

## 14 Local centres & neighbourhoods

### 14.1 Where do we want to be?

Croydon should aspire to have a Metropolitan centre of regional importance, supported by a network of vibrant and distinctive local centres, each with surrounding neighbourhoods that are attractive places to live.

Local centres should have good urban realm incorporating efficient street design and attractive landscaping but importantly maintain their individual identities. At their core, should be an active and diverse retail area that provides for all the basic needs of those who live in the surrounding neighbourhoods. The 'high' street should be well integrated with these neighbourhoods to build in self sufficiency and in doing so strengthen communities. This will help protect vitality and economical viability of the local centre which will make the neighbourhoods more attractive places in which to live.

Neighbourhoods should also be well connected to key facilities such as schools, colleges, health centres but also public transport access points such as railway stations, bus and tram stops. This integration should be achieved with pedestrian and cycle routes that are direct and safe for all to users regardless of experience or ability. The impact of vehicles both parked and moving should be minimised while footways should be of good quality, legible, well maintained and adequately lit.

Walking should be the primary mode of transport within these areas as it not only promotes healthy living but it helps develop a sense of community by giving local residents the opportunity to meet each other. Cycling to local schools should be encouraged and provided for, while local bus and tram stops should provide a safe and comfortable waiting environment.

## 14.2 Where are we now?

### 14.2.1 Classification

The London Plan [Mayor of London, 2009] describes Croydon as having a 'Metropolitan Town Centre', no 'Major centres' and nine 'District Town Centres' namely Addiscombe, Coulsdon, Norbury, Purley, Selsdon, South Norwood, Thornton Heath and Upper Norwood.

These classifications within the Plan are based on their existing role and function:

- Metropolitan Centres serve wide catchments that can extend over several Boroughs and into parts of the wider sub region. Typically they contain at least 100,000m<sup>2</sup> of retail floor space with a significant proportion of high-order comparison goods relative to convenience goods. These centres generally have very good accessibility and significant employment, service and leisure functions.
- District Centres are distributed more widely, providing convenience goods and services for more local communities and accessible by public transport, walking and cycling. Typically they contain 10,000 –50,000 m<sup>2</sup> of retail floorspace. Some District centres have developed specialist shopping functions.

The Plan also defines Neighbourhoods and more Local Centres but does not name them specifically. Typically these centres serve a localised catchment often most accessible by walking and cycling and include local parades and small clusters of shops, mostly for convenience goods and other services. They may include a small supermarket, sub-post office, pharmacy, laundrette and other useful local services. Together with District Centres they can play a key role in addressing areas deficient in local retail and other services. Croydon has a number of these centres in Addington, Broad Green, Kenley, Sanderstead, Shirley, South Croydon, and Waddon.

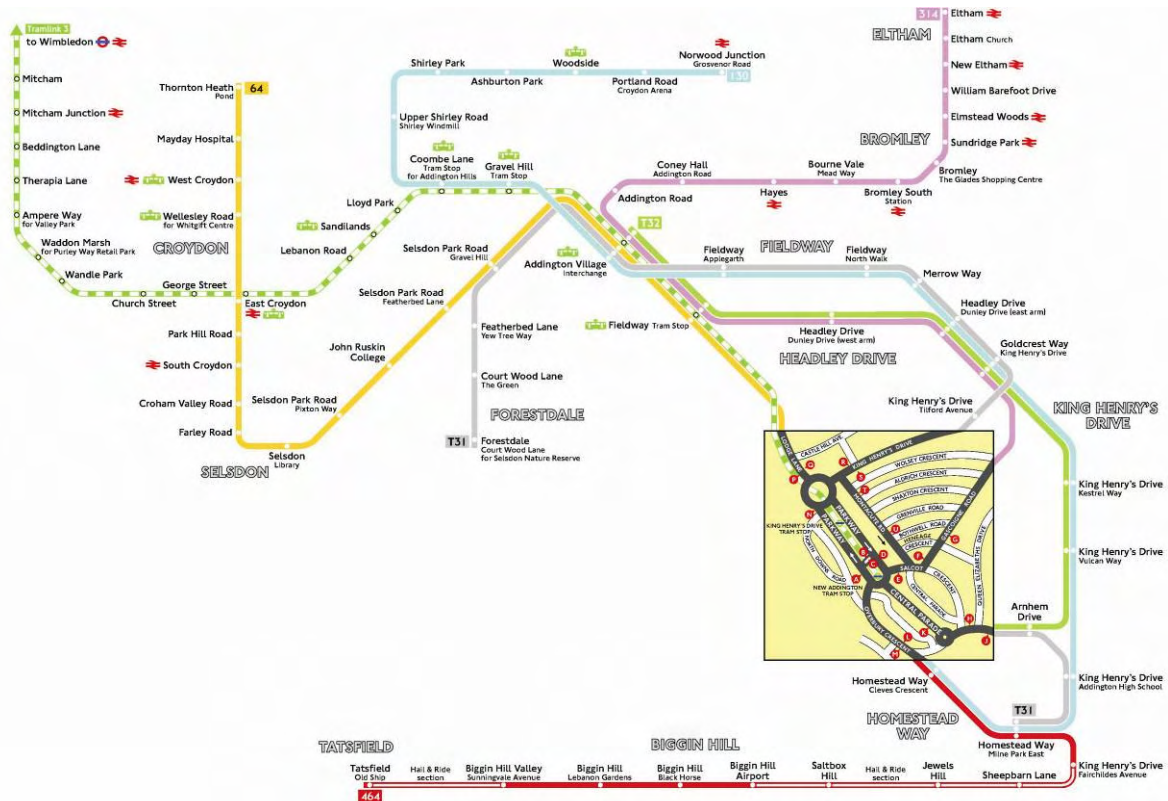
These classifications are important as they provide strategic guidance on the broad future direction envisaged for each town centre but also their possible potential for growth and regeneration.

This section focuses on the transport issues outside the CMC and affecting District Centres (Addiscombe, Coulsdon, Norbury, Purley, Selsdon, South Norwood, Thornton Heath and Upper Norwood) and Neighbourhoods & Local Centres (Addington, Broad Green, Kenley, Sanderstead, Shirley, South Croydon, and Waddon) as defined by the London Plan. For conciseness this Strategy refers to District Centres as Town Centres and Neighbourhood & Local Centres as Local Centres.

The difference between what is a Town Centre and a Local Centre has a potential impact on funding improvements through the current TfL Areas Based Scheme programme. Those defined as a Town Centres within the Plan, potentially have access to greater funding levels and so this should be taken into account when formulating the strategy for these areas and the priorities in which they are addressed. More conveniently these Town Centre and Local Centres are more as "Places" by Croydon Council [London Borough of Croydon, 2009] with South Norwood being referred to as 'South Norwood and Woodside'.

*The key transport issues affecting each of the above 'Places' is provided below with the information taken from the 'Where are we now?' and 'Spatial Issues' section of the Imagine Croydon document [London Borough of Croydon, 2009].*

### 14.2.2 Addington

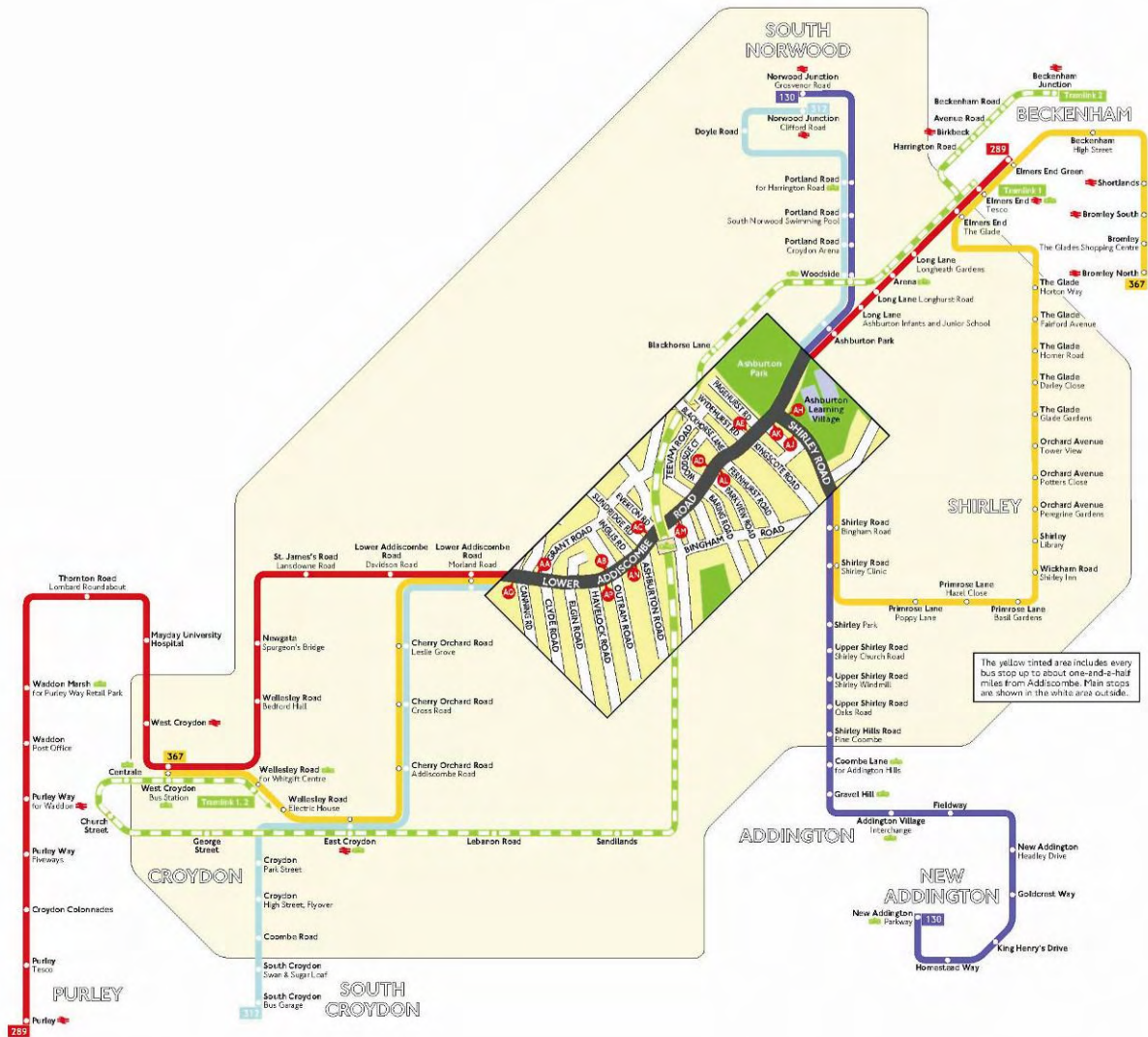


Buses and trams from New Addington © copyright Transport for London - Information correct from 12 May 2007  
 Transport for London spider map: New Addington [<http://www.tfl.gov.uk/tfl/gettingaround/maps/buses/pdf/newaddington-2180.pdf>]  
 Addington is located to the south east of the Borough and is one of the furthest 'Places' from the CMC. The shopping area of New Addington is focused on Central Parade with high public transport accessibility provided by the terminating Tramlink stop (Line 3) and bus many bus services providing direct links from this Estate to the CMC, Thornton Heath Pond, Forestdale, Addiscombe, Norwood Junction, Bromley and Eltham (see above map).

Better walking and cycling links are required to the local primary and secondary school, the retail area along Central Parade and the Industrial area on Vulcan Way. The Tramlink line restricts movements into the open spaces to the west of New Addington. Other issues include the need to reduce anti social behaviour at the bus stops along Field Way and provide better links to Fairchildes Primary school via the network of existing footpaths.

Addington Village Interchange is located on A2022 Kent Gate Way and is a hub for Tramlink feeder bus services. While this facility provides a good public transport interchange, pedestrian access to it from Addington Village is unattractive with many making the trip, choosing to take a more direct route across the Kent Gate Way roundabout and not via the controlled pedestrian crossing which lies off the main pedestrian desire line. The bus access and egress arrangements to the Interchange causes delay to services while congestion on the eastern arm of the Kent Gateway roundabout during the morning peak can result in feeder bus service missing their tram connection. A lack of bus stand capacity particularly towards the end of the school day has also been noted. [LC.01]

14.2.3 Addiscombe



Buses and trams from Addiscombe © Transport for London - Information correct from 12 May 2007

Transport for London spider map: New Addington <http://www.tfl.gov.uk/tfl/gettingaround/maps/buses/pdf/addiscombe-11300.pdf>

The main traffic routes through the area are Lower Addiscombe Road and Addiscombe Road. Addiscombe is served by two Tramlink routes (Line 1 and 2) providing links to Beckenham Junction, Elmers End and the CMC but trams that stop at the four stops that serve this area are some of the most congested on the Tramlink network.

Addiscombe Road is served by four bus routes giving direct access to the CMC, Purley, South Norwood, Bromley South Croydon and New Addington (see above map). With the western fringes of Addiscombe within easy walking distance of East Croydon station, Addiscombe Road has been identified as a key walking route into the CMC.

Many of the large Victorian and Edwardian houses in the area have been converted (and sub divided for multiple occupancy) or redeveloped as flats. This has increased the residential densities and along with commuter parking close to tram stops has led to local streets being heavily parked.

The area suffers from periods of traffic congestion most notably:

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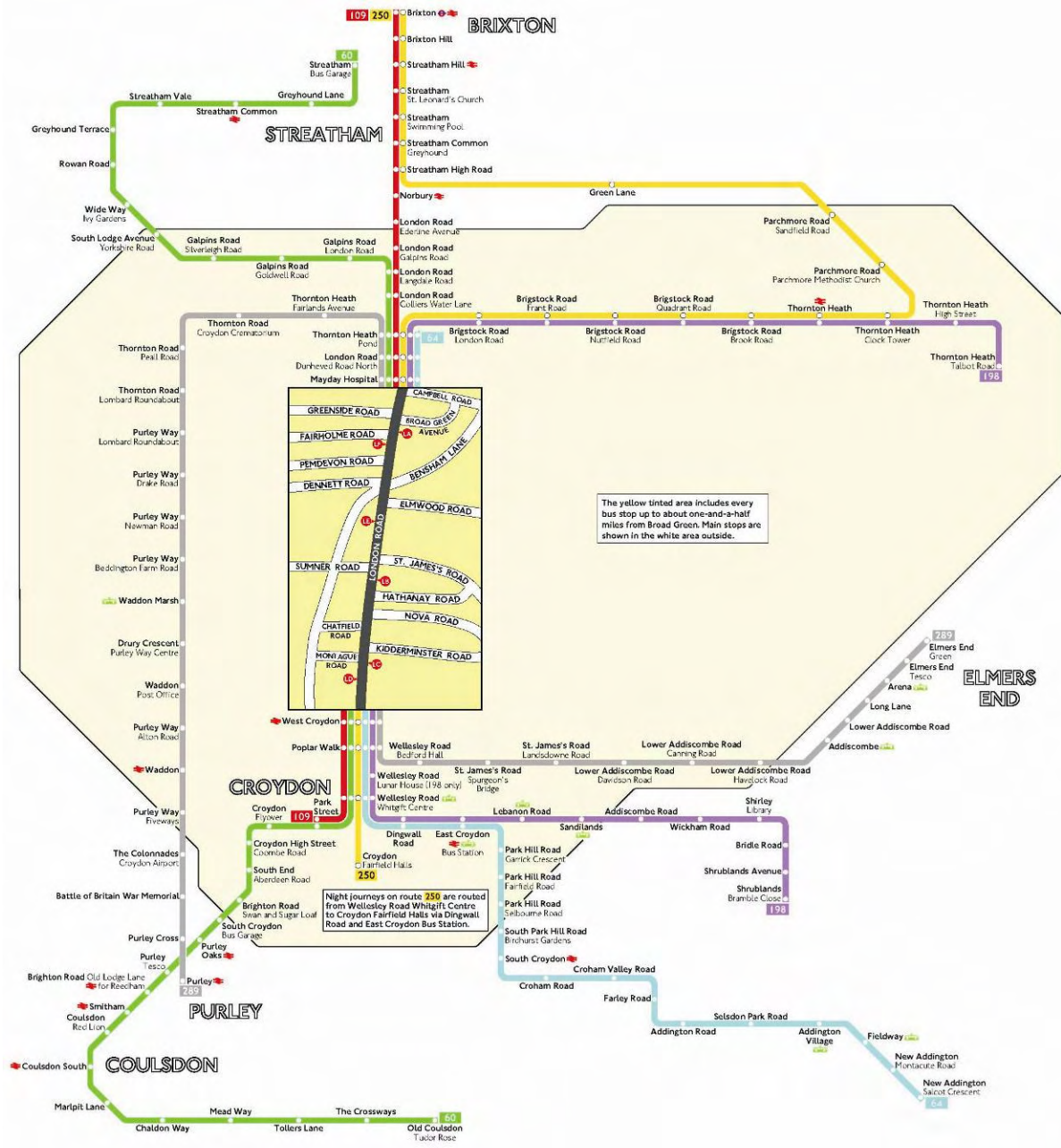
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- around areas close to the five primary schools and two senior schools with generate significant volume of traffic at the start and end of the school day;
- during peak times heavy traffic is a common feature along on Cherry Orchard Road and around Lebanon Road caused by commuter flows;
- congestion along Morland Road caused by it being used as a bypass to Lower Addiscombe Road.

The congested roads create a barrier to pedestrian crossing movements and a deterrent to cycling. East-west pedestrian and cycle movements are also restricted by the presence of the tram line while those to the north-south by busy roads. This has been identified as also causing a severance to communities and limiting access to Addiscombe Railway Park. **[LC.02]**



14.2.4 Broad Green



Buses from Broad Green (Croydon) © Copyright Transport for London -Information correct from September 2008  
Transport for London spider map: Broad Green [<http://www.tfl.gov.uk/tfl/gettingaround/maps/buses/pdf/broadgreencroydon-12696.pdf>]

Broad Green is located just to the north of the CMC with its local centre focused around the junction of London Road and Sumner Road. There are many housing association developments within the area with high density flats on London Road and four Employment Areas with industrial and retail units to the west of London Road. The area includes the Mayday University hospital which a key trip attractor.

Being located on the main bus route towards central London, Broad Green has good public transport connections. London Road provides its retail centre and from here six bus routes provide direct final

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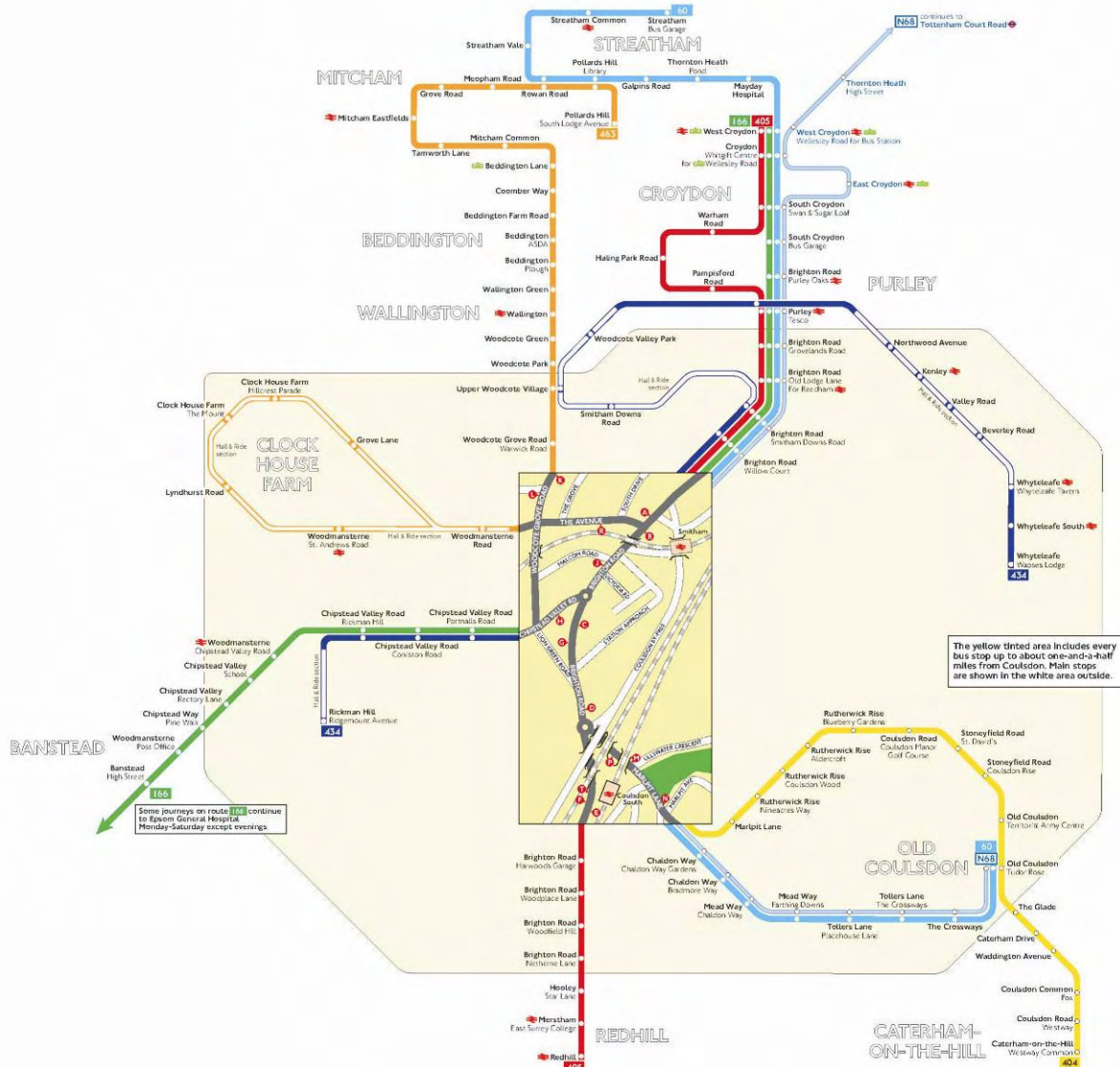
destinations to Brixton, Streatham, Old Coulsdon, Purley, Elmers End and New Addington. (see above map)

Despite this good public transport provision, the area lies on one of the main routes to London resulting in congested north-south roads. Residential areas such as those in Valley Park are cut off from other communities, schools and facilities by the heavily trafficked roads of Thornton Road, London Road, Mitcham Road, Whitehorse Road and A23 Purley Way. These vehicular dominated roads create a poor pedestrian environment and make them difficult to cross. There is however a well used pedestrian link across tram tracks from Therapia Lane to Valley Park.

Predominant residential housing types are Victorian and Edwardian terraces with Broad Green's resulting compact building form having little off-street provision for the car. On-street parking is a problem which dominates the street scene and creates periods of parking stress. While there is good access to West Croydon Station, Selhurst Station is unattractive and isolated at night.

Canterbury Road recreation ground has local perception of being 'unsafe' due to limited natural surveillance and poor lighting, particularly on surrounding estates. **[LC.03]**

### 14.2.5 Coulsdon



Buses from Coulsdon © Transport for London TFL 16932.11.09 (T) - Information correct from 19 December 2009  
Transport for London spider map: Coulsdon [<http://www.tfl.gov.uk/tfl/gettingaround/maps/buses/pdf/coulsdon-2412.pdf>]

Coulsdon is located to the far south of the Borough and a similar distance from the CMC to New Addington although without the benefit of being served by Tramlink services. The town is now bypassed which has reduced traffic problems and enabled a new town centre improvement scheme to be introduced.

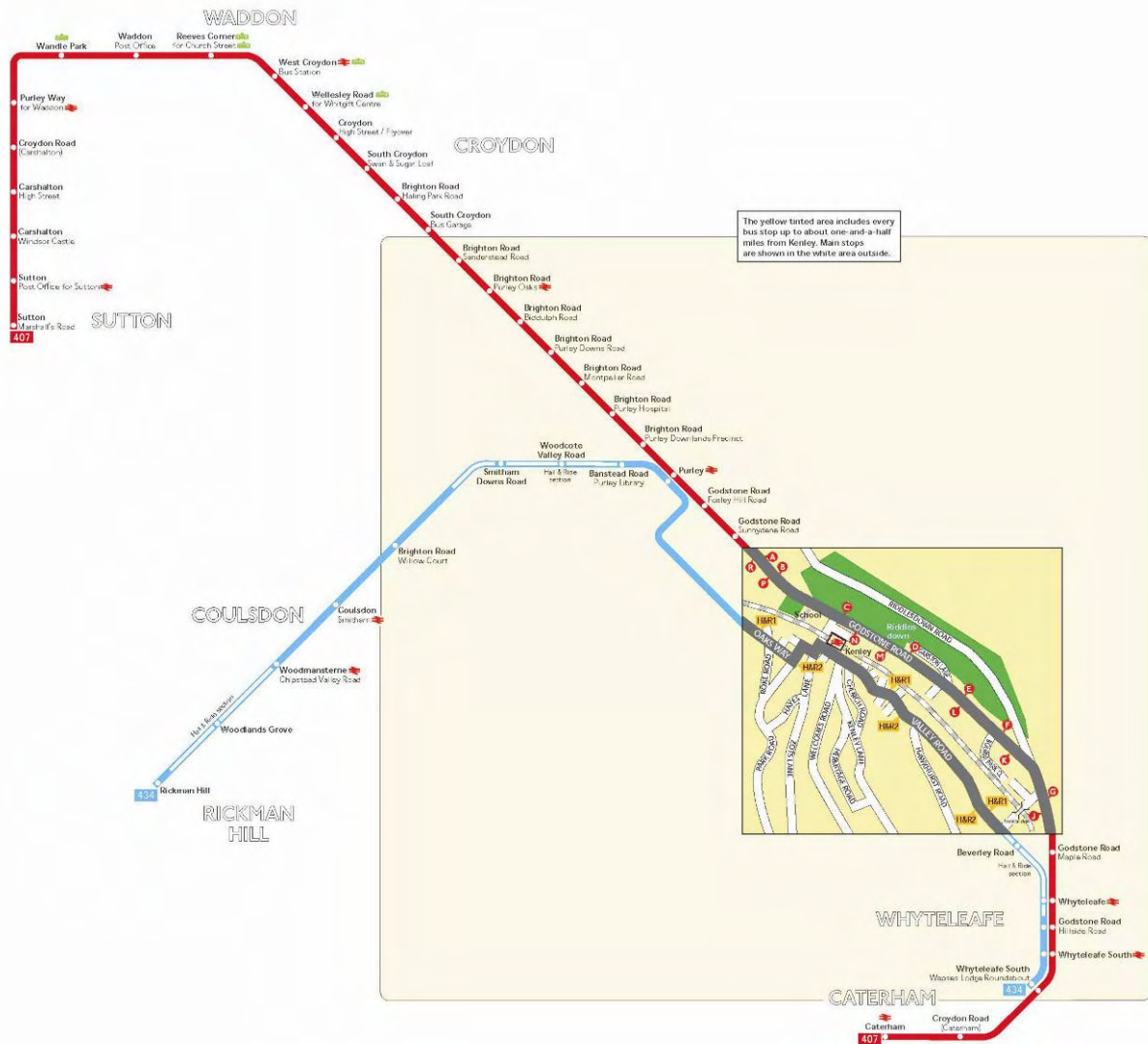
Access northwards towards the CMC and central London is constrained by congestion along the A23 Purley Way and A235 Brighton Road. East-west links are also poor due to the topography, with steep hillsides deterring walking into the town centre. Car ownership is high leading to a strong dependency on car trips to access local facilities. The bus network serving Coulsdon relatively good with good links towards the CMC and beyond (see above map). There are two rail stations, but Coulsdon South has a poor connection to the Town Centre. Smitham is more accessible, but is not on a main line to London. **[LC.04]**



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## 14.2.6 Kenley



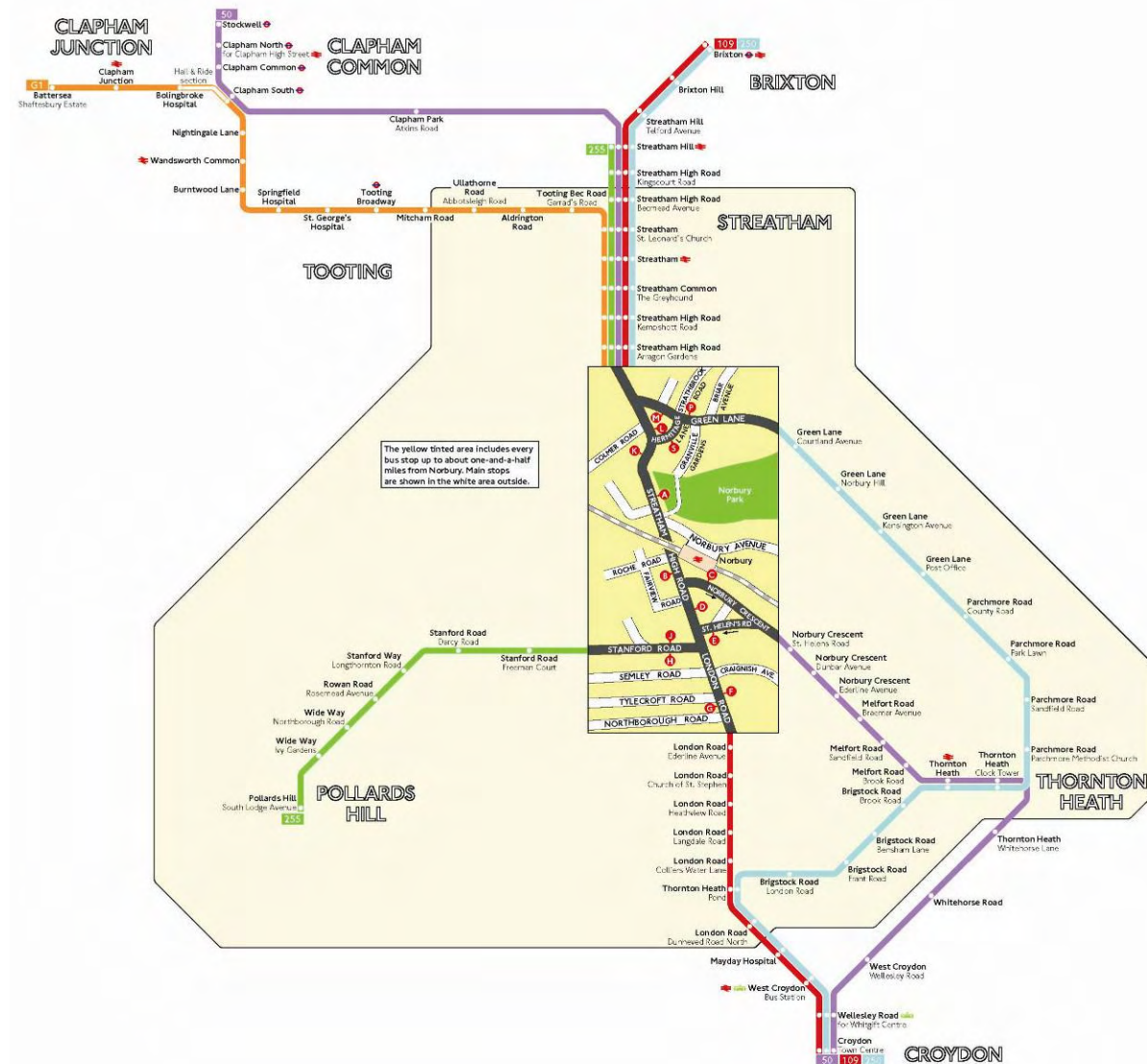
Buses from Kenley © Transport for London TFL 16183.11.09 (T) - Information correct from November 2009

Transport for London bus map: Kenley <http://www.tfl.gov.uk/tfl/gettingaround/maps/buses/pdf/kenley-14803.pdf>

Kenley is located to the south of the Borough but extensive areas of Green Belt help preserve the countryside and separate Kenley from surrounding areas. In particular, the south of Kenley is dominated by the open green spaces of Kenley Common and Kenley Aerodrome. Although served by a station, public transport accessibility by bus is poor (see above map).

Car ownership is high but access by car can also be difficult, particularly when travelling northwards along Godstone Road (A22) due to congestion of the approach the Purley Cross gyratory. [LC.05]

14.2.7 Norbury



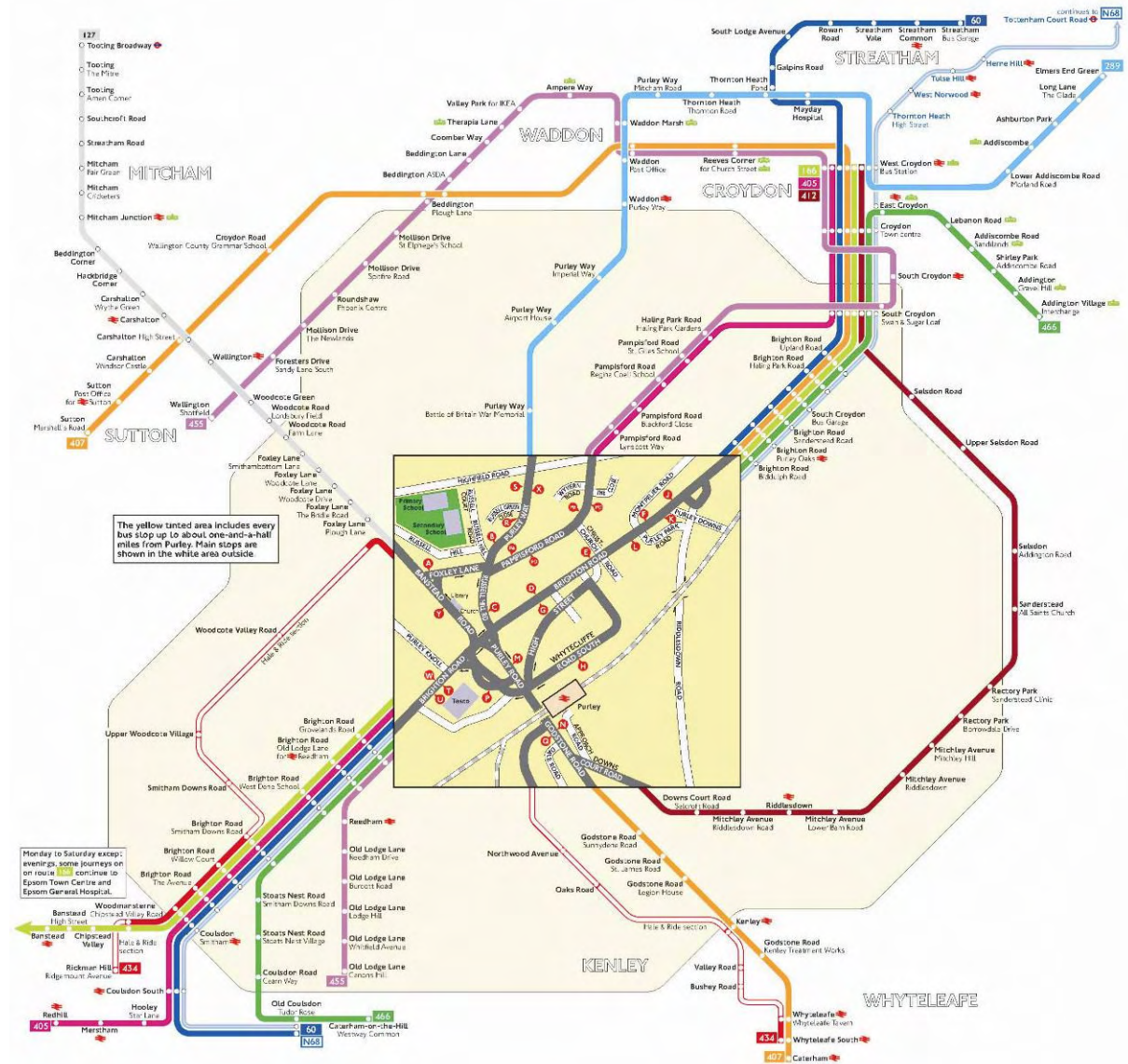
Buses from Norbury © Copyright Transport for London - Information correct from 30 August 2008  
 Transport for London bus map: Norbury [<http://www.tfl.gov.uk/tfl/gettingaround/maps/buses/pdf/norbury-2188.pdf>]

Norbury is located to the North of the Borough and is one of the most densely populated areas of the Borough. The town centre is contracting due to its proximity to Streatham and Thornton Heath which results in the area served by the centre being relatively small. There are a number of office and industrial premises in the centre and at the southern end of London Road while a small clusters of convenience type shops serve the local community further south along London Road and at Pollards Hill.

The increased population densities are a result of large Victorian and Edwardian houses being converted or sub divided into multiple occupancy or flats. There is little off street parking resulting in high levels of street parking.

The area is well served for bus and rail transport served by a railway station and five bus routes with a focus on central London (see above map). The topography of the Upper Norwood Ridge to the east leads to congested north-south roads on the lower part of the hillside. [LC.06]

14.2.8 Purley



Buses from Purley © Transport for London TFL 16935.11.09 (T) - Information correct from 19 December 2009  
Transport for London bus map: Purley <http://www.tfl.gov.uk/tfl/gettingaround/maps/buses/pdf/purley-2212.pdf>

Purley town centre lies to the south of the Borough at the congested intersection between A23 and A22 (Purley Cross gyratory).

The area is well served for public bus and rail transport (see above bus map), but the town centre is congested, being a major junction of the A23 and A22 roads and a major route to and from the M25 and M23. Due to the topography, car dependency is relatively high. Some north-south roads through residential areas are used for rat running to avoid delays when Brighton Road is congested.

Purley railway station needs to have improved links to the town centre. Town centre car parking charges result in increased parking levels in local streets but rail heading is also thought to increase parking stress on local roads.

Access routes to the Tesco superstore are poor, relying on a subway to cross the busy A23 Purley Way at the Purley Cross gyratory. This gyratory has pedestrian crossing facilities on some arms but the associated islands for waiting are narrow making the crossing experience poor.

The network of pedestrian routes within the town centre are poorly defined and do not always provide safe routes particularly during quieter times when there is a lack of natural observation from overlooking buildings or active frontages. The quality of the pedestrian routes from the car parks to the town centre area could also be enhanced. **[LC.07]**

### 14.2.9 Sanderstead

Sanderstead is located to the south of the Borough and formed by a large residential development on the side and top of Sanderstead and Mitchley Hills. There are two local centres, one at Sanderstead and the other at Hamsey Green (at the opposite ends of Limpsfield Road). Sanderstead is essentially a dormitory village for commuters to central London and the CMC.

Transport is car orientated with poor bus links to into Croydon. Sanderstead railway station is located at the bottom of the hill close to Brighton Road and Purley Oaks station. For Hamsey Green the nearest station is Whyteleafe but is still some distance away and has no easy access by foot or cycle.

The junction of Limpsfield Road with Sanderstead Road, Addington Road and Rectory Road is a major intersection for east-west and north-south traffic movements and is often very congested during peak times. Also, locally generated traffic at the start and end of the school day creates congestion around Riddlesdown High School and Warlingham School and results in drivers seeking alternative routes via residential streets. A lack of school and public transport services are thought to exacerbate the situation.

There are limited facilities for pedestrians and cyclists and therefore a need to improve footpaths and cycle routes in the area with more links to railway stations, open spaces and long distance paths, such as the London Outer Orbital Path are needed. **[LC.08]**



14.2.10 Selsdon



Buses from Selsdon © Transport for London TFL 13960.01.09 (T) - Information correct from January 2009  
Transport for London bus map: Selsdon [<http://www.tfl.gov.uk/tfl/gettingaround/maps/buses/pdf/selsdon-11307.pdf>]

The district centre is focused on Addington Road with its shopping centre, library, community hall/centre and large supermarket providing a good range of local shops and facilities. In addition to the district centre there is a small local shopping area at Forestdale. There is one independent, two senior and five primary schools. Key transport issues affecting the area include:

- Start and end of the school day is affected by traffic congestion and overcrowded buses as pupils converge on local schools. Footways around bus stops get congested as pupils wait for buses.
- There are some good footpaths to local schools but these can feel isolated at quieter times.
- Car parking in local streets around the district centre and John Ruskin School create road safety concerns.
- Road safety concerns due to speeding traffic have been raised along Addington Road and Selsdon Park Road especially close to the primary school.

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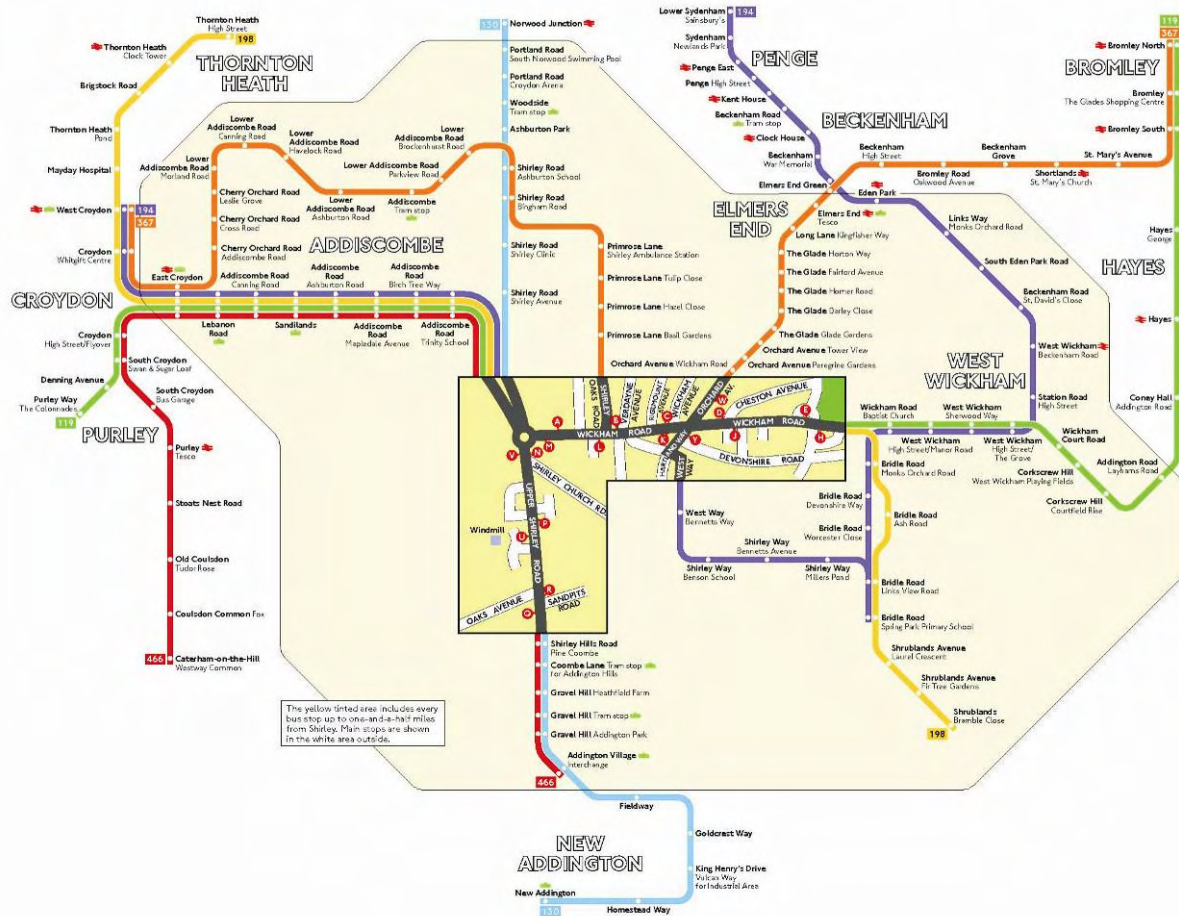
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- Public transport is limited to the bus for most of the area, although the Gravel Hill Tramlink stop serves the northern end close to the Forestdale and Monks Hill housing estates. The lack of public transport combined with the distance to the railway stations, down the hill towards Croydon, has led to a high car dependency.

To help reduce the impact of school trips additional bus services, better waiting facilities at bus stops, and improved footpath/ cycle routes, higher bus service frequencies at peak school times are suggested.

Broader transport improvements could include more opportunities for walking and cycling through improved footpaths and cycle routes (better wayfinding) to make more use of the local countryside, open spaces and links to long distance paths. Increased bus service frequencies along Farley Road and Old Farleigh Roads would also help reduce car dependency. **[LC.09]**

14.2.11 Shirley



Buses from Shirley © copyright Transport for London - Information correct from 12 May 2007  
 Transport for London bus map: Shirley <http://www.tfl.gov.uk/tfl/gettingaround/maps/buses/pdf/shirley-13450.pdf>

The main retail area lies along Wickham Road and Shirley Road and are surrounding by Edwardian semi and detached housing. Further afield are the housing estates at Shrublands and Shirley Oaks Village. There are large areas of Green Belt to the south and into the adjoining area of Addington with Addington Hills, Addington Golf Course and Addington Palace Golf Course, but with limited or restricted access to some areas. Key transport issues affecting Shirley can be summarised as [LC.10]

- Wickham Road (A232) is the main east-west road with peak time congestion at the j/w Upper Shirley Road.
- Tramlink skirts the north but public transport accessibility relies on bus services leading to high car dependency.
- The eleven schools, along with large scale commuting within the area, place additional pressure on public transport and highway capacity.
- Congestion is a common feature around schools at the start and end of the school day leading to road safety concerns.
- Shirley Oaks Village is isolated from the rest of the community due to the area of open space and lack of footpaths.
- East-west movement is confined to Oaks Road with the only alternative route westwards being Park Hill Road. There are limited footpaths across Lloyd Park and lack of cycle routes.

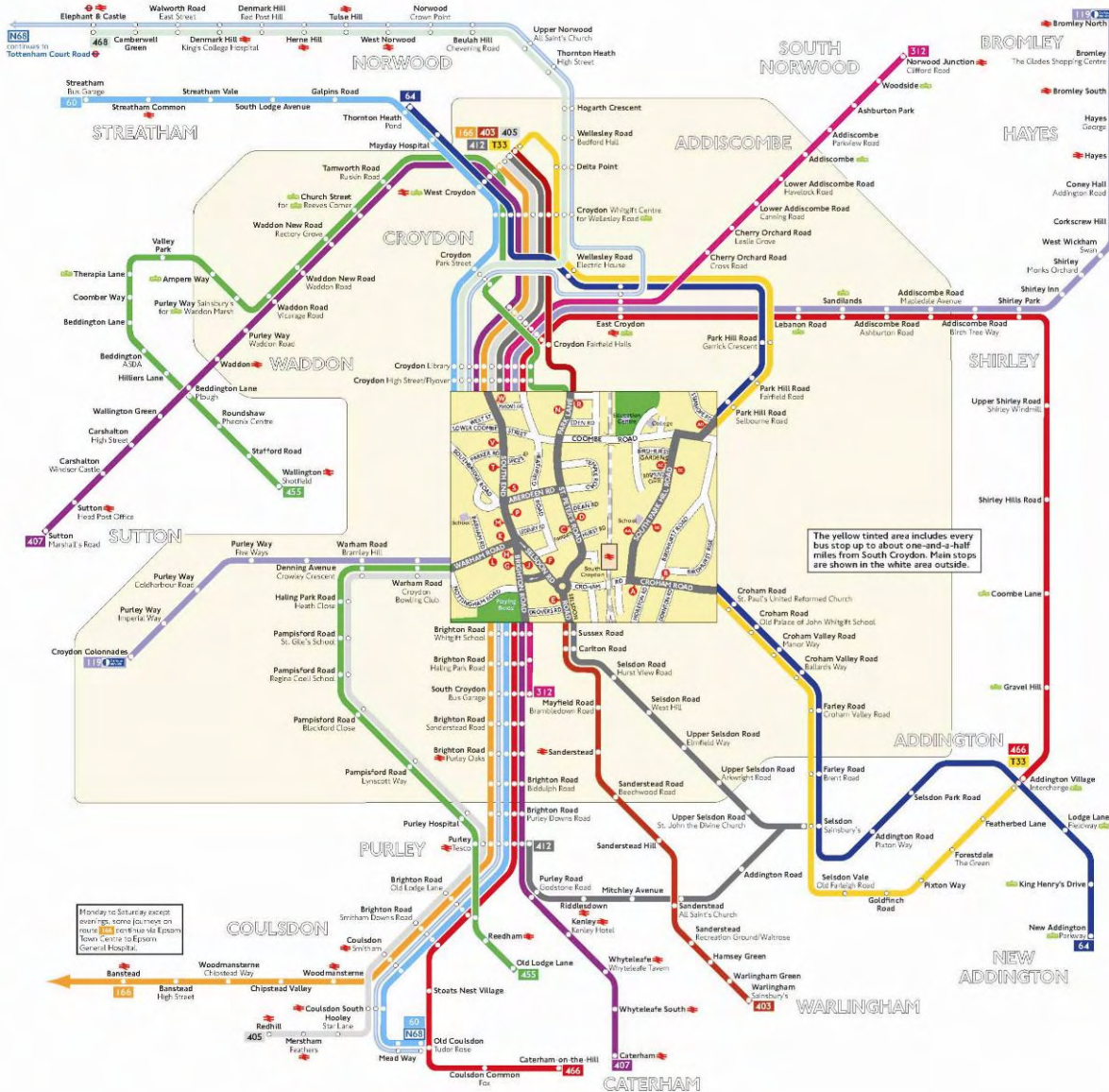
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- Monks Orchard isolated from public transport and deficient in local facilities although there could be some use of neighbouring shops in Elmers End and Long Lane.
- Areas of cul-de-sacs with poor way finding.
- Bethlem Hospital site blocks the pedestrian desire line from the Lauden Estate to the Wickham Road shops.



14.2.12 South Croydon



Buses from South Croydon © Transport for London TFL 16938.11.09 (T) - Information correct from 19 December 2009  
Transport for London bus map: South Croydon [<http://www.tfl.gov.uk/tfl/gettingaround/maps/buses/pdf/southcroydon-10301.pdf>]

South Croydon is adjacent to and influenced by its close proximity to CMC but has defined local centres along South End, Brighton Road and Selsdon Road. Along Brighton road this consists of small fragmented clusters of shops interspersed by residential and mixed use such as car showrooms. There are four primary schools and one special school with four independent schools/ colleges. Housing is predominately Victorian terraced along Brighton Road and centered around South Croydon station but with larger Victorian/ Edwardian houses in areas further from the Brighton Road.

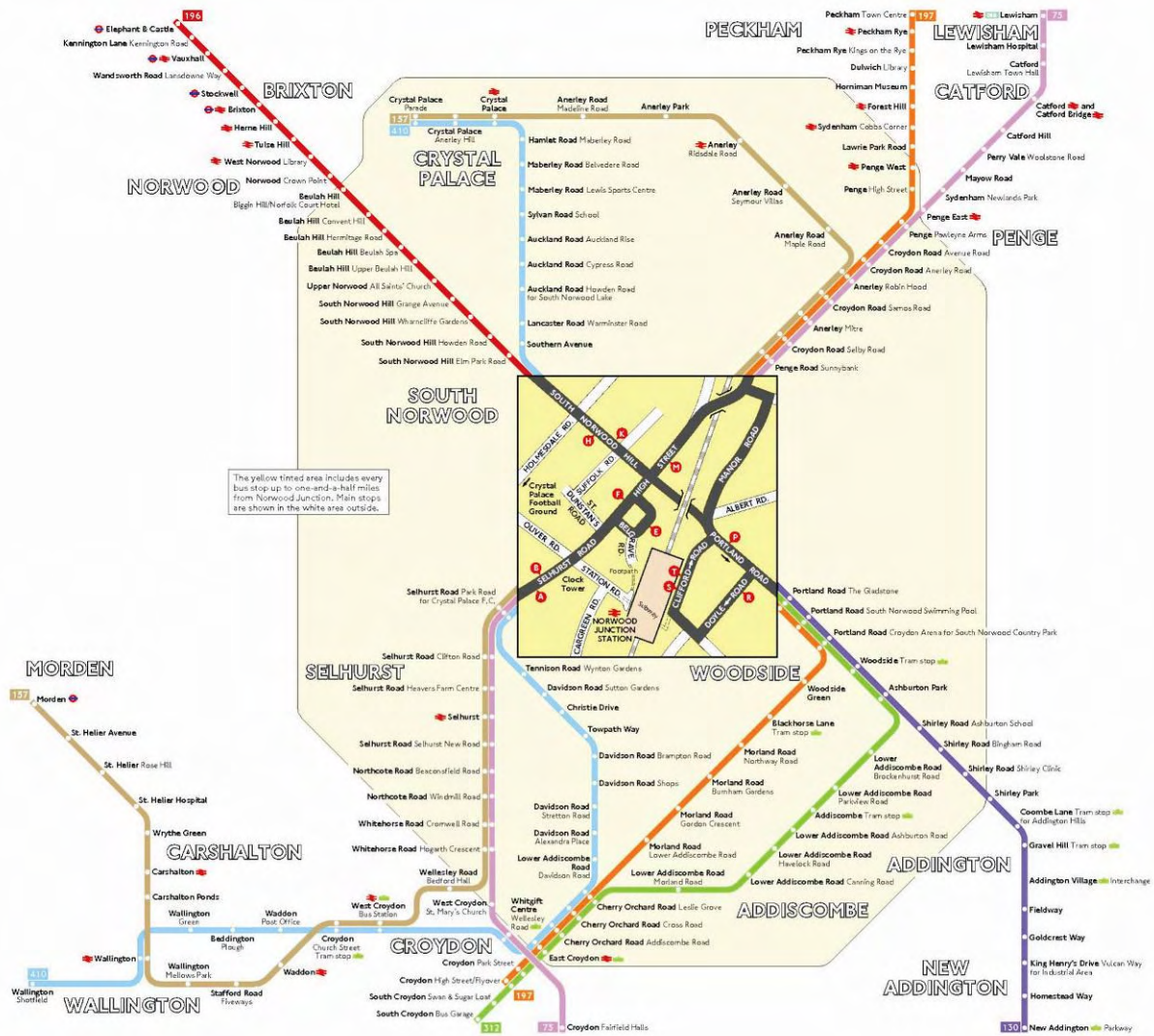
The area has high public transport accessibility with strong rail (South Croydon station) and bus (on Brighton Road) corridors, but key issues affecting transport can be summarised as [LC.11]

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- Many of the large Victorian/ Edwardian houses have been converted into multiple occupancy or redeveloped as flats, increasing residential density and on-street parking stress.
- The Lloyd Park Tramlink stop serves the north east of the area with commuter parking competing for on-street spaces.
- The thriving restaurant area has mediocre public realm and on street parking pressure.
- Brighton Road is a main through route putting pressure on local access and movement.
- Crime related problems on major transport routes and tram stops.
- Schools contribute to commuter congestion at peak times on Pampisford Road.
- Purley Oaks Station in need of improvement.
- Expansion of school has created parking problems.

14.2.13 South Norwood & Woodside



Buses from Norwood Junction © copyright Transport for London -Information correct from 19 May 2007

Transport for London bus map: Norwood Junction <http://www.tfl.gov.uk/tfl/gettingaround/maps/buses/pdf/norwoodjunction-2195.pdf>

South Norwood is a predominantly residential area centred around the district centre and Norwood Junction railway station at the intersection of Portland Road, South Norwood Hill and High Street. Most housing is Victorian or Edwardian terraced or semi-detached with subsequent infilling and redevelopment. There are seven primary schools, one senior school and one special school. Key transport issues affecting the area include **[LC.12]**

- The main railway line and extensive Selhurst train depot bisect the area and form a major barrier to movement and separates communities, particularly in southern areas.
- There are only three controlled pedestrian crossing points along the High Street whilst Portland Road bridge has a height restriction for buses.
- Norwood Junction already has relatively high public transport accessibility but this will be further improved with the arrival of the East London Line in 2010.
- The High Street shopping environment suffers from traffic congestion and narrow footways and is in need of improvement.

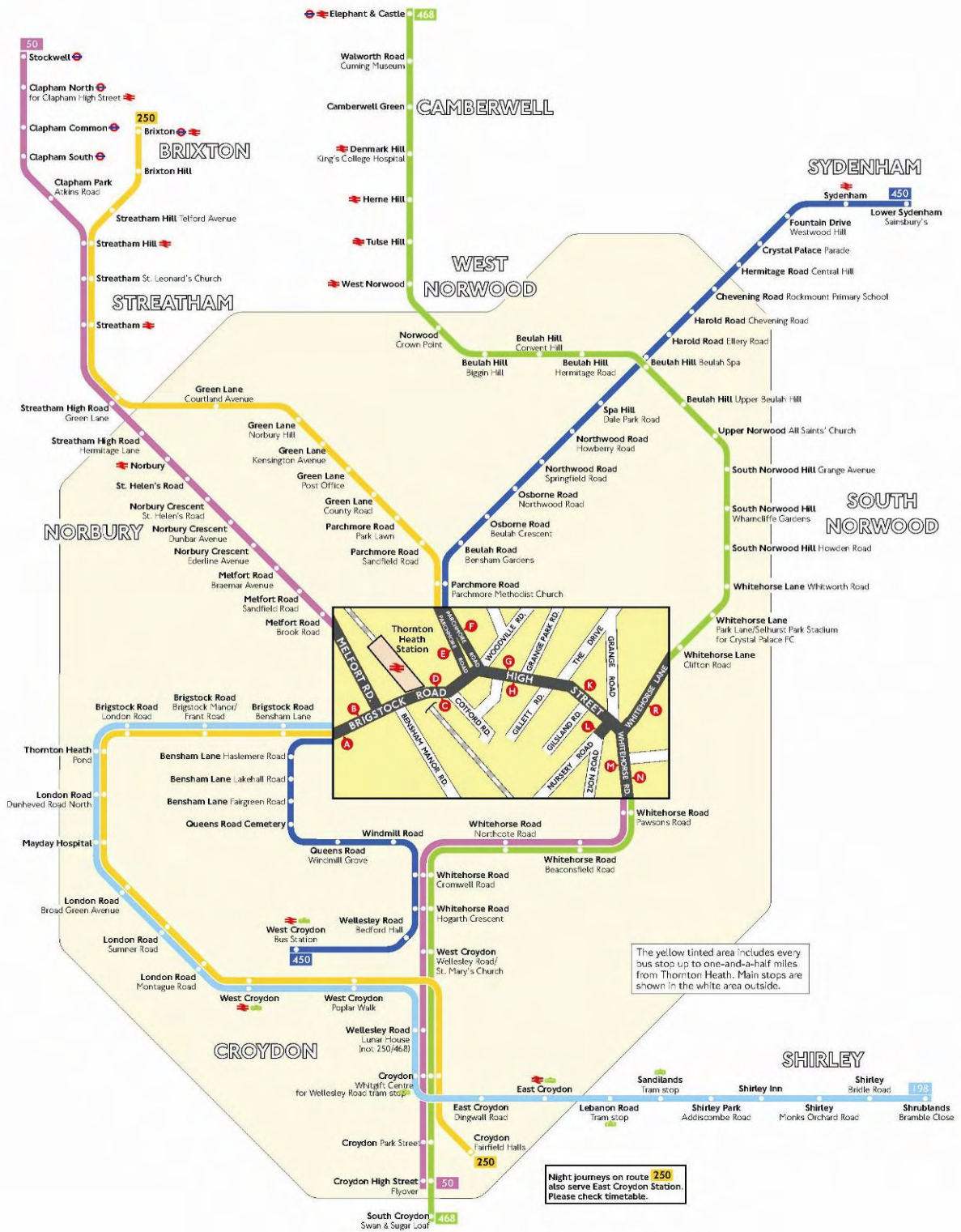
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- Many of the large Victorian/ Edwardian houses have been converted into multiple occupancies or redeveloped as flats, increasing residential density and on-street parking stress.
- Crystal Palace FC at Selhurst Park creates pressure and impacts on public transport and vehicle congestion through the area during match and event days.
- The Croydon Arena Tramlink stop is isolated without natural surveillance leading to personal security concerns and low use.



14.2.14 Thornton Heath



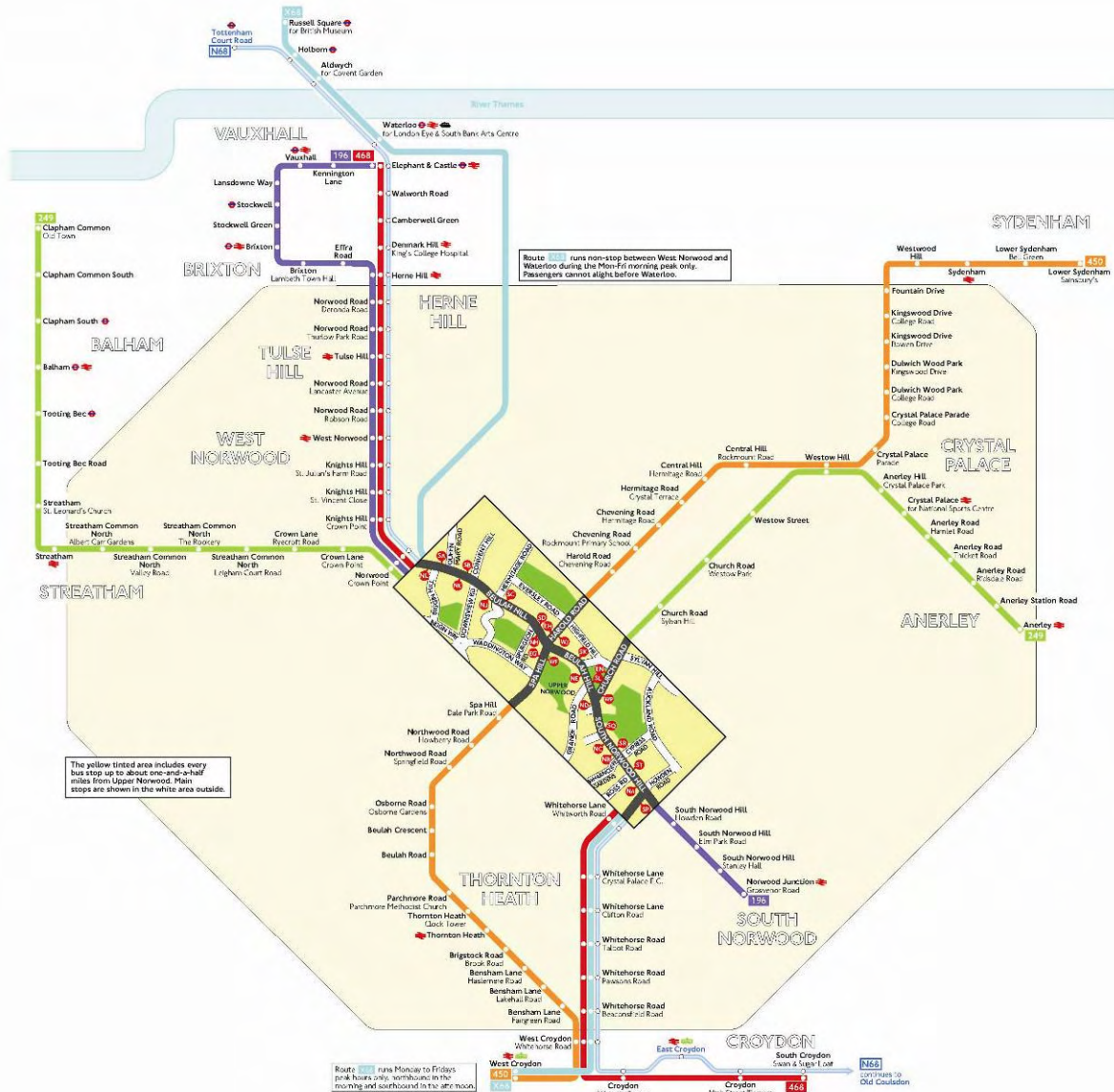
Buses from Thornton Heath High Street © copyright Transport for London - Information correct from 30 August 2008  
 Transport for London bus map: Thornton Heath <http://www.tfl.gov.uk/tfl/gettingaround/maps/buses/pdf/thorntonheathhighstreet-2254.pdf>

The Thornton Heath area is located to the north west of Croydon with its town centre located on Brigstock Road, High Street and Parchmore Road. It also includes Thornton Heath Pond to the west which is a major traffic dominated junction with some shops and public houses with a landscaped traffic island. The town centre consists mainly of locally owned shops with one large supermarket, library and a relatively new swimming pool and gym. The library lies to the west of the main area around Thornton Heath railway station which is located on High Street. The night time economy is poor. The predominant surrounding residential housing type is Victorian and Edwardian terraces. There are five schools and one adult education centre in the area.

The town centre is a busy area with a high levels of pedestrian, bus and general traffic movement all merging in a relatively small space adjacent to the railway station, which causes congestion for extensive periods throughout the day. Key transport issues affecting the area include **[LC.13]**:

- The area is well served for bus and rail transport, but it lies on one of the main routes to London, resulting in congested north–south roads from South Norwood into Thornton Heath and across the railway line.
- The Brigstock Road j/w London Road is a key bottleneck to traffic flows along London Road causing delay within the Thornton Heath Pond gyratory.
- Brigstock Road and High Street form a key orbital route for general traffic resulting in conflicts between through and local traffic.
- The compact building form of the housing areas has little provision for the car and on street parking is a problem which dominates the street scene.
- High Street is dominated by traffic throughout the day, has poor public realm and there are difficulties crossing the road near the railway station due to heavy vehicle flows.
- On street parking activity on High Street leads to obstructions to traffic flow.
- Pedestrian routes are severed by the railway line and a lack of adequate crossing particularly to the north.
- Grange Road is heavily trafficked and difficult to cross.
- Mayday University Hospital has a major impact on local roads from on-street parking and vehicle movements causing some congestion.

14.2.15 Upper Norwood



Day and Night buses from Upper Norwood © Transport for London TFL 13618.08.08 (T) - Information correct from 30 August 2008

Transport for London bus map: Upper Norwood (<http://www.tfl.gov.uk/tfl/gettingaround/maps/buses/pdf/uppernorwood-11009.pdf>)

Upper Norwood is located towards the north-east fringes of the Borough. Its district centre is located around the Crystal Palace triangle which has history of crime issues but is showing signs of regeneration with mix of restaurants, shops, supermarket and community facilities. The surround housing is predominantly Victorian within Conservation Areas with some late 20th century houses and flats.

The Crystal Palace triangle area benefits from a library and community centre, but lacks other facilities due to its proximity to the international sports centre at Crystal Palace. There are two senior, seven

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primary schools and one college. There is good access to open green spaces within the area but key transport issues in the area include:

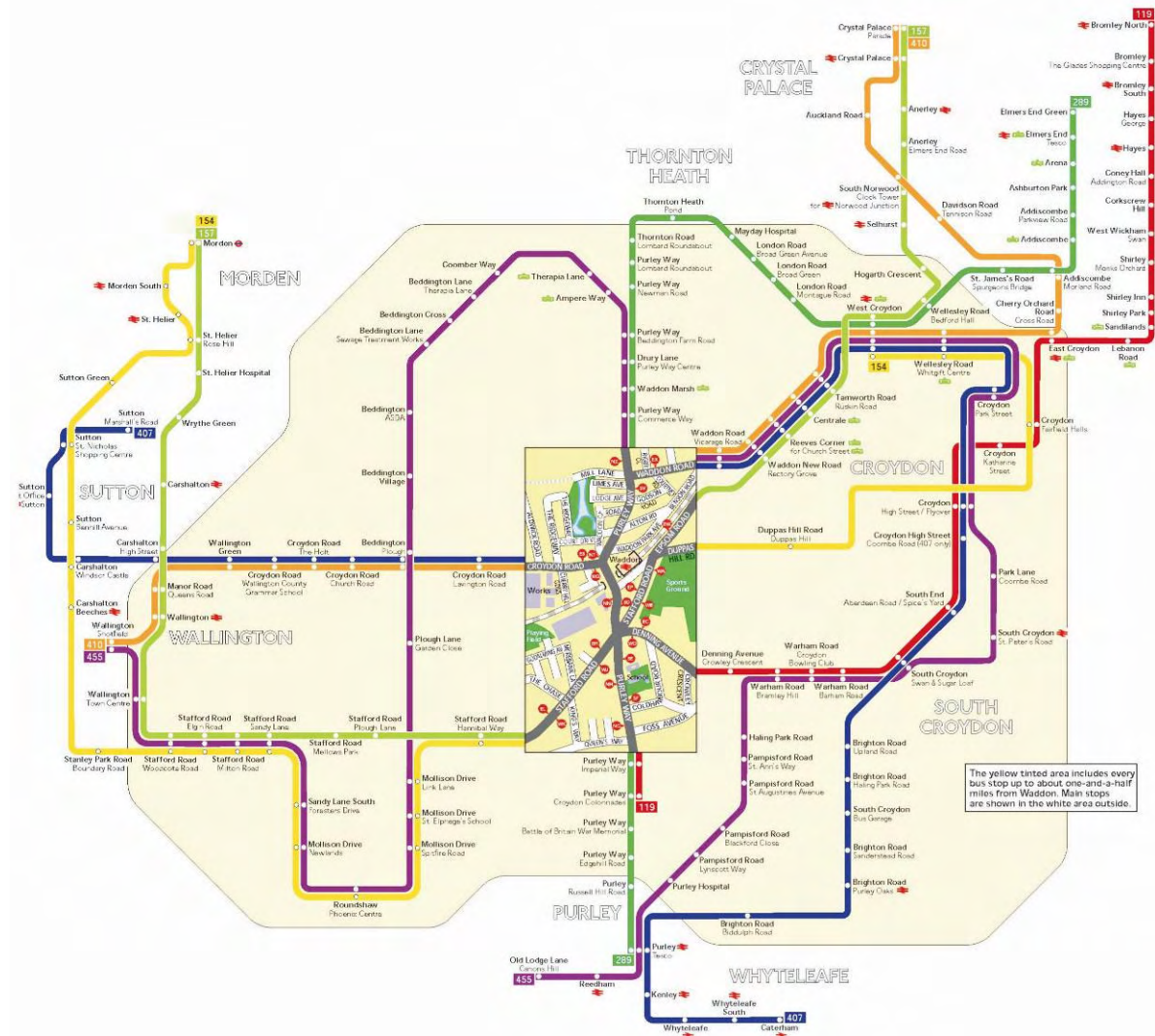
- The Crystal Palace triangle is often congested at peak times but a recent one-way scheme has improved traffic flows in the area.
- The area is surrounded by railway stations yet none is within easy walking distance due to steep hillsides. There is good bus transport with the main bus terminal just outside the Borough.
- Many of the large Victorian/ Edwardian houses have been converted to multiple occupancies or redeveloped to flats, increasing residential density and on-street car parking street stress.
- South Norwood Hill is congestion at most times of day but particularly in the peak periods. The South Norwood Hill j/w Beulah Hill/ Church Road is a key bottleneck to traffic flows with poor pedestrian crossing facilities.
- Steep hillsides deter walking to the east (along Cypress Road and Sylvan Road) and to the west (along Spa Hill and Grange Road).
- Grange Road is a key bus route affected by drivers rerouting to avoid congestion on South Norwood Hill. Speeding cars cause a road safety concern along this road.

In summary pedestrian movement is restricted by the steep hillsides on which the area is built, whilst congestion on main roads restricts vehicular movement. **[LC.14]**

Options to improve the access and movement include improved pedestrian and cycle links to/ from railway stations. Along with rail enhancements from the forthcoming East London Line stop at Crystal Palace and the possible extension of Tramlink this will all help to encourage a reduction in car journeys. There are also opportunities to improve leisure walking routes to and from the district centre to open spaces including Crystal Palace Park and the Capital Ring Walk.



14.2.16 Waddon



Buses from Waddon © Transport for London TFL 16941.11.09 (T) - Information correct from 19 December 2009  
Transport for London bus map: Waddon <http://www.tfl.gov.uk/tfl/gettingaround/maps/buses/pdf/waddon-11676.pdf>

Waddon is located to the west of the CMC. The areas few local shops are located at the Five Ways junction. Other community facilities such as the library, leisure centre and adult education services are relatively deficient.

There are two large employment areas (Purley Way North and Purley Way South) and major retail and commercial facilities on the west side of Purley Way interspersed with residential and mixed use developments such as car showrooms. There are three primary, two senior schools and one special school serving the area. Large areas of open space exist in the area at Wandle Park, Duppas Hill and Purley Way Playing Fields with Waddon Ponds. Housing is predominately inter-war local authority built within the Waddon Estate and Victorian terraced properties towards the old town part of the centre. These Victorian houses are on relatively small plots having the effect of increasing housing densities towards the east.

Key transport issues affecting the Waddon area include **[LC.15]**:

- Waddon is influenced by the major routes of the A23 and A232, with their high traffic volumes, converging at the congested Five Ways junction.
- Waddon railway station and the three bus routes in the area provide average public transport accessibility, but the main traffic routes present significant barriers to pedestrian movement.
- Tramlink serves the north east of the area (Wandle Park and Waddon Marsh stops), with informal park & ride taking place in the retail car parks around Waddon Marsh tram stop. Pedestrian movement has been improved with the provision of paths alongside the tram route.
- Quieter residential streets suffer from traffic at peak times, lack community facility and local centres.
- Although close to open space, main roads separate housing to north from Duppas Hill Park. Tramlink and railway lines separate housing from Wandle Park and Waddon Ponds.
- Traffic congestion at major junctions causing unpleasant environment for pedestrians and cyclists and difficulty in crossing roads.
- Daytime parking in the two large employment areas (Purley Way North and Purley Way South) is frequently congested.
- Links to the CMC need to be improved.

### 14.3 What are the options for change?

The options for change will come from the following common themes identified by the above review.

- The permanent severance caused railway lines makes east-west movements difficult in large parts of the Borough. Footbridges over the railway are often in isolated locations making them unappealing during quieter times of the day.
- Traffic congestion around schools at the starts and the end of the school day often causes periods of congestion which can severely delay vital bus services.
- A lack of good footpaths to areas of open green space – poor quality wayfinding is a common problem.
- Poor cycle routes to stations.
- Local centre congestion is often caused by on-street parking activity.
- Busy roads without inadequate crossings facilities can sever pedestrian routes and make journeys longer. The same is true for some major junctions.
- There is often a lack of common material pallet creating areas of poor urban realm and which can discourage use. This is a particular issue close to local shops where residents should be encouraged to shop more locally.
- There are several areas/ housing estates within the Borough which have poor way finding.
- There are often poor access routes between tram stops from local residential areas.
- In areas where houses have been converted into multiple occupancies or redeveloped as flats the increased residential density creates on-street parking stress.

To provide specific transport improvements in these local centres a more detailed audit to one this Strategy was able to complete is required. This will be allow confirmation of the issues, identify opportunities for improvement and allow the Council to prioritise transport investment where it is most needed.

The needs assessment undertaken during the development of this Strategy suggests Thornton Heath, South Norwood & Woodside, Broad Green, Waddon and parts of New Addington are in most need of improvement to transport network.

