

London Borough of Croydon Lane Rental Scheme

2026

Supporting Cost Benefit Document



Document Reference: LBCLRS26
Document Version: v3.0
Document Status: Consultation version
Date of Issue: 14th August 2026

London Borough Lane Rental Scheme. Reducing disruption on the borough road network

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1. Introduction

The London Borough of Croydon



Image 1: The London Borough of Croydon

- 1.1 The London Borough of Croydon (LBC), hereinafter referred to as “the relevant borough”, is located in South London and is one of the largest London boroughs by geographical area and population. The borough covers approximately 87 square kilometres and comprises 28 electoral wards.
- 1.2 The LBC has a population of approximately 400,000 residents and is one of London's largest boroughs by population and geographical area. The borough has an extensive highway network serving a diverse range of urban, suburban and semi-rural communities, with key strategic routes providing connectivity to Central London and the wider South East.
- 1.3 Croydon shares boundaries with the London Boroughs of Lambeth, Bromley, Sutton, and Merton, as well as Surrey County Council to the south. The borough has a diverse character, incorporating a major metropolitan centre, established residential communities, suburban neighbourhoods and extensive green and open spaces.
- 1.4 The LBC is a diverse and dynamic borough located in South London, encompassing a wide range of communities and neighbourhoods, including Croydon Town Centre, South Norwood, Thornton Heath, Upper Norwood, Addiscombe, Shirley, New Addington, Purley, Coulsdon and Selsdon.
- 1.5 With its strategic location, extensive transport network and proximity to both Central London and the wider South East, Croydon plays an important role as a major metropolitan centre. The borough combines a busy urban environment with established residential communities and attractive suburban and semi-rural areas, creating a distinctive and varied character.
- 1.6 Croydon benefits from a comprehensive public transport network, including numerous bus routes and stops, National Rail services, London Overground and Tramlink services. The borough is also well connected to major strategic routes,

including the A23, A22 and A232, providing important links to neighbouring boroughs, Central London, Gatwick Airport and the wider regional road network.

- 1.7 The borough's transport network supports significant daily movement of residents, businesses, commuters and visitors, while also accommodating a wide range of highway activities, including roadworks, development, maintenance and utility works. The scale and complexity of the network require effective coordination and management to minimise disruption, maintain network resilience and support the safe and efficient movement of traffic throughout the borough.
- 1.8 London's roads are vital in supporting our city and allowing it to function. They connect our communities, opening opportunities and creating the conditions for London's global economy to flourish. But they are also some of the most congested streets in the world. The London Road network is shared between Transport for London (TfL), National Highways, 32 London boroughs and the City of London.
- 1.9 Roadworks are inevitable in a growing and prospering city like London. Utilities and highways infrastructure needs maintaining and modernising; new housing and commercial developments need connections to services; and the Mayor continues to invest in transforming London's streets to make them easier and safer to walk and cycle. The resulting road works often cause congestion, delays to commuters within the borough such as bus passengers and are an inconvenience to people walking and cycling.
- 1.10 Since 2012, TfL has been operating a successful Lane Rental scheme on the Transport for London Road Network, which has delivered significant disruption related benefits. In May 2024, the London Mayor published his election manifesto¹, which included a pledge to "drastically reduce disruption on our roads by working with TfL and councils to extend the lane rental scheme to borough roads. This will mean that utility companies and others will have to pay when they dig up borough roads, incentivising them to co-ordinate and finish roadworks much more quickly. All the revenue raised will be reinvested to fix potholes and reduce road congestion. This will be done in partnership with TfL, boroughs and my Infrastructure Coordination Service".
- 1.11 The Department for Transport (DfT) produced Lane Rental guidance² for highway authorities in England to support their applications to bid for approval to operate lane rental, setting out advice on developing proposals.
- 1.12 On 16th December 2024 the government published its English Devolution white paper, which included the following:

Subject to consultation, it is proposed that the government will devolve approval of local Lane Rental schemes to Mayoral Strategic Authorities. Lane Rental schemes enable Local Highway Authorities to charge for work on busy roads at busy times with the aim of minimising disruption.
- 1.13 On 20th December 2024 the DfT launched a stakeholder consultation about the future of lane rental schemes and how they will be approved. The proposals set out

¹ [A-Fairer-Safer-Greener-London-for-everyone-Manifesto-2024.pdf \(sadiq.london\)](#)

² <https://www.gov.uk/government/publications/street-works-lane-rental/lane-rental-schemes-guidance-for-english-highway-authorities#evaluation>

three options, including a preferred option that aligns with the intention stated in their English Devolution white paper, which provided:

Authority to approve lane rental would be delegated to Mayors where the highway authority is part of a Mayoral Strategic Authority, which includes London Boroughs that are part of the Greater London Authority.

- 1.14 On 29th April 2026 the English Devolution and Community Empowerment Act 2026 became effective, which contains a provision under Section 27 and Schedule 9 to amend the New Roads and Street Works Act allowing the Mayor of London to approve local highway authority applications for lane rental schemes. These new powers are expected to be effective from 29th October 2026, which will require all London local highway authorities to submit future applications to operate Lane Rental to the Mayor of London.
- 1.15 Other than consulting on powers for approving Lane Rental schemes, the Government has also decided, following consultation earlier in 2024, to proceed with an amendment to regulations with the proposal that will require at least 50% of surplus funds to be spent on road maintenance, which is expected to be effective from January 2026.
- 1.16 Both government measures compliment the Mayor's manifesto pledge to expand Lane Rental across London.
- 1.17 Since October 2025, the government has approved twelve London borough applications to operate Lane Rental schemes, with four of these now fully operational and a further eight due to commence between October 2025 and January 2026. These approvals are considered to endorse the pan-London Lane Rental scheme approach, which this proposal is predicated on.
- 1.18 The London Borough of Croydon are committed to providing clean and green spaces, strong, healthy and safe communities, more and better homes and an economy that works for everyone (Council Plan 2023 – 2026³). Traffic congestion is a blight which affects economic productivity (as people cannot move efficiently), people's health and the environment, as well as being frustration for those caught up in it.
- 1.19 The Borough wishes to implement a Lane Rental scheme to achieve better control of works which take place on its network, with a core objective of reducing disruption to the most sensitive parts of the Borough network, at the most sensitive times. The Borough successfully operates a Permit Scheme; however, it feels that a Lane Rental Scheme will give better control of the durations of work and provide an incentive for work to be undertaken quicker, and outside of peak times.
- 1.20 To develop a collective framework for a London Borough Lane Rental Scheme, a strategic group was convened to oversee its delivery. The group comprised of TfL, the London Boroughs of Camden, Lambeth, Merton and the Royal Borough of Kensington and Chelsea.
- 1.21 Each London local highway authority will still be required to consult on proposals but must now apply to the Mayor of London to operate Lane Rental. Each borough must also produce a supporting cost benefit document and scheme definition that is

unique for their borough, which should be predicated on the outputs from the pan-London analytical work TfL has previously undertaken to support each LBLRS.

- 1.22 This document is specific to the relevant borough and aligns with the pan-London data analysis approach developed to support the London Borough Lane Rental Scheme (LBLRS) framework. This uniform model applies to common principles, theories, and a set of analytical rules across all London Boroughs on a pan-London basis.
- 1.23 This report sets out the data-led evidence-based approach taken to justify the following principal elements of the relevant Borough's Lane Rental scheme:
- Road Network Coverage
 - Charge Categories
 - Chargeable Hours
 - Estimated Charges
- 1.24 This report will also discuss the cost-benefit analysis form, which will be specifically populated for the relevant borough and form part of the application pack submitted to the Mayor of London for assessment.
- 1.25 TfL became the first authority in the country to introduce a Lane Rental scheme (TLRS), which covers 69 per cent of TfL's Road Network (TLRN). In 2021 the TLRS was modified to account for the latest changes to the DfT's guidance at the time, but also to reflect the way London's road network had evolved. The way people travel on London's highways necessitated significant reconfiguration of road space to accommodate more active travelers, such as cyclists and walkers, and for that reason the original algorithm used to define the TfL Lane Rental network was updated to reflect the utilisation of limited capacity, by all travel modes, so that the scheme delivered the most efficient movement of people. In 2021 the DfT approved TfL's application to modernise its scheme, which retained cycle track designations from the original scheme and introduced footway designations for the first time.
- 1.26 The equivalent principles, approach and methodology adopted for TfL's approved updated scheme application are being refreshed for the purposes of defining the LBLRS and the relevant borough's Lane Rental network, with the key objective to reduce overall disruption caused by roadworks remaining the same, which is achieved by:
- Treating all works covered by the scheme and works promoters on an equal basis,
 - Minimising the duration of occupation of the street at the busiest locations on the network,
 - Minimising the number of works taking place during traffic sensitive times; and
 - Effectively managing roads disruption from both unplanned and planned works.
- 1.27 The purpose of this document is to present the data-led proposal for the relevant borough, including defining the applicable Lane Rental locations on the London Borough Road Network (LBRN), together with suggested charging bands and applicable timings for each location.

1.28 This analysis was undertaken in August 2024 using data from 2022/23.

2. Pan-London Borough Approach

- 2.1 To deliver a consistent approach across London by maintaining alignment with TfL's established Lane Rental scheme, it is logical to adopt a similar data analytical approach to the one established by TfL for each London borough. As a result, the basis of the algorithm used to calculate the TLRS locations has been retained to calculate the LBLRS network extent and charge band distribution.
- 2.2 Applying this concept across the entirety of a pan-London borough road network ensures that Lane Rental is only applied to the most problematic sections of London's streets when capacity is constrained at the highest level. This wholistic methodology means only the most truly sensitive streets in London are identified regardless of the proportion of the network that exists in each individual borough.
- 2.3 TfL's Common Operational Road Network (CORN) is an aggregated road network created from the OS Master map Highways Network. The CORN covers the strategic road network in London, including the Borough Priority Road Network (BPRN) and Strategic Road Network (SRN). It includes several other minor roads with notable characteristics, such as higher traffic flows or transport links; and, the majority of roads on which buses travel. TfL holds many datasets for the entire road network across London which have been mapped to CORN.
- 2.4 This allows data analysis to be carried out for all boroughs, either individually or on a pan-London basis.
- 2.5 The algorithm uses more rigorous criteria to define the pan-London Lane Rental network compared to DfT's traffic sensitive designation criteria. In December 2024 a traffic sensitive review was undertaken on all proposed Lane Rental streets identified by the algorithm with all streets meeting one or more of the following criteria:
 - the street is one on which at any time the authority estimates traffic flow to be greater than 500 vehicles per hour per lane of carriageway, disregarding bus or cycle lanes;
 - the street is a single carriageway two-way road, the carriageway of which is less than 6.5 metres wide, having a traffic flow in both directions of not less than 600 vehicles per hour;
 - the street is one on which the traffic flows in both directions, includes more than eight buses per hour;
 - the street is within 100 metres of a critical signalised junction or a critical gyratory or roundabout system
- 2.6 The relevant borough has provided stakeholder notification of its intention to update its traffic sensitive designations for its proposed Lane Rental network, which has been updated, as required, to consider any stakeholder responses received.
- 2.7 The finalised schedule of Traffic Sensitive designations is provided within [Appendix A](#).

3. London Borough Lane Rental Network Definition

Carriageway Coverage

- 3.1 The algorithm applied to the pan-London borough road network and used to determine the most sensitive carriageway locations, and therefore where the Lane Rental should be located on the relevant boroughs' road network, calculates the sensitivity to capacity, the number of people affected and how likely works are to take place in that location as detailed in the following equation:

Sensitivity (to capacity)	People movement rate	How necessary it is
$[PCU \text{ flow} / (\text{carriageway width} - 0.5)]^2$	$\times \text{flow} \times \text{occupancy} \times \text{minkm}$	$\times (\text{unplanned works})^{1/2}$

Equation 1: Algorithm used to determine Lane Rental coverage on carriageways.

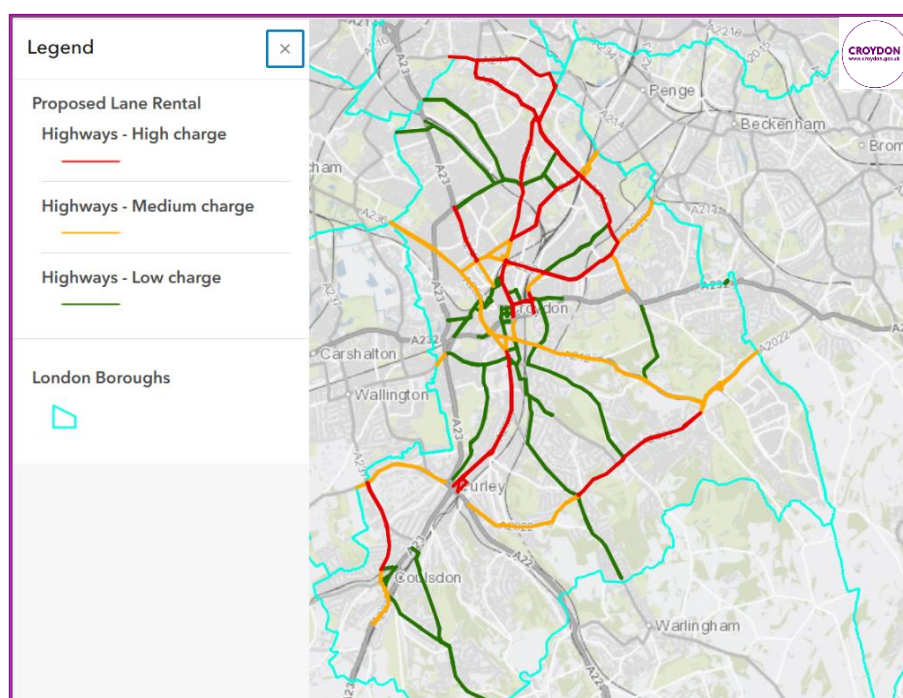
- 3.2 The algorithm combines vehicle movements (PCU flows) and vehicle occupancy to account for areas with reduced physical capacity and those with high number of people travelling through them. Unplanned works are also included to incorporate the likelihood of works taking place in each location.
- 3.3 The algorithm has been updated slightly to the version previously used to identify the TLRS. A change in definition of CORN network to include all major nodes meant it was not necessary to include the number of signals on a road section because all signals occur at node ends. The factor in adjusting carriageway width for Borough roads was changed to be lower because Borough roads are narrower in aggregate compared to the TLRS. Also, the people movement function was amended to take account of the efficiency of moving people by car and buses separately, by expressing this as a people movement rate given that buses, due to regular stops, will travel at a slower rate than general motor vehicular traffic. On Borough roads buses account for a much larger portion of customer trips overall compared to those made on TfL's road network. This enables the algorithm to provide a higher traffic sensitivity overall rating to those road sections in Boroughs that move more people by buses.
- 3.4 The algorithm uses a variety of different datasets, including the following:

Dataset	Source
Motor vehicle flows	DfT Annual Average Daily Traffic Flow (AADF)
Motor vehicle people movement rate	INRIX journey time data
Bus flows	iBus automatic vehicle location system
Bus load	Origin destination interchange
Bus people movement rate	iBus automatic vehicle location system
Unplanned works	Works permit data

Table 2: LBLRS Datasets and Data sources

This data is held in various systems, such as TfL's AWS hosted Redshift consumer database, with the output generated through executing a specially configured R-script.

- 3.5 Applying the outputs from the above algorithm to the relevant borough's Lane Rental network would provide an overall coverage of 11.5 per cent. For an outer London borough this is in keeping with the overall 15 per cent coverage identified for the entire pan-London Lane Rental network, safeguarding the most sensitive parts of London's Road network thus ensuring resilience.
- 3.6 If capacity is reduced further at these key carriageway locations, such as the introduction of roadworks, then the resulting disruption impact contributes to a greater than expected increase in road congestion.
- 3.7 It is worth commenting on Lane Rental segments that are congested at some point every day because queuing takes place, upstream from a congested junction. Beyond these queues, the traffic can be freer flowing and there is capacity to accommodate road works more readily. What matters is not the total volume of traffic on each road link but its distribution at the end of the link where the traffic must enter a junction. The framework can allow the mid link section to be less sensitive to disruption, and the junction to have higher sensitivity to traffic. The goal of the Lane Rental Scheme is to prevent works from impacting the throughput at the junction as any impedance here has the largest overall impact on road network performance. Lane Rental would apply at the most critical junctions, in the road network.
- 3.8 The proposed Lane Rental scheme network resulting from all these considerations can be seen in Map 1.



Map 1: Proposed Lane Rental Scheme network extent

- 3.9 The data driven network outputs are sense-checked to identify any data anomalies, and from a network knowledge perspective, suggest any sections of the Lane Rental network that ought to be removed or added, including for continuity purposes. The Lane Rental network is subsequently finalised and serves as a basis for deriving the Lane Rental schedule of locations and additional street data designations.
- 3.10 The result of this network knowledge-based sense-checking exercise is set out in table 3 below.

London Borough	Data-led Extent	Finalised Extent (sense-checked)	Variance
Croydon	16%	11.5%	-4.5%

Table 3: Variance between data-led outputs and network knowledge-based sense-checking

Footway Coverage

- 3.11 To complement the Mayor's Healthy Streets policy by promoting active travel, in addition to the proposed core Lane Rental network detailed above, there is an ambition to designate a small number of footways as chargeable.
- 3.12 In 2021 TfL became the first Lane Rental authority to introduce footway charging in pedestrian sensitive locations and at peak period travelling times only. In total 20 suitable locations were identified using Pedestrian Comfort Levels (PCL), the majority of which are adjacent to major transport hubs. The PCL classifies the level of comfort based on the level of crowding a pedestrian experience on the street and is measured in pedestrians per metre of clear footway width per minute. This was calculated from data on pedestrian activity and the street environment using the algorithm shown in Equation 2. The DfT had previously cleared TfL's approach for designating footway as Lane Rental, which will be adopted for London boroughs.

People affected pedestrian flow per minute during busiest peak	Sensitivity (to capacity) $((\text{pavement width} - X) \times \text{signal factor})$
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Equation 2: Lane Rental Footway Charging Algorithm

- 3.13 Pedestrian flow data across a pan-London borough road network is currently extremely limited and is only predominantly available for Central London locations. TfL are progressing with arrangements to collect this data more widely, but it is not currently available.

- 3.14 There are no locations within the relevant borough that currently meet the above criteria, but the situation will be reviewed in the future when more data becomes available.

4. Charge Bands

- 4.1 Since 2012 it is estimated that the overall amount of delay experienced on the roads within Greater London has increased by 33%. It is well documented that TfL's Lane Rental Scheme has had a positive impact on reducing congestion overall. However, since the start of TfL's scheme this positive impact has been eroded as roads across London pre-Covid carried 3% more vehicles compared to when the TLRS was introduced in 2012. If this congestion benefit had been locked away by removing the extra demand the TLRS has enabled, the congestion benefit would have remained, and we would have likely been able to report a substantial improvement in journey times or a reduction in congestion. The overall cost of congestion across all London has grown from £4.2bn in 2010/11 to circa £5.6bn in 2019/20. The underlying congestion, measured as the increase in excess delay in minutes per kilometre (a key component of the cost of congestion), continues to grow at a few per cent per annum. Part of this increase has resulted in a recovery in traffic levels post COVID, and some arises because of capacity re-allocation to promote sustainable mode movement in line with London's mayoral policy.
- 4.2 Sensitivity to works varies across the borough network, it is therefore logical to have a hierarchy of charge bands apportioned to the sensitivity of the road network. This means that works are always charged an amount smaller or equal to the cost of congestion they may cause. The principle of identifying network sensitivity has been a long-established industry-wide rule that is documented in the DfT's Code of practice for the co-ordination of street and road works, which sets criteria for designating streets that are traffic sensitive. This criterion predominantly uses traffic flow data to set qualification thresholds for these designations.
- 4.3 The pan-London approach builds on the DfT's traffic sensitive theory by applying a similar approach to Lane Rental networks, but incorporates additional sensitivity factors such as network capacity, people movement and vulnerability to works. This approach essentially means that the relevant charge band for each street is applied according to the level of disruption caused by the works taking place at a specified location, rather than simply applying a flat rate charge ranked by traffic management type to all streets, regardless of sensitivity, that is arbitrarily set according to the type of traffic management proposed. Calculations suggest the simplified charging regime could increase charges by as much as 40 per cent.
- 4.4 The daily charge therefore focuses benefits on the correct road links and junctions to provide returns for a borough that are proportionate to the cost of congestion and correspond with the level of disruption caused to people commuting within the borough.
- 4.5 To maintain alignment with the previously endorsed TLRS approach and deliver a consistent pan-London model it is proposed to replicate the TLRS charge band regime and its proportionate distribution across the LBLRS.

Table of Charges				
Area of Occupation	Daily Charge			
	Footway	Low	Medium	High
Footway* - Croydon does not have any footways within the proposed Lane Rental network	£350	-	-	-
Carriageway		£1,000	£1,500	£2,500

Table 4: Pan-London Lane Rental charging model

- 4.6 The distribution of the charge bands across the boroughs lane rental network is shown in Map 1 above and Table 5 below, with the data-led outputs aligning with how the network operates from a network management perspective.

	Low Charge	Medium Charge	High Charge
Pan-London	54%	30%	16%
Croydon	41%	28%	31%

Table 5: Distribution of charge bands

5. Chargeable Hours

- 5.1 Charging hours will be simplified so that a uniform set of times are applicable across the LBLRS based on network sensitivity. The specified times are largely consistent with TfL's timing range, but because of the increased proximity of residential properties on borough roads the window of applicability has been reduced to provide an enlarged window of opportunity to undertake works at more sociable hours.
- 5.2 Again, for simplicity, weekend timings will mirror the midweek peak period chargeable times, which essentially reduces the timing permutations down to two, which are as follows:

Area of Occupation	Days of Applicability	Lane Rental Chargeable Hours			
		Footway Charge Band	Low Charge Band	Medium Charge Band	High Charge Band
Footway	Weekdays	07:00 – 10:00 15:00 – 19:00	-	-	-
	Saturdays or all weekend				
Carriageway	Weekdays	-	07:00 – 10:00 15:00 – 19:00	07:00 – 10:00 15:00 – 19:00	07:00 – 19:00
	Saturdays or all weekend	-	07:00 – 10:00 15:00 – 19:00	07:00 – 10:00 15:00 – 19:00	07:00 – 10:00 15:00 – 19:00

Table 6: Proposed charging hours

- 5.3 Adopting a standardised applicable timing range set-out in the pan-London approach will ensure work promoters are confident when charges will apply throughout the borough, and within any other Lane Rental boroughs aligned with this key principle.
- 5.4 Crucially, the compact time bands provide work promoters with an increased ability to reduce their exposure to charges and limit any noise impacts from their work on borough residents.

6. Lane rental cost-benefit analysis form

- 6.1 The Mayor of London is intending to duplicate the Lane rental cost-benefit analysis form issued by the DfT, which will be fully completed and submitted as part of the application pack to operate a Lane Rental scheme.
- 6.2 A primary element of the form estimates the overall lane rental charges faced by Utility Companies and the Highway Authority after behavioral changes have occurred. The calculation uses the total number of workdays eligible for charges and discounts this baseline down to factor in behavioral change, which considers:
- Workdays moved outside of chargeable hours to avoid lane rental charges,
 - Workdays undertaken in a way that triggers a waiver, such as the use of new technology,
 - Workdays are undertaken in a way that triggers a discount, such as through collaborative working,
 - Increase in emergency workdays being completed before charge periods apply,
- 6.3 The output from DfT's cost benefit analysis form suggests the overall annual estimated Lane Rental charges that could be faced by Utility company works and Highway Authority works by the relevant borough is as follows:

Lane Rental Charges faced by Utility Companies	£ 2,157,500
Lane Rental Charges faced by Highway Authorities	£ 1,354,000
TOTAL	£ 3,511,500

Table 7: Estimated Overall Lane Rental Charges

- 6.4 Although the outputs factor in behavior changes at a similar level to other approved Lane Rental applications, the relevant borough considers the highway authority charge exposure will reduce further due to an increase volume of works being undertaken at non-Lane Rental chargeable hours.

Appendix A: Finalised schedule of Traffic Sensitive Designations

USRN	Street Name	Extent Description	Traffic sensitivity	Traffic flow >500 vehicles per hour or 600 vehicles per hour 2-way road	Traffic Flow >600 vehicles per hour 2-way road	Traffic flow >8 buses per hour	Within 100 metres of a critical signalised junction	Within 100 metres of a critical roundabout system	Traffic Sensitivity timings
20501882	ABERDEEN ROAD	Whole Street	YES	N	N	N	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20502645	ADDINGTON ROAD (SOUTH CROYDON)	Whole Street	YES	Y	Y	Y	Y	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
20500606	ADDISCOMBE GROVE	Whole Street	YES	N	N	Y	Y	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
20500607	ADDISCOMBE ROAD	Colson Road to George Street	YES	N	N	Y	Y	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
20500607	ADDISCOMBE ROAD	Colson Road to Chepstow Road	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20502654	BANSTEAD ROAD	Woodcote Valley Road to Foxley Lane	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
20501908	BARTLETT STREET	Whole Street	YES	N	N	N	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20500686	BEULAH HILL	Whole Street	YES	Y	Y	Y	Y	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
20500187	BRIGHTON ROAD	Purley Road to South End	YES	Y	Y	Y	Y	Y	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
20501945	BRIGHTON ROAD	Purley Road to South End	YES	Y	Y	Y	Y	Y	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
20501946	BRIGHTON ROAD	Dobles Close to Lion Green Road	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20501946	BRIGHTON ROAD	Lion Green Road to Farthing Way (South End)	YES	Y	Y	Y	Y	Y	Weekdays & Weekends 0700-1000 & 1500-1900
20500721	BRIGSTOCK ROAD	Whole Street	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20500746	CAIRO NEW ROAD	Whole Street	YES	N	N	N	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20501962	CARLTON ROAD	Whole Street	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
20500023	CENTRAL HILL	Whole Street	YES	Y	Y	Y	Y	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
20522779	CHERRY ORCHARD ROAD	Whole Street	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20502600	CHIPSTEAD VALLEY ROAD	Brighton Road to Woodcote Grove Road	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20500789	CHURCH STREET	Church Road to Drummond Road	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20501945	CHURCH ROAD	Whole Street	YES	Y	Y	Y	Y	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
20501992	COOMBE LANE	Whole Street	YES	Y	Y	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20502601	COOMBE ROAD	Whole Street	YES	Y	Y	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20500208	COULSDON ROAD	Whole Street	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
20502622	CROHAM ROAD	South Park Hill Road to Manor Way	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
20502623	CROHAM VALLEY ROAD	Manor Way to Farley Road	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
20500040	CROWN LANE	Whole Street	YES	Y	Y	Y	Y	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
20500039	CROWN DALE	Whole Street	YES	Y	Y	Y	Y	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
20502025	DAVENANT ROAD	Whole Street	YES	N	N	N	N	Y	Weekdays & Weekends 0700-1000 & 1500-1900
20502029	DENNING AVENUE	Whole Street	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20500869	DINGWALL ROAD	George Street to Landsdowne Road	YES	N	N	Y	Y	Y	Weekdays & Weekends 0700-1000 & 1500-1900
20502648	DOWNS COURT ROAD	Godstone Road to Mitchley Avenue	YES	N	N	N	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20500880	DRUMMOND ROAD	Whole Street	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20502043	DUPPAS HILL LANE	Whole Street (LBC Section)	YES	N	N	N	N	Y	Weekdays & Weekends 0700-1000 & 1500-1900
20502051	EDRIDGE ROAD	High Street to Croydon Flyover	YES	Y	Y	N	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
20502058	EPSOM ROAD	Waddon New Road to Stafford Road	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20502624	FARLEY ROAD	Whole Street	YES	N	N	N	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900

USRN	Street Name	Extent Description	Traffic sensitivity	Traffic flow >500 vehicles per hour or 600 vehicles per hour 2-way road	Traffic Flow >600 vehicles per hour 2-way road	Traffic flow >8 buses per hour	Within 100 metres of a critical signalised junction	Within 100 metres of a critical roundabout system	Traffic Sensitivity timings
20500939	FELL ROAD	High Street to Croydon Flyover	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20500939	FELL ROAD	Mint Walk to Katharine Street	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20502592	FOXLEY LANE	Whole Street (east end junction is unmarked)	YES	Y	Y	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20500973	GEORGE STREET	Addiscombe Road to Wellesley Road	YES	N	N	Y	Y	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
20500995	GRANGE ROAD (UPPER NORWOOD)	Whole Street	YES	Y	Y	N	Y	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
20500998	GRANGE ROAD (UPPER NORWOOD)	Whole Street	YES	Y	Y	N	Y	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
20503127	GRANGE ROAD (UPPER NORWOOD)	Whole Street	YES	Y	Y	N	Y	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
20501735	GRAVEL HILL	Whole Street	YES	Y	Y	Y	Y	Y	Weekdays & Weekends 0700-1000 & 1500-1900
20501004	GREEN LANE (THORTON HEATH)	Whole Street	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20501004	GREEN LANE (THORTON HEATH)	Whole Street	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20502111	HALING PARK ROAD	Warham Road to Pampisford Road	YES	N	N	Y	N	Y	Weekdays & Weekends 0700-1000 & 1500-1900
20501047	HIGH STREET (CROYDON)	Whole Street	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20502612	HIGH STREET (PURLEY)	Whole Street	YES	Y	Y	Y	Y	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
20501048	HIGH STREET (SOUTH NORWOOD)	Portland Road to Penge Road	YES	Y	Y	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20501047	HIGH STREET (THORNTON HEATH)	Selhurst Road to Portland Road	YES	Y	Y	N	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20501056	HOGARTH CRESCENT	Whole Street	YES	Y	Y	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
20501083	KATHARINE STREET	Whole Street	YES	Y	Y	N	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20502646	KENT GATE WAY	Whole Street	YES	Y	Y	y	Y	y	Weekdays & Weekends 0700-1000 & 1500-1900
20501121	LANSDOWNE ROAD	Wellesley Road to Dingwall Road	YES	N	N	Y	y	Y	Weekdays & Weekends 0700-1000 & 1500-1900
20502190	LIMPSFIELD ROAD	Whole Street to borough boundary	YES	N	N	Y	Y	Y	Weekdays & Weekends 0700-1000 & 1500-1900
20502490	LION GREEN ROAD	Whole Street	YES	Y	Y	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20501776	LODGE LANE	Kent Gate Way Junction	YES	N	N	Y	Y	Y	Weekdays & Weekends 0700-1000 & 1500-1900
20501152	LONDON ROAD	Thornton Road to Sumner Road	YES	Y	Y	Y	Y	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
20503034	LONDON ROAAD	Whole Street	YES	Y	Y	Y	Y	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
20501152	LONDON ROAD	Sumner Road to Derby Road	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20501153	LONG LANE	Whole Street	YES	Y	Y	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20501159	LOWER ADDISCOMBE ROAD	Whole Street	YES	Y	Y	Y	Y	Y	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
20502197	LOWER COOMBE STREET	Whole Street	YES	Y	Y	N	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20501174	MANOR ROAD	Whole Street	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20502606	MARLPIT LANE	Whole Street	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20502211	MAYFIELD ROAD	Whole Street	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
20501193	MELFORT ROAD	Whole Street	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
20502543	MITCHAM ROAD	Whole Street (to borough boundary)	YES	Y	Y	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20502218	MITCHLEY AVENUE (SOUTH CROYDON)	Whole Street	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
20502218	MITCHLEY AVENUE (PURLEY)	Whole Street	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
20502625	MORLAND ROAD	Whole Street	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
20501221	NEWGATE	Whole Street (High at the Junctions)	YES	Y	Y	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20501230	NORBURY CRESCENT	Whole Street	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
20501238	NORTH END	London Road to Tamworth Road	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20501238	NORTH END	Tamworth Road to Poplar Walk	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20501242	NORTHCOTE ROAD	Whole Street	YES	Y	Y	Y	Y	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900

USRN	Street Name	Extent Description	Traffic sensitivity	Traffic flow >500 vehicles per hour or 600 vehicles per hour 2-way road	Traffic Flow >600 vehicles per hour 2-way road	Traffic flow >8 buses per hour	Within 100 metres of a critical signalised junction	Within 100 metres of a critical roundabout system	Traffic Sensitivity timings
20501261	OLD TOWN	Whole Street	YES	Y	N	N	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20503285	OLD TOWN ROUNDABOUT	Whole Street	YES	N	N	N	N	Y	Weekdays & Weekends 0700-1000 & 1500-1900
20503157	PAMPISFORD ROAD	Whole Street	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20502255	PAMPISFORD ROAD	Whole Street	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20501277	PARCHMORE ROAD	Whole Street	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20502629	PARK HILL ROAD	Whole Street	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
20502257	PARK LANE	Friends' Road to Coombe Road	YES	Y	Y	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20502257	PARK LANE	George Street to Barclay Road	YES	Y	Y	Y	Y	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
20501282	PARK ROAD	Whole Street	YES	N	N	N	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20501283	PARK STREET	Whole Street	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20501294	PENGE ROAD	Whole Street (to borough boundary)	YES	Y	Y	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
20501309	POPLAR WALK	Whole Street	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20501311	PORTLAND ROAD	Whole Street	YES	Y	Y	Y	Y	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
20501330	RECTORY GROVE	Whole Street	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20502649	RECTORY PARK	Whole Street	YES	N	N	Y	N	Y	Weekdays & Weekends 0700-1000 & 1500-1900
20501334	REEVES CORNER	Church Street to Cairo New Road	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20501335	REEVES CORNER	Tamworth Road to Roman Way	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20502614	ROMAN WAY	Whole Street	YES	Y	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20502317	SANDERSTEAD HILL	Whole Street	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
20502318	SANDERSTEAD ROAD	Heathhurst Road to Briton Hill Road	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
20501372	SELHURST ROAD	Whole Street	YES	Y	Y	Y	Y	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
20502647	SELSDON PARK ROAD	Addington Road to Featherbed Lane	YES	Y	Y	Y	Y	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
20502647	SELSDON PARK ROAD	Featherbed Lane to Kent Gateway	YES	Y	Y	Y	Y	Y	Weekdays & Weekends 0700-1000 & 1500-1900
20502323	SELSDON ROAD	Upper Selsdon Road to Sussex Road	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20502323	SELSDON ROAD	Sussex Road to Croham Road	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20501831	SHIRLEY HILLS ROAD	Whole Street	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20500552	SHIRLEY ROAD	Lower Addiscombe Road to Addiscombe Road	YES	Y	Y	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20502568	SMITHAM BOTTOM LANE	Whole Street	YES	Y	Y	Y	N	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
20502607	SOUTH END	Southbridge Road to Warham Road	YES	Y	Y	Y	Y	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
20502607	SOUTH END	Lower Coombe Street to Southbridge Road	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20502607	SOUTH END	Warham Road to Selsdon Road	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20501390	SOUTH NORWOOD HILL	Whole Street	YES	Y	Y	Y	Y	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
20502627	SOUTH PARK HILL ROAD	Whole Street	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
20502332	SOUTHBRIDGE ROAD	Whole Street	YES	Y	Y	N	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20501400	SPRING LANE	Whole Street	YES	Y	Y	N	Y	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
20501409	ST GEORGE'S WALK	Whole Street	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
20501411	ST HELEN'S ROAD	Whole Street	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
20501413	ST JAMES'S ROAD	Whitehorse Road to Gloucester Road/Windmill Bridge	YES	Y	Y	Y	Y	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
20501413	ST JAMES'S ROAD	London Road to Wellesley Road	YES	Y	Y	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20501420	ST MICHAEL'S ROAD	Whole Street	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900

USRN	Street Name	Extent Description	Traffic sensitivity	Traffic flow >500 vehicles per hour or 600 vehicles per hour 2-way road	Traffic Flow >600 vehicles per hour 2-way road	Traffic flow >8 buses per hour	Within 100 metres of a critical signalised junction	Within 100 metres of a critical roundabout system	Traffic Sensitivity timings
20502342	ST PETER'S ROAD	Whole Street	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20502345	STAFFORD ROAD	Whole Street (west of A23 to borough boundary)	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20501427	STANFORD ROAD	Whole Street (to borough boundary)	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
20501433	STATION ROAD	Whole Street	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20502353	STOATS NEST ROAD	Whole Street	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
20501446	SUMNER ROAD	Whole Street	YES	Y	N	N	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20501450	SUNNY BANK	Penge Road to Manor Road	YES	Y	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
20502359	SUSSEX ROAD	Selsdon Road (North) to Selsdon Road (South)	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
20501466	TAMWORTH ROAD	Whole Street	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20502517	THE AVENUE (COULSDON)	Whole Street	YES	N	N	N	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20500579	UPPER SHIRLEY ROAD	Whole Street	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
20501525	WADDON NEW ROAD	Whole Street	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20501528	WADDON ROAD	Waddon New Road to Purley Way	YES	N	N	N	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20502408	WARHAM ROAD	Whole Street	YES	N	N	Y	Y	Y	Weekdays & Weekends 0700-1000 & 1500-1900
20501547	WELLESLEY ROAD	Whole Street	YES	Y	Y	Y	Y	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
20500150	WESTOW STREET	Whole Street	YES	N	N	Y	Y	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
20500149	WESTOW HILL	Whole Street	YES	Y	Y	Y	Y	Y	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
20501564	WHITEHORSE LANE	South Norwood Hill to High Street	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20501565	WHITEHORSE ROAD	Northcote Road to High Street	YES	Y	Y	Y	Y	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
20501565	WHITEHORSE ROAD ST JAMES'S ROAD TO NORTHCOTE ROAD	St Jame's Road to Northcote Road	YES	Y	Y	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20502427	WHYTECLIFFE ROAD SOUTH	Whole Street	YES	Y	Y	Y	Y	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
20501578	WINDMILL ROAD	Whole Street	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20502581	WOODCOTE GROVE ROAD	The Avenue to Smitham Bottom Lane	YES	Y	Y	N	N	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
20502581	WOODCOTE GROVE ROAD	Lion Green Road to the Avenue	YES	Y	Y	N	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20502628	WOODSIDE GREEN	Junction with Dickenson's Place	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
20502628	WOODSIDE GREEN	Portland Road to Morland Road	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900



MOVING TOWARDS A MORE LIVEABLE PLACE