

Traffic Displacement from Lebanon Road to Addiscombe Court & Tunstall Roads

To: Cllr Stuart King, Cllr Sean Fitzsimons, Cllr Patricia Justice-Hay, Cllr Mark Watson,

CC: Mike Barton

From: Tunstall & Addiscombe Court Residents Association (TACRA)

Date: December 2016

Summary

This report provides a synopsis of the views of residents living in Tunstall and Addiscombe Court Road on the impact of the decision taken by Croydon Council to introduce one-way traffic in Lebanon Road. This displaced over 2000 northbound cars per day into adjacent roads; creating a significant increase in traffic, vehicular conflicts, noise and air pollution, and congestion. In addition to transferring the problems experienced in Lebanon Road to Addiscombe Court Road, there is an increased risk to the safety of the public (pedestrian, cyclists and drivers) around Lebanon Road tram stop. The over-riding message from residents at the public meetings and on the door-step is that they want short-term action to mitigate the impact of the Council's decision.

1. Background

- 1.1 Lebanon Road one-way system was introduced in January 2016 following recommendations from a report submitted by officers to the Traffic Management Advisory Committee (TMAC) in July 2015. This followed a petition being received from residents in Lebanon Road that was supported by Gavin Barwell (MP), Croydon Central. Support from all Ward Councillors is indicated in the March 2015 and July 2015 reports to the Traffic Management Advisory Committee (TMAC), in which it states that *'These proposals are in response to requests from local residents and local Ward Councillors to provide one-way working'*.
- 1.2 The introduction of one-way working in Lebanon Road to address the head to head difficulties residents had experienced for over 10 years, has resulted in the displacement of over 2000 cars a day that were previously travelling northbound along Lebanon Road, of which around 1500 per day use Addiscombe Court Road. This is a 300-400% increase based on Council figures. The remaining traffic is likely to be using Canning Road, although the Council chose not to measure traffic in this road.
- 1.3 The change to Lebanon Road has resulted in a significant rise in noise and environmental pollution, damage to parked vehicles and speed humps, traffic congestion, residents not being able to pull out from a parking space into the road in their cars, vibration especially in homes adjacent to road humps, long wheel based commercial lorries using the road, and greatly worsened road safety.

- 1.4 Head to head traffic conflicts formerly associated with Lebanon Road have been displaced to Addiscombe Court Road and occur frequently. At times of congestion, often due to vehicles making deliveries or collecting waste, residents have observed offensive and threatening behavior, vehicles (including large ones) turning around where Tunstall Road exits onto Addiscombe Court Road, vehicles overtaking one another, and Tunstall Road being used to travel northbound; it is a southbound one-way road.
- 1.5 Over 70 residents attended a packed public meeting in Tunstall Road Nursery School in July 2016 that was convened to discuss the escalating traffic conflict in Addiscombe Court Road and Tunstall Road. Also in attendance (as an observer) was Cllr Sean Fitzsimons who was able to hear residents' concerns, complaints and anger at the consequences of a decision about which they had not been consulted.
- 1.6 Following that meeting in July 2016, representatives from Addiscombe Court Road met with Cllr Stuart King, Cabinet Member for Transport & Environment and the three Addiscombe Ward members, along with residents from adjacent roads to discuss possible solutions. Subsequently, a walkabout was conducted in September 2016 to observe the consequences and investigate what could be done in the short term to mitigate the significant displacement of traffic, the surge in 'head to head' incidents, and the increased risk to the general public as vehicles overtake the tram at the Lebanon Road tram stop and turn sharp left, without visibility of on-coming traffic, into Addiscombe Court Road.
- 1.7 The Tunstall and Addiscombe Court Residents Association (TACRA) was established in September 2016 following another well attended public meeting by residents. One of the core objectives of the association is to campaign against the impact of the displacement of traffic following the introduction of the Lebanon Road one-way system.
- 1.8 TACRA has instigated a petition and carried out an informal consultation to gather the views of local residents in response to the introduction of the one-way system.
- 1.9 This report has been drafted in response to the introduction of the Lebanon Road one-way system and provides details of the representations and opinions articulated by residents at the public meetings and during the informal consultation, and makes recommendations for the way forward.

2. Issues identified

- 2.1 A number of issues have been identified:
 - Officers failed to carry out adequate analysis in regards to the displaced traffic associated with the introduction of the Lebanon Road one-way system. This is in part demonstrated in the report to the Traffic Management Advisory Committee (TMAC) in July 2016, in which it is stated that *'This will encourage motorists to use*

the arterial routes and not use side roads as short-cuts.' (paragraph 2.1), an assumption that has subsequently proven to be incorrect.

- The increase in displaced traffic has resulted in risks to public safety because of the positioning of Lebanon Road tram stop. Since the introduction of the Lebanon Road one-way system there has been a substantial increase in the numbers of vehicles overtaking the tram to turn blind into ACR. Following the devastating tram accident at Sandilands, there is a real risk of a further serious traffic accident involving road vehicles, trams and pedestrians.
- It is understood that factually incorrect information was presented by officers as part of their submission to the Traffic Management Advisory Committee (TMAC); Members were advised that all surrounding roads were one-way which is not true – Addiscombe Court Road is two-way working at the top and bottom of the street. As a direct consequence, Members made decisions on the basis of erroneous information.
- Although it was recognised that households living in Addiscombe Court and Tunstall Roads would be negatively impacted by the change, as demonstrated by the traffic flow monitoring carried out in Addiscombe Court Road, and the report submitted to the Traffic Management Advisory Committee (TMAC) in July 2015 stating that an informal consultation in March 2015 had included *'residents of Lebanon Road and surrounding roads that could be affected'*, Croydon Council **failed** to notify and consult with residents on Addiscombe Court Road, Tunstall Road and Canning Road of the proposed change. This is despite a formal request by the Secretary of Canning and Clyde Roads Residents Association on the 5th July 2015 asking for officers to consult with these affected roads.
- Residents have expressed that they have felt totally excluded from the process and that responses to the complaints, which they have received from council officers and individual members, have been generic in nature and have not addressed concerns raised; a number of residents have not received a response at all.

3. Petition and Consultation

- 3.1 The purpose of the petition and informal consultation with residents carried out by members of TACRA was to elicit the extent of the demand for the problems created to be addressed, as well as explore residents' preferences for possible solutions. This was undertaken in order to inform Members and council officers of preferred options.
- 3.2 It should be noted that although TACRA undertook this consultation, it is considered to be an informal door knocking exercise, and there is an expectation for Croydon Council to carry out its own comprehensive option appraisal and formal consultation to gather the views of residents.
- 3.3 The Association carried out the exercise between mid November and early December 2016 in order to canvass the views of all residents impacted by the

change, and consult on proposals to mitigate against the increase of traffic on both roads. 118 households contributed to this snapshot of residents' views.

- 3.4 For the purpose of proper representation this report presents all views expressed during this exercise.
- 3.5 Of the 118 households that were available to provide feedback, the over-riding message was for a change to be made to reduce the flow of traffic with 85% of the total number of households wanting to return to pre-change levels of traffic. Further details are shown in the table below.

	Total		Addiscombe Court Road		Tunstall Road	
Total Responses of (number of households)	118		83		35	
In favour of change	100	85%	74	89%	26	74%
Not in favour of change	9	8%	6	7%	3	9%
Not interested	9	8%	3	4%	6	17%

All % in the above table have been rounded up/down

- 3.6 This message is reinforced by our petition, which was initiated at the inaugural meeting of TACRA and followed up during the door-to-door canvassing. The petition statement is included at Appendix A and is in line with the stated manifesto aims of Addiscombe Ward Councillors at the last election. A total of 129 residents signed the petition, which Cllr Sean Fitzsimons will present on behalf of residents at the January 2017 Council meeting and we appreciate his support in doing so.
- 3.7 There are a wide range of possible options for reducing the levels of traffic, however it was decided to keep the process simple by offering just three options, whilst also recording all other options that residents proposed. The options presented were (a) making Addiscombe Court Road no entry from Addiscombe Road (whilst allowing exit), or (b) making Addiscombe Court Road no exit into Leslie Park Road (whilst allowing entry) or (c) no change. These options were selected as they were considered straightforward and prevented northbound traffic with the least restrictions for residents in the affected roads.
- 3.8 During canvassing, around 25% (27/118) residents expressed a wish for alternative solutions; ranging from revising the decision made on the Lebanon Road one-way system to creating a cul-de-sac, all with varying impact to residents. A full list is included at Appendix B. Residents have not been asked for feedback on these alternative solutions to determine what would/would not be acceptable to the majority. We would expect Croydon Council to include these options in their comprehensive appraisal of options and their formal consultation.
- 3.9 Of the options presented on the doorstep a majority of respondents to the consultation supported the proposals to introduce traffic reducing measures with

around half of those making a choice supporting option (a) - making Addiscombe Court Road no entry from Addiscombe Road (whilst allowing exit). However as described in paragraph 3.8, a significant number of people suggested alternatives, whilst others either chose option (b), or options (a) or (b), or didn't have a preference. The choice of options presented is likely to have influenced responses to this informal consultation and therefore, it does not represent a comprehensive picture of the views of residents, something which will need to be addressed in the Council's processes.

4. Way Forward - Next Steps

- 4.1 The introduction of the one-way system may have reduced the problems experienced in Lebanon Road, it has simply displaced the traffic primarily to Addiscombe Court Road, and has greatly increased the road safety risk to residents and the general public in the area around Lebanon Road tram stop.

On behalf of the residents of Tunstall and Addiscombe Court Roads, the Residents Association requests:

- o Our ward members note the contents of this report, continue to work to address the traffic problems created, including submission of the resident's petition to the January 2017 full council meeting, and supporting this resident campaign facilitated by TACRA.
- o Officers submit a paper to the February 2017 Traffic Management Advisory Committee (as agreed by Cllr Stuart King, Chair of TMAC), with viable smart solutions which will mitigate against the traffic problems described in this report, together with a timetable to formal consultation and dates for implementation of actions to significantly reduce traffic flows.

Appendix A

Addiscombe Court Road and Tunstall Road Traffic Petition

The statement that 129 people have signed their names to is:

“We the undersigned request that Croydon Council reviews and actions changes, in the short term to reduce the high levels of non local traffic using Addiscombe Court Road and Tunstall Road as a rat run, caused by their recent changes in making Lebanon Road one way. In order to return our residential roads to pre-change levels of traffic and to remove the potential risks associated with traffic overtaking and cutting across the Trams into Addiscombe Court Road.

We also request that these issues are brought before the Traffic Management Committee at the next available meeting and that all decisions and options are discussed openly and fully with ALL residents in the surrounding area not just those requesting the change”

Appendix B

Alternative options for addressing the problem created by the decision to make Lebanon Road one-way northbound offered by residents during the public meetings and the informal consultation were:

The following are presented in no specific order or preference

Changes to other roads:

- No entry from Leslie Park Road to Lower Addiscombe Road.
- Make changes to Park Hill Rise/Park Hill Road to prevent northbound rat running (direct northbound traffic down Addiscombe Grove).
- Review and improve the junction of Addiscombe Road and Cherry Orchard Road to improve traffic flow, so it is a more desirable northbound route.

Changes to Lebanon Road:

- Reverse Lebanon Road direction of travel to northbound one-way.
- Lebanon Road split with the one-way direction changing at the Cedar Junction / Reverse Lower Section of Lebanon Roads one-way (make it Exit only onto Leslie Park).
- Reverse Lebanon Road, making lower section 2-way (leading to Leslie Park).
- Reverse the decision to make Lebanon Road one-way, return to being two-way traffic.

Changes to Addiscombe Court Road:

- Turn Addiscombe Court Road/Tunstall into a Cul-de-sac (closing one end completely).
- Make Addiscombe Court Road, one-way from junction of Tunstall Road to Addiscombe Road.
- No right turn from Addiscombe Court Road into Leslie Park Road.

Traffic Reduction Measures:

- Addition of Barriers.
- Use of AMP/CCTV cameras to monitor passing traffic and issue tickets for moving traffic violations.
- More Speed Humps.
- Higher Speed Humps within the legal maximum in accordance with the Highways (Road Humps) Regulations 1999.

Other:

- Anything that resolves the traffic issues.

Canning & Clyde - Questionnaire October 2016 - Traffic Management

Your opinion is important

In January this year, Lebanon Rd was made one-way with traffic only being allowed to travel in a southward direction (i.e. from Lower Addiscombe Rd up to Addiscombe Rd). This has led to a marked increase in rat running in Addiscombe Court and Tunstall Rds (over 1,500 cars a day largely northbound from Park Hill Rd, Lebanon Rd, some cars from Cedar Rd and some of the roads off Cedar Rd). This has had a very negative impact on the quality of life for residents living there. It has also led to an increase, albeit less severe, in Canning Rd leading to some noise issues for some residents and windows having to be shut. There will very likely be changes to Addiscombe Court Rd to reduce greatly the number of cars turning into it from Addiscombe Rd. In view of this, we would like to know your opinions.

SECTION 1 - We need to know what your preferences would be for Canning Rd. Please would you vote for **two** of the following three options stating 1st and 2nd choice.

Traffic Options – Canning Rd				
	Option	Advantages	Disadvantages	Vote
1	Make the Southern (top) end of Canning one way southbound (no entry to Canning from Addiscombe Rd). This is a Council suggestion, at the same time making the southern end of Addiscombe Court Rd one way southbound. For a one-year experimental period	Will ensure Canning Rd does not become a rat-run for northbound traffic - extra 1,500+ cars a day Residents can exit the street to both Addiscombe Rd and Lower Addiscombe Rd	Vehicles can only enter street from Lower Addiscombe Rd	
2	No change to Canning Road	Retain access in and out from both ends of the street	Canning Rd likely to become a rat-run with extra 1,500+ northbound cars a day cutting through with associated noise and pollution for residents	
3	Wait for 6 months and see what happens to traffic and living conditions in Canning Rd if more traffic comes down. On condition the Council sets aside money for any future changes, if needed, and reliably monitors traffic	Residents and car drivers can have a clearer idea of effects of any changes in traffic levels	We have to trust the Council and our Councillors to measure traffic, set aside money and make changes if need be	

SECTION 2 - Although the Council has so-far ruled out reversing the direction of the Lebanon Rd one-way (currently southbound to northbound), we would be interested to know what you think of that as an option. Please would you tick one of the following boxes to indicate whether or not you think reversing the one-way direction of Lebanon Rd would be the best option.

Agree Disagree Neither agree or disagree

SECTION 3 - Any other comments you would like to make? (Please write on back of sheet.)

Please return this form to

by **Sunday 6 November**. Many thanks. Your opinion is important.

Dear

Thanks for responding so promptly, of the options presented during the door knocking exercise there was an expressed preference as described in the report, paragraph 3.9. The detail behind this description is included in the table below. As you will see from these figures, of the 100 households that expressed they wanted change a number voted for more than one option. We are not experts in traffic management and the consequences of road changes, so as stated in the report we look to the Council to review the options consulted on as well as alternatives voiced by residents without delaying action being taken, and we recognise this will be a challenge for you and the Council.

	Total	From ACR	From TR
Option A Only	61	50	11
Option B Only	10	8	2
Option A or B *	11	7	4
No Preference to any change	8	5	3
Suggested alternatives	27	15	12

Please note: some households, selected multiple options (e.g. Option A & suggested an alternative)

An additional piece of the jigsaw that we can offer with respect to the list in Appendix B, is that the majority of options beyond Addiscombe Court, Tunstall, Canning and Lebanon Roads are likely to be medium to longer term solutions, which will also need to take into account the impact of developments in central Croydon. There is a parallel process with residents from across the area working together on these, as agreed at the meeting chaired by Cllr Stuart King in July 2016. This group will meet again in January 2017 and will be in contact after that to explore working with the Council going forward.

I can assure you that there has been much cross discussion with Canning & Clyde who have undertaken a parallel consultation with their residents and they will send their report to you. Also Canning and Clyde and ourselves hosted a meeting with HOME residents' association to ensure that they were also aware early in the process so as not to behave in the same way that led to the problems created for residents in our roads.

Hope that is helpful and if you have further queries, please don't hesitate to contact us

Kind regards

.....(Chair TACRA)

On 14 Dec 2016, at 08:15, > wrote:

Dear,

Many thanks for the report. Can I just check, did the group come to any conclusions on a preferred option? The options given in appendix B are very much the ones we discussed

some time ago and I had hoped to get a better steer as to which option local residents felt would be most appropriate. As you will appreciate, it would be both difficult and time consuming to carry out an informal consultation on multiple options as this inevitably results in a varied and inconclusive response. I had therefore hoped to have a preferred option that we could consult on, in order to progress with the solution as quickly and effectively as possible. Any advice on this would be most helpful.

Can I also check as to whether there has been any cross discussions with residents in Canning Road? There doesn't seem to be any mention of Canning Road in the report and I therefore remain concerned that residents in this road are not having their input into this, which would seem very similar to the complains made about the previous discussions around the measures for Lebanon Road. We don't want to be making the same mistakes again, so we will need to know what residents of Canning Road feel on these proposals.

In summary, I don't think we are quite there yet, in terms of a full answer from residents in the area to this issue. I shall of course work towards getting a report to committee that suits everyone, but will need further advice on how to achieve this.

Kind regards,

Canning & Clyde Traffic Questionnaire

October – November 2016

Traffic Management – Short-term measures to alleviate impact of Lebanon Road one-way displacement of traffic

Summary of results and conclusion

With the Lebanon Road one-way introduction at the start of 2016, residents in Addiscombe Court Road have seen a large increase in traffic. Residents in Canning Road have seen an increase but – so far – to a lesser degree.

We have put to all our residents the Council suggestion of making the southern end of Canning Road no entry. Please see attached the Questionnaire, results and resident comments. With 17 people making Option 1 their first choice, 15 option 2 and 14 option 3 - there is no significant statistical difference in support for any one of the three options. Inevitably a number of people put Option3 (wait and see) as their second choice.

We have consulted again with our residents over the following summary of results and conclusion.

Croydon Council has created the current situation by making Lebanon Road one-way southbound. In the short term the Council has suggested making the southern end of Canning Road no entry. With opinion evenly split amongst residents living in Canning and Clyde Roads the Council has caused a situation where - whether it decides to implement the no entry or to allow extra cars to come down Canning Road - a significant number of people are likely to be very unhappy with the Council's actions. Croydon Council needs to come up with a better solution that properly alleviates the situation in Addiscombe Court and Tunstall Roads without sending all the traffic down Canning Road. It is a situation of the Council's making.

Whatever the Council decides to do, transparent monitoring with reliable data of the effect will be needed. Money will need to be set aside in case the monitoring shows that more needs to be done in the short term once there has been sufficient time to see the effect of any Council action.

In the long term - sorting out the main roads so traffic moves freely along them will make life easier for drivers, tolerable for those living in the residential side roads and increase the chances of the Westfield Hammerson development being a success. A significant number of people want or need to drive, and cannot cycle or use public transport, so no amount of cycle-provision or good public transport will change that.

We would remind Councillors that, in the paper version of their last local election manifesto, they pledged to 'Reduce traffic on residential roads'.

Traffic Questionnaire October – November 2016

Option Responses – Sections 1 and 2

Questionnaires delivered to all houses and blocks in Canning and Clyde Roads. 47 responses received, 37 from Canning and 10 from Clyde. (Yellow questionnaires were delivered to Canning and white ones to Clyde.)

Section 1

Some people ticked only one option which counted as a first choice. Three people didn't want any of the three options.

Section 2

Not everyone expressed an opinion.

Section 1	Canning		Clyde		Totals	
	1 st choice	2 nd choice	1 st choice	2 nd choice	1 st choice	2 nd choice
1. Make southern (i.e. Addiscombe Rd) end of Canning one-way southbound	14	4	3	1	17	5
2. No change	10	4	5	0	15	4
3. Wait & see	13	17	1	6	14	23

Section 2	Canning	Clyde	Totals
Reverse direction of Lebanon Rd one-way?			
Agree	18	4	22
Disagree	0	1	1
Neither agree or disagree	14	4	18

See over for Section 3 – Any other comments

Section 3 – any other comments

Resident 1

It would be a bloody nightmare to make Canning no entry from Addiscombe Road – this is the last chance for people to turn off before going through the restricted junction with Chepstow (7-10:00 and 16-19:00). There will be loads of idiots doing three-point turns when they finally realise that they cannot proceed across the junction. This would be regardless of how many road signs are posted along Addiscombe Road.

Surely it is easier to make alternate roads twixt Addiscombe and Lower Addiscombe alternate directions by simply restricting entry at one end of each road. So the road remains two-way for residents' traffic, but one-way as a cut through. Given that all of these roads are too narrow for cars to pass without pulling in, this could be an improvement to traffic flows. This is similar to what already exists twixt Bingham and Lower Addiscombe Roads.

This scheme could easily be extended along LAR/AR to include Elgin/Outram/Havelock up to Northampton. Such a scheme would surely naturally spread the traffic loads across the various side streets.

Would it help if all the roads were renamed Lebanon Road?

Would it help if each road had a councillor living in it?

It would certainly help in Croydon Council were totally abolished – would we really notice?!

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Resident 2

Would it not be best to go back to two-way traffic in Lebanon Road? Personally I would prefer if entry from the south end of Canning Road was 'access only' although I don't think it would be possible to police this option.

It would be very inconvenient to have to go down to the Lower Addiscombe Road every time I return from South Croydon. However I would support this if the traffic becomes too bad.

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Resident 3

Last week I was returning home by tram from Croydon. Getting off the tram stop at Lebanon Road I had just crossed the top of Addiscombe Court Road on foot when I heard the oncoming tram going into Croydon honk for several seconds.

As I looked around to see why that tram was honking I saw a large Mercedes car turn quickly into Addiscombe Court Road in front of the stationary tram from which I had descended. He had been passing the stationary tram by driving over the two central white lines on Addiscombe Road and then had to escape an accident with the moving tram by quickly turning into Addiscombe Court Road. Fortunately there was no accident but this was a reminder to me of the great danger of cars passing a stationary tram to get down Addiscombe Court Road.

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Resident 4

Top end of Lebanon Road Friday 4.11.16. Driving back from Croydon between 12 and 1.00 pm I was behind a tram which stopped at the Lebanon Road Tram stop. As I stopped as well, the driver of a car behind me put their foot down and accelerated past me and the tram at great speed.

I dread to think what would have happened had a car come up out of Addiscombe Court Road turning right to go towards Croydon.

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Resident 5

There is no clear cut solution. Already there is often 9 or so cars queuing to filter in to the Lower Addiscombe Road. Soon we may need a pedestrian crossing to get across Canning Road.

Whatever solution is imposed there must be serious enforcement.

Remedial action may require a widening of the area being surveyed and the availability of considerable funds.

There will be winners and losers whatever is undertaken.

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Resident 6

I can understand the worries about getting easily to Clyde Road, Elgin Road and so on, by car, for users of Addiscombe Road, if Canning Road is to be shut off to northbound traffic, per choice 1 above, but can we look at these things only from a 'wot's innit fer me?' position? Food for thought.

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Resident 7

Choice 1 ruled out because, whilst it might help Canning Road residents, Clyde Road becomes inaccessible, by car, for many residents, without them going all around the houses.

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Resident 8

I don't see how the flow of traffic into Canning Road from Addiscombe Road can be changed due to the prohibition of traffic through the junction of Addiscombe Road and Chepstow Road at 7 am – 10 am and 4 pm – 7 pm. If the traffic is prevented from turning left into Canning Road (i.e. northbound) it would have to find somewhere else to go.

This is not just 'rat-runners' causing the increase in traffic flow and noise but residents using their cars to leave or return home from all the streets affected by Lebanon Road being one-way.

The more roads that have restricted access the more traffic has to drive longer routes round, adding to congestion elsewhere and that includes longer routes for residents.

I strongly disagree with reversing the direction of Lebanon Road one-way as this would tempt drivers to use Tunstall Road from North-South. Tunstall Road is a narrow road with a busy Nursery School.

There is no easy answer. Probably just have to learn to live with it.

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Resident 9

Thanks for the opportunity to try to provide helpful suggestions to the Lebanon Road change. I am only voting for one option.

Reversing flow in my view is a non starter now that drivers know about Addiscombe Court Road. Reversing the flow would mean that Tunstall Road (where the school is) would have increased traffic up from Leslie Park Road. Restricted exit at the western end of Addiscombe Road means that drivers from Colson, Blake, Brickwood, Bisenden, Chisholm, Cedar and Lebanon Roads all now have to opt for Addiscombe Court Road or Canning Road if travelling north.

Realistically Canning Road will have to accept an increase in usage. Prohibition of access from Addiscombe Road is a non starter. TfL already prevents exit at the eastern end between 7 & 10 am and 4 & 7 pm so already these are peak times of access to Canning, so where would cars go?

Any alteration to Addiscombe Court Road will have a further adverse effect on Canning Road.

As you know we have lived in Clyde for over 30 years (and in Tunstall before that for 9 years) so are familiar with the extra mileage entailed with these restrictions so I would not like to get any change to Canning Road.

For preference going north, I use Canning Road rather than Elgin simply because after 10 am before 4 pm and after 7 pm it is easier to get on to Lower Addiscombe Road because of the pedestrian crossing (sometimes) hence my objection to any prohibition at the southern end.

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Resident 10

While I don't know the reasons why Lebanon Road was made a one way street, it seems that if this is where the issues began the council should consider returning it to two-way traffic.

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Resident 11

Main problem why cars use our roads more is due to 2 give ways at bottom of Cherry Orchard and St James's Road. Stupid! All traffic on St James's Road waits for a few cars coming out of Cherry Orchard Road.

I drive very occasionally to Mayday going from here but NEVER drive back this way due to the backlog over the bridge coming this way, all due to the give way on St James's Road. This needs to be erased ASAP. Two give ways giving way to each other, result ... no moving traffic!!!!

To come back here from Mayday I would go to Lombard roundabout up to flyover and past Fairfield Halls or up Wellesley Road to underpass and past Fairfield Halls.

I cannot be the only one using this approach, hence rat running from Addiscombe Road to Lower Addiscombe Road, all because of St James's Road which is a main road, so why have a give way junction on it?

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Resident 12

Whilst the process to make Lebanon Road one way smelt quite badly in my opinion reversing the decision would impact Lebanon Road badly as well so this is a neither agree or disagree from both of us.

As both of us access Canning Road from Addiscombe Road on a daily basis rather than the other way round our preferred solution would be to make Canning Road one

way with no entry from Lower Addiscombe Road the same as Clyde Road and then make Elgin Road and Havelock Road one way in the opposite direction. Is there any information on why people use the side roads at all rather than using the main roads?

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Resident 13

If cars are no longer allowed to travel north from Addiscombe Road through Lebanon Road, Addiscombe Court Road, or Canning Road, where will they go? Would there not be more displacement of traffic, eg to Elgin Road? I think that I would like to see a study of how best to manage traffic flows through the local area. Would it be helpful to divert vehicles to Cherry Orchard Road in order to reduce the impact on residential streets?

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Resident 14

I was a resident of Canning Road for almost 5 years until mid October and now I'm a resident of Clyde Road, I just recently moved there. The traffic problems always frustrated me but I didn't think I should raise my voice or tell my opinion about it. Until today.

Yesterday evening I found this Questionnaire left in my postbox. After reading it I became even more frustrated and sad.

This is the first time in my life to write this type of email so sorry for my unacceptable language.

First of all residents of Lebanon Rd, Addiscombe Court Rd, Tunstall Rd, Canning Road and Clyde Rd should also think about why drivers (actually they are humans as well just like any resident in these so called streets) want to cut down their route, cut down their time of travel resulting to go through these streets. It's easy....they don't want to spend long hours in the overcrowded traffic on A232, A222 and Cherry Orchard Road in the peak hours, because of the shitty road traffic management what Transport for London and Croydon Council is providing. You or actually any of the residents would understand it after sitting into the car and try to go 50m on A222 or A232 between 7:30-9:00. I assure you everyone would try to find the rat-route. There is nothing wrong with it. These so called drivers wants to go home to their families, they are hungry, they are tired, want to see their kids earlier, or simply they have to take a shit quickly but they prefer to do it at home...whatever the reason there is always a reason. The problem is not the extra 1500+ cars the problem lies with the bad decision made by Council regarding to traffic management. (Lebanon Rd)

Secondly, you also have to understand that there are residents WITH CARS not just residents without cars in the streets I mentioned above. Residents with cars obviously have to leave their home with car in order to go for work (not all of us

can manage to go work with bus or tram or train) and also they have to COME BACK somehow to the same home.

Well, after reading the 23/09/2016 Newsletter, seems that Council Officer who made a suggestion clearly didn't consider this. And you wonder why the Council doesn't want the "possible simple solution" (reversing Lebanon road one-way traffic) to happen? Well, if they accept that idea it clearly means that they would acknowledge their mistake when they introduced their stupid one-way system in January. They don't want to acknowledge that hence they came up with some stupid excuses to reject the proposal....well as the Meerkat says in the advert: Simple!

Thirdly, 248 household wants to decide the faith of 1500+ drivers. 248 household wants to live in an isolated island without having any car traffic in the heart of a city which has a population over 10million people. Congratulations :)

Is there any person who studied Transportation Engineering and Vehicle Engineering at the University and has gained experience in designing highways and urban traffic roads that we could raise this problem to? Is there any out there? I guess there are. Why this question has to lie on Council Officers (who clearly ignorant in this topic after reading his suggestion in the 23/09/2016 newspaper) or why even residents making a decision about the cars route??? It's like I'm telling to my doctor how to cut out my brain tumor without having any knowledge about it.

Seems noone realized so far that putting any restriction on the traffic will result in delays, congestion, frustrations, anger and finally more accidents. The smart brains at Croydon Council figured out that changing the originally two way traffic on Lebanon Rd to one-way will be great.....they must be thinking that. Changing any two way directional road to a one-way system is a restriction. As I said restriction always leads to something wrong....so the drivers had to re-route their ways to Addiscombe Court Rd and Canning Rd (absolutely logically, I agree them). Now the Council wants to apply even more restriction and suggested to make the end of Addiscombe Court Rd and Canning Rd one-way directional. Well done, another idiot decision. Why they not closing all the streets and banning all the cars from the roads, then demolish all the roads completely and we can go back to the stone age, having no traffic, no pollution and everyone will be happy....at least from Lebanon Rd upto Clyde Rd. I think it will be a brilliant idea just like what Council did with Lebanon Rd.

Now it's the time to wake up and OPEN (make the 2 directional) the roads instead of restrict them. And I'm saying this even I was a resident of Canning Rd and now resident of Clyde Rd.

The traffic is like water and the end of each street is like a tap valve. If you pour the water on A232 the water-flaw wants to go to A222 but it can't because the tap valves are closed on Lebanon Rd, will be closed on Addiscombe Court Rd, will be closed on Canning Rd and it's already closed on Clyde Rd. What will happen with the water then? It will try to find its way to A222 but everything is closed so it will start to back-flow.....causing more pain, more damage to A232.

Well done Council and residents, you are a brilliant plumber! You just fucked up thousands of drivers life in the peak hours.

You have to realise this city is not the same as it was 5 or 10 years ago. It's growing, modern sky scrapers are growing from the ground, more and more shopping centers are opening, more and more people and cars are coming. Croydon is getting more crowded and more bigger, it's a fact, can't change it. Unless you destroy all the new buildings, demolish the new East Croydon station extension, demolish the new Boxpark, demolish Whitgift centre and so on.....then you will get back your calm and relaxed lifestyle of Croydon as it was before.

To sum up: the Council Officer's suggestion; changing the end of Addiscombe Court Rd and Canning Rd to one-way directional (for experimenting...hahaha...are the drivers rats to experiment on them???) is the worst, lunatic idea I ever heard, which is against any logical, engineered solution, having no supporting evidence of resolving the problem in fact will cause more severe damage on A232 and A222.

Reversing the one-way direction in Lebanon Rd is a better idea, I agree with that.

But I even have a better idea: make two-way direction in Lebanon Rd as it was before, remove the one-way system from the end of Cedar road (at Cherry Orchard Rd) and do not close or modify any street to one-way directional ever. This way the traffic flow will evenly spread between the streets....and the noise (you must be joking) and pollution will be under an acceptable limit.

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Resident 15

I agree that reversing the current direction of the Lebanon Road one way would be sensible.

If the Council are adamant that they will not reverse the direction of the Lebanon Road one way, then I feel that consideration should be given to reversing the direction of the Clyde Road one way, so that it becomes northbound. I have already suggested this to Gordon Thompson.

At present, out of four adjacent roads (Lebanon, Addiscombe Court, Canning and Clyde), two are one way southbound. If restrictions are imposed regarding Addiscombe Court and Option 1 is adopted for Canning, then it will not be possible to travel northwards along any of the four roads.

The traffic has to go somewhere and in those circumstances it will all be forced onto Elgin Road and Havelock Road.

Somehow I think that HOME Residents Association will be less than ecstatic about that suggestion.

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Resident 16

I selected Option 2 in section 1 as it is easy to come to Canning Road from Purley Road and I do not want to enter Canning Road the long way around and getting stuck in traffic coming down Cherry Orchard Road after a long day at work and when I have already driven 50 miles.

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Resident 17

I believe traffic direction should be changed in Lebanon Road Southbound to Northbound – the council need to justify why they believe differently.

The tram issues meant Canning road was one way for a few days. This was one way different to the way the proposed (Addiscombe Road to Lower Addiscombe Road), but it was complete chaos and the queue at times went further back than the church.

I strongly believe that other roads should not be tampered with just because the council will not consider changing the direction of traffic on Lebanon road. The flow of traffic on Lebanon Road was always heavier coming the opposite direction, so why they chose the direction they did makes no sense. Do they have traffic information supporting the decision or is this just to keep the traffic quieter on a road where a councillor lives?