

## **Traffic Management Advisory Committee**

Meeting of held on Wednesday, 11 October 2017 at 6.30 pm in Council Chamber, Town Hall,  
Katherine Street, Croydon CR0 1NX

### **MINUTES**

- Present:** Councillor Stuart King (Chair);  
Councillors Jane Avis, Robert Canning, Vidhi Mohan and Badsha Quadir
- Also Present:** Councillors Sean Fitzsimons and Mark Watson  
Sean Fitzsimons and Mark Watson
- Apologies:** Councillor Pat Ryan

### **PART A**

#### **22/17 Minutes of the Previous Meeting**

The minutes of the meeting held on 5 July 2017 were agreed as an accurate record.

#### **23/17 Disclosure of Interests**

There were none.

#### **24/17 Urgent Business (if any)**

There were no items of urgent business.

#### **25/17 Cecil Road Area Proposed Controlled Parking Zone - Results of the Consultation**

The Traffic Management Advisory Committee considered the report on the results of the informal consultation on the proposal to introduce controlled parking in the Cecil Road area; comprising on Aurelia Road, Brading Road, Cecil Road, Lavender Road, Rosecourt Road, Songhurst Close and Thorton Avenue.

Officers informed the Committee that the results for Songhurst Close were incorrect in the published report, that while there were three responses two of those response were in objection.

Ms Burt addressed the Committee in objection to the proposals as it was felt that having restrictions only half way along the road was not appropriate. Furthermore, it was suggested that a 24 hour or resident only permit was required as the issue of parking was experienced in the evening also. The

garage at the end of Cecil Road was also exacerbating the issue and a proposal was needed to address that issue also.

Mr Page spoke in support of the introduction of parking restrictions as it was stated that it was terrible to park in the area at all times, and as such suggested that 8am – 8pm restrictions would be preferred. The issue of people parking for several weeks and the garage parking were also raised as issues that needed to be resolved.

Ms Kyriacou informed the Committee that she had lived in the area for 23 years but had not experienced the problems to such an extent before, in particular the total disregard of parents when dropping off and picking up children from school. However, Ms Kyriacou noted that the issue of parking was not restricted to the daytime and that it was often difficult to park at 7.30pm, as such it was stressed that a long term solution was necessary and that 8am to 8pm restrictions should be introduced.

Officers stated it would be possible to consider 8am to 8pm parking restrictions, however it would be necessary to re-consult the area on the extended hours which would delay implementation to the following financial year. It was recommended by officers that 9am to 5pm restrictions be implemented and that it be monitored for future extension to 8am to 8pm.

The Committee were informed that the reason that the whole of Aurelia Road was not included in the proposal was that it would extend the Controlled Parking Zone by a large amount and the petition originally came from Cecil Road. If the area was re-consulted in the future then the whole of Aurelia Road could be included within the scheme.

The Committee queried why the consultation had been for parking restrictions between 9am and 5pm when the original petition had requested 9am to 8pm and the North Controlled Parking Zone ran from 8am and 8pm. Officers stated that the majority of zones were 9am to 5pm and it was the intention to be as consistent as possible across the borough.

In response to Member questions officers informed the Committee that it would not be possible to stop the garage parking cars on the road if the vehicles are taxed. A controlled parking zone was the only way that priority could be given to residents.

Officers confirmed that the residents of Rosecourt Road had responded to the consultation but were not supportive of the proposals being extended to their road.

The Chair informed the Committee that he was familiar with the concerns as he was a ward councillor for the area and recognised that the garage was not the only factor in causing parking pressures in the area. Concerns were raised that to consult on 8am to 8pm parking restrictions would delay implementation of the proposals which residents wanted, however it was suggested that in future consultations should give the option for the two time periods.

The Chair further noted that roads near three schools in the borough were piloting restricting vehicle entry at school drop off and pick up times due to the safety concerns raised. The Council were consulting on this pilot and if it was deemed successful it may be rolled out to the areas surrounding other schools in the borough.

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

1. Consider the responses received to the informal consultation of residents and businesses in the Cecil Road area.
2. Agree to carry out a formal consultation to introduce a new Controlled Parking Zone in Aurelia Road and Cecil Road with a combination of shared-use Permit/Pay & Display bays (8 hour maximum stay) and single yellow lines operating 9am to 5pm, Monday to Saturday.
3. Authorise the Highway Improvement Manager, Streets Directorate to give notice of Recommendation 1.2 and subject to receiving no material objections on the giving of public notice to make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended).
4. Note that any material objections received following the giving of public notice will be considered by the Executive Director of Place and may be referred to the Traffic Management Advisory Committee if the Executive Director in consultation with the Cabinet Member for Transport and Environment considers it appropriate for any other reason.

26/17 **Objections to the introduction of "No Entry" traffic restrictions with short one way working and pedal cycle bypass in Addiscombe Court Road and Canning Road**

The Traffic Management Advisory Committee considered the report the responses received following the advertisement of the public notice on the proposed 'No entry' with short one-way working and pedal cycle bypass in Addiscombe Court Road and Canning Road.

The Chair informed the meeting that he would use his discretion to vary the speaking protocol to allow more than one person to speak in support or objection and more than one resident association in light of the level of interest in the item.

Mr Morgan spoke in objection to the proposals stating that they would cause more problems than they would solve and that it was a pity that the Lebanon Road decision had not been reviewed. Mr Morgan also noted that the residents of Canning Road did not support the recommendations.

It was further stated that there was no data from the consultation that changing Addiscombe Court Road and Canning Road to be one-way would cause traffic issues on the main roads and residents having to drive an extra half mile to reach their homes, however there was no suggestion in the report of what the consequences of the proposals would be. Mr Morgan concluded by requesting the Committee consider introducing one-way working in Addiscombe Court Road only and to survey the residents of Lebanon Road regarding the possibility of reversing the previous decision.

Mr Porter addressed the Committee in objection to the proposals suggesting that Canning Road should be kept as two-way working but that Addiscombe Court Road could go ahead and the impact on Canning Road assessed. Mr Porter further highlighted that a wider project on the whole area should be undertaken by the Council with Transport for London (TfL) which would resolve issues experienced in area east of East Croydon train station. It also suggested that Clyde Road should be reversed to enable traffic to travel northbound which it was considered would improve traffic flow at the junction.

Mr Duce informed the Committee that there was now more traffic in the area. Elgin Road had a nursery and there were people pulling out and creating traffic issues, and as such proposals that enable traffic dispersal were required. Mr Duce suggested the need to change the traffic lights and to make the light stay green for a longer time. Mr Duce was of the view to remove the current restrictions rather than imposing further restrictions.

Mr Niklaus thanked the Committee for the opportunity to address the meeting and supported the proposals to make Addiscombe Court Road one-way as it was necessary for normality to be restored. The Committee were informed that Mr Niklaus and his wife were profoundly deaf but that they had experienced an increased volume of vibrations around their home.

It was stated that residents frequently witnessed traffic overtaking stationary trams which was extremely dangerous and was an accident waiting to happen especially as there were a number of disabled residents in the area. Mr Niklaus stressed that it was not reasonable for residents to feel vulnerable around their home, especially as he and his wife were unable to hear people warning them of the dangers.

Mr Niklaus urged the Committee to proceed with the proposals and to assess the impact on the wider area as additional changes to surrounding roads may need to be required.

Ms McNulty stated that after having read through all the responses to the consultation, both in objection and support, that she felt that the facts had remained unchanged and that there was a big safety issue on Addiscombe Court Road that needed to be addressed. It was stressed that it was felt that the arguments in favour outweighed those against, in particular in regards to safety.

At the north end of Addiscombe Court Road it was noted that the volume of traffic and speed of traffic had increased and as such immediate action was necessary. Ms McNulty concluded that while she was not a person with protected characteristics she did feel vulnerable on her road and desired a change.

Mr Hinton stated that the reason the proposals were being discussed was as a result of a previous decision to make Lebanon Road one-way, a scheme it was felt was flawed as assumptions of where traffic would go were incorrect. Public safety risks were raised, in particular vehicles overtaking the tram on a blind corner. The impact of high traffic and noise experienced by residents was also raised as a matter that needed to be resolved.

Ms Rabe noted the constant noise experienced by residents of Addiscombe Court Road which started from 7am and was similar to having the bass of the sound system on very loud. Trams were frequently overtaken by vehicles and it had been witnessed on several occasions vehicles travelled down roads in the wrong direction. While Ms Rabe was in favour of the proposals she did not want the unpleasant experience moved to another road in the area and requested the Council investigate carefully with TfL a scheme for the wider area.

Ms Soale stated that there had been a huge increase in traffic following the changes to Lebanon Road which had created an unpleasant environment. The Committee were informed that if residents opened their windows in the summer a black film of dirt would appear on their windowsills from the pollution.

Ms Soale informed the Committee that taxi drivers had been seen speeding down the road, and 50 seater coaches and building lorries were using it as a short-cut. Furthermore, it was noted that Addiscombe Court Road did not have off-street parking so there were only small gaps between cars to enable cars to pass and often cars came head to head. Ms Soale concluded by suggesting that cars should go southbound on Lebanon Road.

Ms Mackrell stated that the dynamics of the road had completely changed in the ten years she had lived on Addiscombe Court Road, from being a residential road to feeling like a main road. Members were informed that residents had been verbally abused by motorists when assisting their children into cars, furthermore it was no longer felt safe to cross the road at the top of Addiscombe Court Road as it was likened to a game of chicken. Ms Mackrell concluded that a 'main road mentality' was required as vulnerable people needed to be monitored carefully to maintain their safety.

Mr Moore provided the Committee with his personal experiences, stating that traffic started between 4am and 5am which made it difficult to sleep through the night. By 7am, it was stated, there was a high volume of traffic on Addiscombe Court Road and the exhaust fumes could be smelt. The impact of the pollution on the health of young people was noted as being serious and requiring consideration. Mr Moore concluded that he did not want the issue

passed onto neighbours in the surrounding roads and would support mitigation measures if they requested them in future, but stressed the need for immediate action in Addiscombe Court Road.

Ms Chadda provided the Committee with a personal experience of crossing the top of Addiscombe Court Road. She stated that she had looked carefully before attempting to cross the road and noted no oncoming traffic, however when she was midway crossing a car came round the corner very quickly and the driver was upset at having to stop. It was stressed that it was not a pleasant experience and that she feared for the safety of her own child and others who needed to cross the road.

Ms Karelis addressed the Committee in objection to the proposals noting that there were nursery schools and nursing homes in the area and parking needed to be accommodated as there were safety concerns for the children travelling on the roads around the area. Ms Karelis raised concerns that restricting access to road would make it difficult to access the main roads and that the issues experienced were due to the decision made in regards to Lebanon Road.

Mr Thompson represented Canning and Clyde Residents Association noting that the residents of Canning Road were divided as they did not want the increased traffic but did not want to lose access to their properties. There was a strong feeling, it was stated, that the proposals were misguided and there would be a similar fallout as had been seen from the one-way implementation on Lebanon Road with Elgin Road becoming a rat run. As such it was felt that the proposals were dividing the community as none of the roads wanted to become a rat run. It was suggested that a one-way system of roads may need to be considered to alleviate the issue of one road taking all of the traffic.

Mr Davis of the East Croydon Community Organisation suggested that if the aim was to address safety concerns then enforcement of no overtaking would be required, in particular on Addiscombe Road. Mr Davis stated that if the proposals were implemented then the effect would be to displace the traffic onto Elgin Road and further eastwards which was not felt to be a solution to the problem. It was further noted that if the Council wanted to improve pedestrian safety then it would implement safety measures, rather it was felt that the proposals would only divide the community and was not the way forward to solving the issue.

Ms de Souza of HOME Residents Association addressed the Committee in objection to the proposals and noted that there had been 84 written objections which needed to be considered. While there was a need to stem the traffic problems it was necessary to find an equitable solution that would not negatively impact upon the residents of the surrounding area.

It was stated by Ms de Souza that if the scheme were to proceed then residents would be required to go south crossing the tram at Park Hill and many would be required to go down the residential road of Elgin Road. It was

stressed that the proposals would impact thousands of residents and that any traffic restrictions should be in response to criminal behaviour.

Concerns were raised that there was no clarity of whose responsibility it was to implement changes to Addiscombe Court Road as TfL suggested that as it was not a red route it was the responsibility of the Council to implement measures such as road bollards. Ms de Souza conclude that the proposals would only cause displacement of traffic and would have a negative impact on residents in the wider community.

Ms Dodgson spoke to the Committee representing TACRA stating that there was a significant risk to public safety and as such 129 residents had signed a petition to request a change. While it had been recognised that there was a safety risk at the tram stop the Police would not enforce road safety as it had been deemed too dangerous.

The strength of feeling that the current situation was intolerable, it was stated, had been demonstrated. While the proposals it was noted would reduce people from turning sharp left into Addiscombe Court Road it would not stop motorists from overtaking trams which would remain a safety concern. Ms Dodgson concluded that she did not want to see traffic displacement and the impact of it experienced by other roads.

The Chair read out a statement on behalf of Councillor Hay-Justice which stated that she appreciated the issue of rat running which needed to be addressed through a wider review of the area. It was noted that the lives of residents had changed and many residents no longer felt that their home was a place of sanctuary.

Councillor Hay-Justice had grave concerns for the safety of residents and it was these concerns that had swayed her opinion that the changes were necessary but would request that immediate mitigation measures were put in place for HOME residents.

Councillor Watson noted that the issues experienced by Lebanon Road had been ongoing for over 12 years before it was made one-way. The issue of the front of the houses being close to the road was noted as it increased the impact of high traffic levels on residents. It was noted that the residents of Addiscombe Court Road had petitioned the Council for changed, as the residents of Lebanon Road had done previously, and so Councillor Watson stated he supported the changes to Addiscombe Court Road. However, it was important to listen to the residents and those of Canning Road had not requested a change and had not voted in favour when consulted.

Councillor Fitzsimons stated that he supported the introduction of the measures and noted that thousands of residents had not objected to the proposals. Further it was noted that less than half of residents in Addiscombe had cars and many who did, did not use them on a daily basis as a means to commute.

It was stressed that it was important to stop rat running in the area and to reintroduce calm, and while Councillor Fitzsimons acknowledged that there would be traffic displacement he did not believe it would all go onto Elgin Road. The review work with TfL was supported by Councillor Fitzsimons as it was recognised that the conditions of whole area needed to be improved and as such the Council were urged to review the plans for the area drawn up in the 1990s and implement the full scheme.

In response to Member questions officers stating that they were sure exactly where the traffic would go, but would undertake traffic monitoring of the whole area to facilitate understanding if any further measures were required. Officers stated that they were in conversation with TfL about how the road network could be improved further. The Committee were informed that the refuse collectors were supportive of the scheme as they felt it would facilitate accessing the roads.

The Committee queried whether it would be possible to implement the scheme in Addiscombe Court Road only and delay implementation of Canning Road until there was a greater understanding of the impact. Officers expressed concern at implementing the proposal in Addiscombe Court Road as it was felt that it would still enable the through movement of traffic down Canning Road and so recommended implementing the two roads at the same time.

Officers clarified that Addiscombe Court Road was the responsibility of the Council, however it would not be possible to place bollards on the road as the trams passed very close to each other and there was not sufficient space.

The Committee noted the need for a long term solution with the Council needing to work with TfL to enable a network wide solution and sufficient investment. The Chair suggested that part of the long term solution would be to encourage people to use other forms of transport instead of cars.

Members stated that the implementation of one-way working in Addiscombe Court Road was required due to the safety concerns that had been raised by residents, in particular the need to have a 'main road mentality' on what should be a residential road. The Committee noted that the decision in regards to Canning Road was more difficult as the consultation had shown that residents were slightly against the introduction of one-way working and the local Resident Association were split in their view. Concerns were raised that by delaying implementation in Canning Road by six months would cause displacement.

Members noted that there were divided views on the proposal and stated it was amongst one of the most difficult decisions the Committee had had to make. The biggest consideration, however, was the safety of residents and the proposals, it was felt, would improve the situation and so agreed to the proposal. It was noted that there would be a displacement of traffic and that it might be necessary for further schemes to be brought to the Committee in order to mitigate any significant negative impact of the proposals felt by



residents in the surrounding area. Members stressed that it was essential for the impact of implementation was monitored to ensure it was working.

The Chair noted that he did not see a community that was divided but one that disagreed about what was the right way forward. It was noted that a number of those who had addressed the meeting had stated that they did not want other roads to experience the traffic displacement that had been experienced by residents of Addiscombe Court Road. The Chair thanked all who had attended and had helped the Committee to make a difficult decision to proceed.

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

1. Consider the objections received in response to the public notice for the introduction of No entry with short one way working and pedal cycle bypass in Addiscombe Court Road and Canning Road as shown on appended drawings.
2. The officers to inform the objectors of the Cabinet Member's decision.

#### 27/17 **Denmark Road Area Proposed Extension of the South Norwood Zone - Results of the Consultation**

The Traffic Management Advisory Committee considered the report on results of the informal consultation on a proposal to introduce controlled parking in the Denmark Road area; comprising of Alfred Road, Birchanger Road, Denmark Road, Enmore Avenue and Enmore Road.

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

1. Consider the responses received to the informal consultation of residents and businesses in the Denmark Road area.
2. Agree to carry out a formal consultation to extend the existing Croydon Controlled Parking Zone (South Norwood Permit Zone) to include Alfred Road, Enmore Avenue and part of Denmark Road (from the existing South Norwood CPZ boundary), with a combination of shared-use Permit/Pay & Display bays (8 hour maximum stay) and single yellow lines operating 9am to 5pm, Monday to Saturday.
3. Authorise the Highway Improvement Manager, Streets Directorate to give notice of Recommendation 2 and subject to receiving no material objections on the giving of public notice to make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended).
4. Note that any material objections received following the giving of public notice will be considered by the Executive Director of Place and may

be referred to the Traffic Management Advisory Committee if the Executive Director in consultation with the Cabinet Member for Transport and Environment considers it appropriate for any other reason.

28/17 **Objections to Proposed Parking Restriction - Redford Avenue Junctions**

The Traffic Management Advisory Committee considered the report on objections received from the public following the formal consultation process on a proposal to introduce 'At any time' waiting restrictions at the Redford Avenue junctions with Fairlands Avenue, Ashley Road, Goldwell Road and Grove Road, West Thornton.

Mr Sudra addressed the Committee in support of the proposal due to safety concerns that emergency vehicles would not be able to access the road. The situation had made the area unpleasant as people were parking too close to the junctions.

The Chair noted that the challenge was that cars were parked at junction and obscured sight lines, and residents were saying that there were not enough parking spaces in the area. There had been a delay in implementing this proposal due to the objections of the local Residents Association, however this objection had been removed.

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

1. Consider the objections received to the proposed parking restrictions at the Redford Avenue junctions with Fairlands Avenue, Ashley Road, Goldwell Road and Grove Road.
2. Agree, for the reasons set out in this report to proceed with the introduction of double yellow line 'At any time' waiting restrictions the above junctions as shown on plan no. PD-323d.
3. Delegate to the Highway Improvement Manager, Highways, the authority to make the necessary Traffic Management Order under the Road Traffic Regulation Act 1984 (as amended) in order to implement recommendation 2 above.
4. Note that the officer to inform the objectors of the above decision.

29/17 **Exclusion of the Press and Public**

This item was not required.

The meeting ended at 8.25 pm

**Signed:**

**Date:**

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