

REPORT TO:	Traffic Management Advisory Committee 8 February 2017
AGENDA ITEM:	6
SUBJECT:	PETITION FROM THE RESIDENTS OF ADDISCOMBE COURT ROAD AND TUNSTALL ROAD INTRODUCTION OF “NO ENTRY” TRAFFIC RESTRICTIONS WITH SHORT ONE WAY WORKING AND PEDAL CYCLE BYPASS IN ADDISCOMBE COURT ROAD AND CANNING ROAD
LEAD OFFICER:	Shifa Mustafa Executive Director Place
CABINET MEMBER:	Councillor Stuart King Cabinet Member for Transport and Environment
WARDS:	Addiscombe, Fairfield
CORPORATE PRIORITY/POLICY CONTEXT:	
<p>This project addresses the corporate policies adopted in the Corporate Plan 2015-2018 to enable Growth, Independence and Liveability. This report helps address the Growth and Liveability strategy of the Plan with particular emphasis on the Transport vision to:</p> <ul style="list-style-type: none"> • Implement the 20-year Transport Vision to improve safety and access for all road users, particularly pedestrians, cyclists and people travelling by public transport. • Creating a place where businesses and people want to be • To create a place that communities are proud of and want to look after as their neighbourhood • To build a place that is easy and safe for all to get to and move around in 	
FINANCIAL IMPACT:	
<p>The cost of implementing this proposal is estimated to be £35,000 to be met from the Accident Prevention and Congestion Relief allocation secured through the Local Implementation Plan (LIP) for 2017/2018.</p>	
FORWARD PLAN KEY DECISION REFERENCE NO:	
Not a key decision	

1. RECOMMENDATIONS

That the Traffic Management Advisory Committee recommend to the Cabinet Member for Transport and Environment that they:

- a) Consider the proposals to make Addiscombe Court Road and Canning Road no entry at their junctions with Addiscombe Road as shown on appended drawings.
- b) Agree to the informal consultation with residents within the area shown on the appended plan.
- c) Consider the responses to the informal consultation and report back to a future meeting of the Traffic Management Advisory Committee with a recommendation taking in those responses from local residents.

2. EXECUTIVE SUMMARY

- 2.1 This report to the Traffic Management Advisory Committee (TMAC) is in response to a petition received by the Council from the residents of Addiscombe Court Road and Tunstall Road. The petition requests that the Council, who introduced one-way working into a nearby street, Lebanon Road, now mitigate the effects of the resultant motor vehicle traffic displacement into Addiscombe Court Road and Tunstall Road.
- 2.2 Separately to this, representatives in Canning Road and Clyde Road have also delivered their report on their own residents' consultation.
- 2.3 Officers and ward councillors have been working with residents of Addiscombe Court Road, Tunstall Road and Canning Road to come up with a solution to the problems faced by residents. From this work the most practicable proposal is to implement "no entry" with a short length of one way traffic restrictions at the southern ends of Addiscombe Court Road and Canning Road. In order to maintain cycling provision the Council would implement these with a bypass to allow access through the no entry and one way for pedal cycles only.
- 2.4 The Council as Highway Authority is required to undertake a Statutory Consultation and consider any representations received objecting to such a traffic restriction when taking a decision whether to implement the measures or not. An informal consultation with local residents is now recommended. The outcome of that informal consultation will be taken into consideration in the decision to proceed with a Statutory Consultation for any measures and to that end a report will be presented to a future meeting of the TMAC.

3. DETAIL

- 3.1 At the July 2015 meeting the TMAC considered and agreed to the introduction of one-way working on Lebanon Road. This was in response to the intolerable traffic conditions, with reports of regular head to head conflicts between motorists resulting in verbal abuse, horn blowing and physical violence between motorists at any time of day or night. This scheme was introduced in January 2016. Since that time, traffic has diverted to other neighbouring roads including Addiscombe Court Road, Tunstall Road and Canning Road. Residents of these roads have made complaints about problems caused by the volume of traffic

displacement.

- 3.2 This report is in response to a petition received by the Council from residents of Addiscombe Court Road and Tunstall Road. The petition requests that the Council, who introduced one-way working into a nearby street, Lebanon Road, now mitigate the effects of the resulting traffic displacement into Addiscombe Court Road and Tunstall Road.
- 3.3 Objections to the Lebanon Road one-way working were received by the Council, and these were considered at the TMAC meeting of 7 July 2015. The decision taken was to proceed with the one-way working implementation (except cycles) in Lebanon Road. As residents of Addiscombe Court Road were concerned by the possibility of traffic displacement into their road it was agreed at that TMAC that officers monitor this to see what the impact of the new one-way system would be.
- 3.4 The monitoring showed that there was an increase in traffic flows in Addiscombe Court Road (from around 50 vehicles/hour to a maximum of around 200 vehicles/hour travelling north in the morning and evening peak times). Ward councillors have been working with residents of affected roads to see what could be done to alleviate problems caused by the additional through traffic previously using Lebanon Road. Residents have consulted amongst each other and presented the Council with their own preferred options to alleviate the traffic problems. A range of options were put forward. Following on from discussions with ward councillors officers consider that the most practicable proposal put forward is to make Addiscombe Court Road and Canning Road no-entry at their southern junctions with Addiscombe Road. See attached drawings HWY/TRS/TMAC1 & TMAC2.
- 3.5 Officer comments on this proposal are
- a) There would need to be additional road signage including large advanced direction signage and it is estimated that this would cost around £6,000. Agreement from Transport for London (TfL) would need to be sought where this signage is on their red route network.
 - b) Wider traffic impacts would be experienced on the main road network and whilst residents would experience their streets as quieter and more pleasant places to live, their own access and egress is impacted on. By stopping access to Addiscombe Court Road and Canning Road from the south some residents will face a considerably longer and time consuming journey to/from their homes. They will be required to use the main road network if access from the south is restricted as the only remaining access would then be via Lower Addiscombe Road. Please see drawing number HWY/TRS/LocPlan and drawings HWY/TRS/TMAC1 & TMAC2.
 - c) Experience is that no entry restrictions and one-way systems, especially those with only a very short length of one-way working or simply “no entry” at one end (two way for the rest of the street), can be vulnerable to non-compliance. It is therefore proposed to introduce a short section of one way working along with the no-entry to deter contraventions by motorists. Any proposal taken forward will be subject to a Road Safety Audit to ensure that no safety issues materialise.
 - d) The reduction in motor vehicle traffic in these streets resulting from introducing no-entry, one-way (part or in whole) will provide a better environment for vulnerable road users and in particular for cyclists as it

allows them to travel part of their journey on quieter back streets and provides links to and between other roads with better cycle facilities.

- e) Traffic displacement onto other neighbouring roads is likely and it is envisaged that through traffic previously using Addiscombe Court Road northbound will displace onto the next available route to Lower Addiscombe Road. Streets affected could be Elgin Road, Havelock Road, Outram Road and Ashburton Road.

4. CONSULTATION

- 4.1 Informal consultation with residents affected by the proposal will take place. This will be via letters to each household within the consultation boundary. Although resident groups have consulted amongst themselves the Council would need to ensure that there is broad support for any measures implemented.
- 4.2 It has been the practise of the Council to engage only with those directly affected in informal consultation about the implementation of one way streets to alleviate traffic problems. "Directly affected" in this context means those who have to travel along the street in question to have access/egress to their homes. Given the amount of correspondence received from neighbouring streets in the process of making Lebanon Road one way, officers will be sending questionnaires to the wider neighbourhood to obtain views on the proposal. A plan showing the distribution of consultation material is attached to this report as drawing HWY/TRS/LocPlan.
- 4.3 Once the informal consultation has concluded, officers in consultation with the ward councillors will report a summary of residents views and a recommendation back to the next available meeting of the TMAC for consideration.
- 4.4 For introducing new traffic restrictions, such as the proposed no-entry restrictions, formal (statutory) consultation takes place in the form of Public Notices published in the London Gazette and a local paper (Croydon Guardian). Although it is not a legal requirement this Council also fixes street notices to lamp columns in the vicinity of the proposed scheme.
- 4.5 Official bodies such as the Fire Brigade, Cycling UK (formerly known as Cyclists' Touring Club), The Pedestrian Association, Age UK, The Owner Drivers' Society, The Confederation of Passenger Transport and bus operators are consulted under the terms of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. Additional bodies, up to 27 in total, are consulted depending on the relevance of the proposals.
- 4.6 Once the notices have been published the public has 21 days to comment or object to the proposals. If no relevant objections are received, the Traffic Management Order is then made. Any objections received will be reported back to a future meeting of the TMAC for a decision whether to proceed or not.

5. FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS

5.1

1. Revenue and Capital consequences of report recommendations

	Current year	Medium Term Financial Strategy – 3 year forecast		
	2016/17 £'000	2017/18 £'000	2018/19 £'000	2019/20 £'000
Revenue available				
Expenditure				
Income				
Effect of decision from report				
Expenditure				
Income				
Remaining budget				
Capital available		150		
Expenditure				
Effect of decision from report		35		
Expenditure				
Remaining budget		115		

2. The effect of the decision

This scheme is funded by Transport for London (TfL) from the Council's 2017/2018 Local Implementation Plan allocation (Accident Prevention and Congestion Relief). A decision to proceed will result in that allocation being spent partially.

3. Risks

There is a risk that if the proposed scheme is not agreed to proceed, the allocated £35,000 may not be fully spent. Any unspent monies will need to be reallocated to other highways projects or returned to TfL.

4. Options

Should this recommendation not be agreed then the alternative would be to either do nothing, or look to other options to solve the traffic problems.

5. Future savings/efficiencies

Although there will be no direct savings and efficiencies as a result of this scheme there may be indirect savings within the Council and with partner organisations if casualty rates are reduced as a result of implementation.

Approved by: Zulf Darr, Interim Head of Finance, Place and Resources.

6. COMMENTS OF THE COUNCIL SOLICITOR AND MONITORING OFFICER

- 6.1 The Solicitor to the Council comments that Section 6, 124 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (as amended) provides powers to introduce, vary and implement Traffic Management Orders. In exercising this power, section 122 of the Act Imposes a duty on the Council to have regard (so far as practicable) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. The Council must also have regard to such matters as the effect on the amenities of any locality affected.
- 6.2 The Council needs to comply with the necessary requirements of the Local Authorities Traffic Order Procedure (England and Wales) Regulations 1996 by giving the appropriate notices and receiving representations. Such representations must be considered before a final decision is made.

Approved by Sarah Banton for and on behalf of Jacqueline Harris-Baker, Acting Council Solicitor and Acting Monitoring Officer.

7. HUMAN RESOURCES IMPACT

- 7.1 There are no human resources implications arising from this report
Approved by Jason Singh, Head of HR Employee Relations, for and on behalf of Director of HR, Resources department.

8. EQUALITIES IMPACT

- 8.1 The proposals in this report could improve road safety through a reduction in likelihood of injury collisions, encourage walking and cycling, thus making a positive contribution to improving health and tackling obesity, improving air quality, improving accessibility, improving the local environment, improving the quality of life for all groups (including those that share a protected characteristic) and strengthening community cohesion.
- 8.2 The proposal is likely to improve conditions for all the protected groups in the streets with new no entries and has the potential to ease community severance by aiding the development of healthy and sustainable places and communities. In reducing the perception of road danger the scheme could enable the protected groups to make more and better use of their local streets.
- 8.3 The proposal is likely to benefit in particular, certain groups that share a “protected characteristic” such as people with a disability, older people and children in providing additional road safety (as pedestrians), whilst in comparison the more able pedestrians would benefit to a lesser degree.
- 8.4 An initial equalities impact assessment has been carried out on this proposal and it is considered that a full assessment is not necessary at this stage, as the changes are likely to benefit a number of groups that share a “protected characteristic” as detailed in the initial assessment. However the scheme if implemented should be monitored as it progresses and if any negative impact on the protected groups do emerge, a full assessment will be carried out to identify any mitigating actions that may be required.

9. ENVIRONMENTAL IMPACT

- 9.1 The reduction in through traffic will benefit residents of Addiscombe Court Road, Tunstall Road and Canning Road, by improving the local environment, making these streets a more pleasant place to live. There will be a reduction in traffic and associated noise, improvement in local air quality and it will be easier for people to move around within the area.
- 9.2 By restricting traffic movements at access/egress points local residents will need to alter their motor vehicle journeys to and from their homes. This can involve additional distance and increased journey time driving along the main road network which would also become more congested as a result of these measures.
- 9.3 The main road network will become more congested, vehicle journey times will increase and it is likely that traffic will simply displace onto the nearest available north-south through route.
- 9.4 It is possible that the scheme will support people to choose more physically active lifestyles by opting to make healthier active travel choices such as walking and cycling which in turn will help to reduce emissions and improve air quality by reducing congestion.

10. CRIME AND DISORDER REDUCTION IMPACT

- 10.1 There are no direct implications arising from the proposals.

11. REASONS FOR RECOMMENDATIONS

- 11.1 The proposed scheme should assist the Council in encouraging more sustainable transport use such as walking and cycling, by reducing vehicle speeds and improving safety and the perception that the streets are safer and more user friendly. Any modal shift to more sustainable transport achieved as a result of the scheme will also assist in improving air quality and reducing carbon emissions contributing to the Council's objectives. The roads made "no entry" by deciding to implement the scheme will become quieter and more pleasant places to live.

12. OPTIONS CONSIDERED AND REJECTED

- 12.1 Other options considered and not taken up were
1. Reversing the direction of the one way system in Lebanon Road, implemented in January 2015. This would result in the traffic transferring back onto this road, thus reintroducing the same problems as are currently being experienced in Addiscombe Court Road.
 2. Removal of most or all one way or no-entry restrictions in the roads running north-south between Lower Addiscombe Road and Addiscombe Road between Cherry Orchard Road and Ashburton Road. This would not resolve the issues of high traffic flows travelling through the area. Indeed, this could lead to a further increase in such traffic if the movements are perceived to be easier.
 3. Making each of the north-south roads in paragraph 12.1 (2) above one way in alternate directions. Making these roads alternate one-way would also

lead to an acceptance of the high traffic volume using the residential roads as through routes and could lead to these roads becoming the default route for all north and south bound traffic to the east of the town centre.

CONTACT OFFICER: Mike Barton-Service Manager Highway Improvements x61977.
Sue Ritchie-Senior Engineer Highway Improvements x63823

BACKGROUND PAPERS: TMAC report and drawings, meeting minutes can be found at:
<https://secure.croydon.gov.uk/akscroydon/users/public/admin/kab12.pl?operation=SUBMIT&meet=6&cmte=TMA&grpId=public&arc=1>

APPENDICES: Appendix 1 – Drawing HWY/TRS/TMAC1
Appendix 2 – Drawing HWY/TRS/TMAC2
Appendix 3 – Drawing HWY/TRS/LocPlan
Appendix 4 – Residents reports, surveys and correspondence