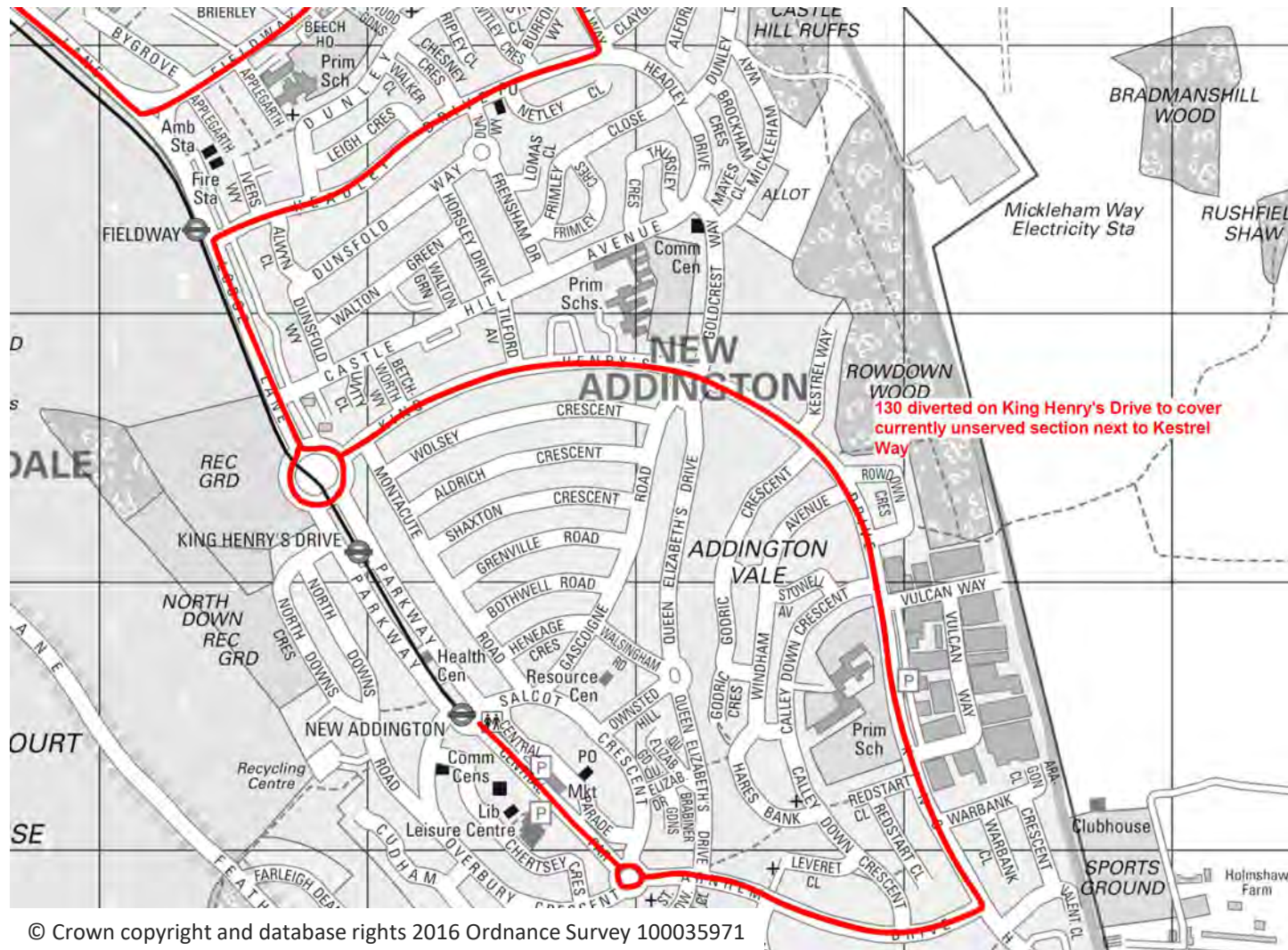
- Extend the 312 from Norwood Junction along South Norwood Hill and Church Road to Crystal Palace triangle and then stand at Crystal Palace Parade
- Adds about 3.2 km to the route in each direction, which would cost £0.75m per annum

## Status

- There is no spare standing at Crystal Palace, so we would need to extend another route, for example, the 363 to Norwood Junction. This scheme would cost £1.5m. The benefits would not justify the cost unless there is significant growth on Church Road.



# New Addington – King Henry's Drive



# New Addington – King Henry's Drive

## Rationale

- A section of King Henry's Drive is more than 400 metres from the network

## Details

- Up to 100 homes are more than 400m away from the nearest bus stop, therefore various options have been considered
- Option 1: extend route 130 from Vulcan Way to Goldcrest Way
- Option 2: re-route by left turning onto King Henry's Drive then looping via Arnhem Drive to stand in Parkway
- Option 3: re-route via Headley Drive via Goldcrest Way then loop around as option 2

## Status

- The business case for serving the area does not currently justify a bus service in this area. It would require an extra bus or a frequency reduction and time loss to existing passengers would outweigh benefits to new passengers. This would change if future growth were planned for the area



# Crystal Palace - Croydon

## Rationale

- Provide new links between Crystal Palace, Church Road, Croydon University Hospital and Croydon and add another service on London Road to supplement route 109.

## Details

- Introduce a new route that operates Crystal Palace Parade, Church Road, Beulah Hill, Norbury Hill, London Road, St James Road and West Croydon Bus Station.
- Could be extended to operate via Old Town or Wellesley Road to Waddon
- Operate via Purley Way to stand at Collonades or Waddon Marsh
- Serves one new road (Norbury Hill) and provides new links.

## Status

- This would require additional development to make the route feasible





# South Norwood Restructuring

## Rationale

- Add capacity in the Davidson Road area, enable more continuity between areas of South Norwood and provide a service along previously unserved roads.

## Details

- Divert route 197 via High Street, Tennison Road, Birchanger Road then rejoin the original route via Woodside Green
- Divert route 410 to Portland Road, Enmore Road, Tennison Road then back onto Davidson Road.

## Status

- A business case analysis found although there would be benefits to the scheme, these would be outweighed by the passenger costs from 5,000 broken links and additional operating costs



## Bus standing in Croydon

- LB Croydon has an aspiration to remove buses standing from mid-Croydon and pedestrianise many of the roads.
- Stand space is required to serve the station and additional demand from growth in jobs and housing in the Croydon Opportunity Area. In order to deliver the bus services to meet demand in Croydon, TfL will need eight additional stands in central Croydon by 2039
- East Croydon Station is being redeveloped as part of the Brighton Mainline Upgrade. TfL is keen to explore whether an opportunity exists to create additional bus standing in the vicinity of East Croydon in the Lansdowne Road area.
- The bus study has found that an estimated eight new stand spaces will be required in central Croydon from the development alone. We will work with stakeholders to understand the effect of additional demand from redevelopment of East Croydon Station.



# Summary

- **Objective:** Ensure there is sufficient bus capacity across the borough
- **Solution:** Reduce excess capacity crossing central Croydon and redeploy buses on routes throughout Croydon by enhancing frequencies on routes where demand has grown
- **Status:** Amended central Croydon scheme implemented and frequency enhancements delivered throughout LB Croydon from 2 November 2019
  
- **Objective:** Provide sufficient capacity where the increase in passengers is expected to occur
- **Solution:** Enhance frequencies on routes that serve the main corridors that are expected to see demand growth, including Brighton Road, and create new links where appropriate. Fund through S106 contributions, which would allow early introduction
- **Status:** Areas where growth to occur identified. LB Croydon to supply more up to date housing growth projections when available.
  
- **Objective:** Increase the attractiveness of bus compared to car on high frequency corridors where there is already sufficient capacity
- **Solution:** where areas have been identified where there is scope for trips to switch between car and bus, TfL and LBC to work collaboratively to identify whether bus priority schemes would be feasible on each of these corridors
- **Status:** Corridors for potential bus priority scheme identified. TfL to work with LB Croydon to assess feasibility

# Summary

- **Objective:** Improve accessibility to the bus network in Old Town
- **Solution:** Extend a route from East Croydon via Roman Way to West Croydon. Introduce stops on Roman Way and make it more suitable for buses as part of the Liveable Neighbourhood Bid
- **Status:** Business case developed. TfL and LB Croydon to collaborate on how to deliver the necessary improvements.
  
- **Objective:** Serve areas remote from the bus network
- **Solution:** Extend route 359 from Purley to Waddon Marsh. Divert route 434 via Higher Drive in Kenley. The business case for these changes will be unlocked by housing growth in Purley and Waddon and urban intensification in Kenley
- **Status:** Business cases to be developed based on current forecast demand and future developments
  
- **Objective:** Improve reliability on Old Lodge Lane
- **Solution:** Cut the 455 back to West Croydon Bus Station, extend the 312 to Old Lodge Lane and re-route the 166 along Pampisford Road.
- **Status:** Business case developed. We plan to consult within the next six months.

# Summary

- **Objective:** Ensure sufficient stand space is available to meet demand growth in Croydon
- **Solution:** Work with Croydon to deliver new bus standing, where feasible
- **Status:** There is not currently sufficient opportunities confirmed for stand space either in central Croydon or in the rest of the borough. TfL and LB Croydon working to identify stand space to meet future growth

# Conclusions

- Significant growth in LB Croydon is planned. To serve this, there will need to be an increase in bus provision in Croydon between 2019 / 20 and 2035 / 36
- In order to increase bus services, more standing space will need to be identified in central Croydon. This is essential if TfL is to serve demand from the housing and jobs growth in the Croydon Opportunity Area.
- Securing funding from the developments will allow early introduction of route changes.