Proposed Dingwall Road Loop in Croydon
Factsheet 3: Rationale, option assessment and outcomes

Purpose of this factsheet
This factsheet explains the main reasons why the Dingwall Road Loop tram proposal is being put forward, why option 1 was the preferred option, and the forecast outcomes and benefits if the proposal is implemented.

Why do we need the current proposal?
The main purpose of the proposed Dingwall Road Loop is to accommodate the potential impact of the new Croydon Limited Partnership (CLP) development of the Whitgift Centre and a number of other major developments within the Croydon town centre. It provides the ability to operate more trams in the future and is an important step in our ‘Trams 2030 Strategy’ to secure the reliability and service delivery of the Trams network now and in the future. The loop would enable the subsequent steps in the Strategy, allowing increases in capacity through further investment in additional trams, stabling and maintenance facilities and other network improvements.

Based on the initial forecasts to date the CLP is expected to increase our passenger demand by two million journeys per year, adding pressure to an already busy network. Between now and 2030, demand for tram services will nearly double. With the Dingwall Road Loop, a short section of additional tramway in Croydon, additional trams could be run to the east of the existing town centre loop, where they would terminate.

The loop would allow us to run more trams on the eastern side of the network, reducing waiting times and increasing capacity and reliability by avoiding traffic congestion and slower journey times expected in the town centre as a result of all the planned major commercial and residential developments. The town centre is already the most congested part of the route. More information on how future services could operate with the introduction of a new loop is available on our website: tfl.gov.uk/dingwall-road-loop.

Why was Option 1 the preferred option?
A great deal of thought went into the three options on which we previously consulted. Each was evaluated for their impact against key factors such as cost, utilities, surrounding highway network, traffic, transport, environment and the amount of land required.

From this analysis, option 1 emerged as the preferred solution as it provided the greater benefits based on the appraisal criteria (both in engineering and operation). This option showed the least impacts to the existing highway and pedestrians, with a requirement for less land take and less disruption. However
all three options could have been implemented, which was why a public consultation was required to help inform the decision making process. From those who kindly responded to the consultation, option 1 also had the highest level of support and the lowest levels of opposition. A report on the 2014 public consultation is available on our website tfl.gov.uk/dingwall-road-loop.

**Proposal outcome and benefits**
The benefits of the Dingwall Road Loop are anticipated to be:

Crowding relief - This arises from the introduction of an improved service across the network, allowing service frequency increases on the New Addington branch so crowding levels on this congested part of the network will reduce.

Journey times - Whilst on-tram journey times through the town centre will be the same, those on the rest of the network are improved overall because the higher frequencies result in shorter wait times.

Reliability – Reliability will be maintained or improved upon today’s levels, rather than worsening if the proposal is not implemented, as a result of reduced tram numbers due to the central pinch point. The Dingwall Road Loop will also allow an alternative path for trams should there be a blockage in the centrally congested area.

Future capacity - Demand on Trams is expected to nearly double by 2030. Dingwall Road Loop provides not only a short-term increase in capacity over the base case, but also enables a greater number of trams to operate from the east in the long term, future proofing capacity requirements.

**Further Information**
More information on the Dingwall Road Loop project is available by visiting: tfl.gov.uk/dingwall-road-loop. To receive this document in large print, audio or another language please call 0343 222 1155.

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