

Traffic Management Advisory Committee Agenda



To: Councillor Stuart King (Chair)

Councillors Jane Avis, Robert Canning, Vidhi Mohan, Badsha Quadir and Pat Ryan

Reserve Members: Councillors Jamie Audsley, Simon Brew, Sherwan Chowdhury, Maddie Henson, Andrew Pelling and Andy Stranack

A meeting of the **Traffic Management Advisory Committee** which you are hereby summoned to attend, will be held on **Wednesday, 11 October 2017** at **6.30 pm** in **Council Chamber, Town Hall, Katherine Street, Croydon CR0 1NX**

JACQUELINE HARRIS-BAKER
Director of Law and Monitoring Officer
London Borough of Croydon
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www.croydon.gov.uk/meetings
Tuesday, 3 October 2017

Members of the public are welcome to attend this meeting.
If you require any assistance, please contact the person detailed above, on the righthand side.

N.B This meeting will be paperless. The agenda can be accessed online at www.croydon.gov.uk/meetings

AGENDA – PART A

1. Apologies for Absence

To receive any apologies for absence from any members of the Committee.

2. Minutes of the Previous Meeting (Pages 5 - 14)

To approve the minutes of the meeting held on 7 July 2017 as an accurate record.

3. Disclosure of Interests

In accordance with the Council's Code of Conduct and the statutory provisions of the Localism Act, Members and co-opted Members of the Council are reminded that it is a requirement to register disclosable pecuniary interests (DPIs) and gifts and hospitality to the value of which exceeds £50 or multiple gifts and/or instances of hospitality with a cumulative value of £50 or more when received from a single donor within a rolling twelve month period. In addition, Members and co-opted Members are reminded that unless their disclosable pecuniary interest is registered on the register of interests or is the subject of a pending notification to the Monitoring Officer, they are required to disclose those disclosable pecuniary interests at the meeting. This should be done by completing the Disclosure of Interest form and handing it to the Democratic Services representative at the start of the meeting. The Chair will then invite Members to make their disclosure orally at the commencement of Agenda item 3. Completed disclosure forms will be provided to the Monitoring Officer for inclusion on the Register of Members' Interests.

4. Urgent Business (if any)

To receive notice of any business not on the agenda which in the opinion of the Chair, by reason of special circumstances, be considered as a matter of urgency.

5. Cecil Road Area Proposed Controlled Parking Zone - Results of the Consultation (Pages 15 - 34)

This report considers the results of the informal consultation on a proposal to introduce controlled parking in the Cecil Road area. This comprises of Aurelia Road, Brading Road, Cecil Road, Lavender Road, Rosecourt Road, Songhurst Close and Thornton Avenue.

6. Denmark Road Area Proposed Extension of the South Norwood Zone - Results of the Consultation (Pages 35 - 54)

This report considers the results of the informal consultation on a proposal to introduce controlled parking in the Denmark Road area. This comprises of Alfred Road, Birchanger Road, Denmark Road, Enmore Avenue and Enmore Road.

7. Objections to Proposed Parking Restriction - Redford Avenue Junctions (Pages 55 - 62)

The purpose of this report is to reconsider 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.

8. 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 (Pages 63 - 156)

This report details 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.

9. Exclusion of the Press and Public

The following motion is to be moved and seconded where it is proposed to exclude the press and public from the remainder of a meeting:

"That, under Section 100A(4) of the Local Government Act, 1972, the press and public be excluded from the meeting for the following items of business on the grounds that it involves the likely disclosure of exempt information falling within those paragraphs indicated in Part 1 of Schedule 12A of the Local Government Act 1972, as amended."

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Traffic Management Advisory Committee

Meeting held on Wednesday 5 July 2017 at 6:30 p.m. in the Council Chamber,
Town Hall, Katharine Street, Croydon CR0 1NX

MINUTES – PART A

Present: Councillor Stuart King (Chair)

Councillors Jane Avis, Sara Bashford, Robert Canning and Vidhi Mohan

Also Present: Councillors Sean Fitzsimons and Patricia Hay-Justice

Apologies: Councillor Pat Ryan

MINUTES – PART A

A16/17 Minutes

Minutes of the meeting held on 9 May 2017 were agreed as a correct record and signed by the Chair.

The Committee requested that officers provide an update on whether those who had objected had received an update following the decisions made at the Committee meeting on 8 February 2017.

A17/17 Disclosure of interest

There were no disclosures of interest.

A18/17 Urgent business (if any)

There were no items of urgent business.

A19/17 Informal consultation results for the introduction of "No Entry" traffic restriction with short one way working and pedal cycle bypass in Addiscombe Court Road and Canning Road

The Traffic Management Advisory Committee considered the report on the results from the informal consultation with the residents of Addiscombe Court Road, Addiscombe Grove, Addiscombe Road (part of), Ashburton Close, Ashburton Gardens, Ashburton Road,

Bisenden Road, Blake Road, Brickwood Road, Canning Road, Cedar Road, Chepstow Road (part of), Cherry Orchard Road, Chisholm Road, Clyde Road, Colson Road, Crabtree Walk, Elgin Road, Fairfield Road (part of), Garrick Crescent, Granville Road, Havelock Road, Leafy Way, Lebanon Road, Leslie Park Road, Leyburn Gardens, Lower Addiscombe Road (part of), Mulberry Lane, Outram Road, Oval Road, Park Hill Road (part of), Park Hill Rise, St Claires Road, Tunstall Road, Turnpike Link.

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.

Officers informed the Committee that the council had consulted a wider area on the introduction of no entry restrictions, as was shown within Appendix 4 of the report, and the proposals were in response to submissions from residents, resident associations and ward councillors.

Mr Davies addressed the Committee in objection to the recommendations contained within the report as it was felt that the proposals were inadequate and would not effectively address the result of a succession of minor traffic management alterations that had been implemented in the last 30 years. It was stated that minor changes would result in the high volumes of traffic being shifted to adjacent roads and not resolve the issues experienced across the wider area, and as such Mr Davies urged the council to undertake an area review that would take into consideration the impact on all residents in the area.

Concerns in regards to enforcement were raised as some motorists had flaunted the traffic restrictions that had been implemented on Lebanon Road. Residents had reported violations to the Police, however warnings had only been issued. Mr Davies stated that effective enforcement was required to enforce the current traffic restrictions before further restrictions were introduced.

Mr Davies concluded that professional advice on a full traffic management system should be sought as the area deserved better consideration, especially in light of the high levels of development that was being undertaken in the area. Furthermore, work to the street scene and public realm needed fuller consideration and as such a full area review was the appropriate course of action to be taken.

Mr Hinton addressed the Committee in support of the proposals and noted that work on formulating a solution had taken almost two years. The concerns raised by Mr Davies regarding moving the traffic issue to adjacent roads was noted by Mr Hinton, however the issues

that had arisen from making Lebanon Road one way, it was felt, needed to be resolved.

With regards to the concerns around the public realm, it was suggested by Mr Hinton that the proposals would not worsen the area but would assist in alleviating the problems suffered by the local area. Traffic monitoring had shown that around 2,000 cars a day used the road, however residents expected the figures to be higher at different points.

Mr Hinton provided the Committee with an overview of the issues that had been experienced by residents which included; arguments in the streets, head to head issues, tailgating and speeding, noise pollution, high levels of commercial vehicles travelling down residential roads, environment and health consequences. Concerns were also raised in regards to cars overtaking the tram by the Lebanon Road tram stop, cars driving the wrong way down Tunstall Road and a rise in accidents in Tunstall Road. In conclusion, Mr Hinton noted the 67% response rate to the consultation and that 80% supported the proposals, which it was suggested showed the impact on the quality of life the current situation had. Mr Hinton urged the Committee to proceed with the proposals and support the residents of Addiscombe Court Road and Canning Road.

Ms Chaddon spoke in support of the proposals and informed the Committee that she had lived in Addiscombe Court Road since 1999 and despite a number of changes to the area, the change to make Lebanon Road one way had been the most disruptive change that had impacted residents quality of life due to the high levels of traffic being experienced.

Ms Chaddon noted that Addiscombe Court Road had a number of families in residence, however it was felt by parents to be a dangerous road to cross especially at the top of the road where drivers regularly sped around the corner. Concerns regarding the tram were also raised in regards to cars overtaking trams on a blind corner. Ms Chaddon concluded that residents needed the council to help resolve the issue, but did not want the issue to be moved to an adjacent road and as such would welcome a wider area review to resolve the issue in the long-term.

Ms McMulty also spoke in support of the proposals stating that she had lived on Addiscombe Court Road since 2008 and understood the arguments against the proposals but felt that immediate action was necessary. The volume of traffic was noted as being high throughout the day and had been having a negative impact on residents lives. Ms McMulty noted that the report considered the impact on vulnerable road users, and despite not considering herself a vulnerable adult she stated that she did feel vulnerable on her own road due to the traffic issues which made the road dangerous and

noisy. Ms McMulty concluded by supporting the call for a wider area review of traffic management.

Ms Armour of H.O.M.E Residents Association addressed the Committee and raised concerns that the consultation had not been helpful and that it had felt roads had been put against each other. Furthermore, it was stated that the consultation did not fully consider the impact on the surrounding roads and it was suggested that requests for further changes from the adjacent roads would be brought to the council in the future if the proposals were implemented.

H.O.M.E Residents Association suggested that Lebanon Road should be seen as an example to learn from, that traffic management changes would impact surrounding roads. As such, it was suggested that the statutory consultation should be postponed until further traffic flow evidence was gathered and so a full assessment on the potential impact could be assessed.

Ms Armour queried the consultation with Transport for London (TfL) that was mentioned at paragraph 12.1.5 of the report and whether traffic flows would be part of this project. It was noted that the junction at Cherry Orchard Road and Lower Addiscombe Road was at full capacity.

In conclusion Ms Armour suggested that the reasons for the recommendations were simplistic and changes would not encourage more people to walk or cycle and thus there would not be a reduction in carbon emissions. While some roads would become quieter and more pleasant others would be adversely affected, and as such Ms Armour requested the consultation be postponed until more reasonable recommendations could be formed that would not create divisions in the local area. Furthermore, the Committee were informed that other resident associations were calling for a wider consultation on traffic management in the area.

Ms Bridge of Canning and Clyde Residents Association stated that the residents association supported the call for immediate action from TACRA. The Lebanon Road tram stop was noted as a dangerous area and road safety needed to be considered. The resident association was aware that some people were suggesting alternative solutions, however it was not desirable for Canning Road to have all of the north bound traffic.

Ms Bridge informed the Committee that there were 348 households and a lot of families in Canning Road and it was suspected that there was the highest number of children on the road out of the surrounding area. In addition there was also a significant number of older residents in Canning Road, and as such safety was of paramount importance.

The Committee were informed that contrary to the perception that Canning Road was wider than Lebanon Road, it was only 4cm wider and near the bottom of the road it was tight due to parking, and as such Canning Road would experience the same issues that Lebanon Road had previously experienced if it was not included in the scheme. Ms Bridge concluded by calling for a solution to alleviate the issue in the short term, but echoed the call for an area wide review and long term solution.

Ms Dodgson from TACRA addressed the meeting in support of the proposals and stressed the need to resolve the issues experienced by residents following the change to Lebanon Road. Ms Dodgson thanked the council for responding positively to the residents' petition and for working to put forward proposals to address the public safety risk at the Lebanon Road tram stop. However, a high level of frustration remained among residents particularly as it was felt that there had not been an apology from the council in regards to the impact of the change to Lebanon Road on the adjacent roads.

TACRA were willing to consult the wider area as it did not want surrounding roads to have the same experience and noted the high response rate and the large majority in favour. Residents, it was suggested, were willing to accept further traffic restrictions to alleviate the problems that had been experienced. Ms Dodgson informed the Committee that residents had experienced queuing traffic outside their properties, near misses with the tram, drivers ignoring current restrictions and that there were children who were scared to cross the road due to the dangers.

Ms Dodgson requested information on what would be the process followed if the recommendations were agreed and requested that effective monitoring of the impact was undertaken. In conclusion, Ms Dodgson reiterated the commitment to continue the work to find a long-term solution that would work for the whole area but stressed the need for immediate action before a serious accident occurred.

The Chair thanked the public for their detailed contributions and welcomed ward councillors to address the Committee.

Councillor Hay-Justice thanked the council for listening to residents and conducting a wider consultation. It was noted that the tram had benefited the area although it had caused a detrimental effect on the traffic flow on certain roads around east Croydon and with an increasing number of developments in the area it was anticipated traffic issues would increase.

The Committee were informed that on Addiscombe Court Road residents were experiencing noise pollution and damage to personal property due to the high traffic levels. Furthermore there had been

occasions of drivers having arguments, all of which was causing some families to consider leaving the area which was to detriment to the local community.

The ward councillor stated that the informal consultation responses needed be taken into consideration and noted the high response rate. The Chair clarified that the response rate had been 67%, and not 55% as stated in the report.

Councillor Hay-Justice noted that Addiscombe Court Road was narrow and the house frontages were close to the road and so there was a severe impact on the quality of life for residents. With regards to Canning Road there was a perception that it was wider than Lebanon Road, however Councillor Hay-Justice noted that the Resident Association stated it was of a similar size. Although the houses were set further back from the road than Addiscombe Court Road there were more children and elderly residents on Canning Road.

Taking into consideration the consultation responses and road environments, Councillor Hay-Justice supported the residents of Addiscombe Court Road, however suggested that any implementation in Canning Road be deferred. The ward councillor welcomed discussion with TfL however reiterated residents call for an area wide review as it was necessary to a long-term solution.

Ward Member, Councillor Sean Fitzsimons, stated that it was his view that it was a mistake of the council's to implement traffic measure in Lebanon Road only and apologised for the detrimental impact that had been suffered by residents as a result of the change.

Councillor Fitzsimons noted that a number of the issues faced in the area were as a result of a decision in 1992 to widen Chepstow Road in preparation of the tram. The road layout following the introduction of the tram had lasted 15 years however a major error had endured which allowed for a rat run. Due to the issues experienced by residents, Councillor Fitzsimons strongly supported one way working on both roads as they were both bounded by Chepstow Road and if Canning Road was not made one way it would still allow rat running.

The Ward Member stressed that the quality of life of residents was important and was the reason that the decision needed to be made. Air quality, noise pollution and road safety all needed to be taken into consideration and it was not desired that the issue be moved to another road. As such, Councillor Fitzsimons strongly supported the call for an area wide review of the whole road system around East Croydon and acknowledged such a scheme would require external funding.

A submission from the Ward Member, Councillor Mark Watson, was read to the Committee in which it was noted that the effect of making Lebanon Road one way had displaced commuter traffic. Whilst a wider consultation was welcomed it was stated that it was important the council listened to the residents of the affected road. It was further noted that an area wide review would be welcomed, however would likely be costly and there was no clear timetable for this work. As such it was stated changes should be made on by a road by road basis in the interim.

Councillor Watson supported for the proposals for Addiscombe Court Road due to the unsuitably traffic levels, however stated he did not support changes to Canning Road as there was not resident support for such measures.

Officers acknowledged the problems caused by the change to make Lebanon Road one way and apologised that issues had been caused and as such were proposing urgent action. Whilst the need for a long-term vision was noted it was not felt to be appropriate to wait while this was formed due to the impact on residents.

In response to points raised by residents and ward councillors, officers confirmed that public realm improvements were on the council's agenda and it was hoped that improvements could be made to the local area. Furthermore officers confirmed they were in discussions with the Police around enforcement.

With regards to concerns about commercial vehicles using the residential roads, officers stated that a HGV ban could be implemented however access would still need to be provided and it was difficult to assess whether vehicles were serving the road or using it as a short cut.

Officers stated if the decision was made to go out to formal consultation then it was the intention to conduct the consultation over the summer and introduce measures before Christmas as there was a need for immediate action. The issues around the Lebanon Road tram stop were important and the recommendations sought to avoid having cars overtaking trams.

In response to Member questions officers acknowledged that there were advantages and disadvantages will all traffic measures and a disadvantage was that some residents would need to take a detour to reach their destination.

Officers clarified that informal consultation involved speaking to local people and requesting feedback whereas formal consultation followed a statutory process and involved consulting statutory bodies and issuing a public notice to which people could object. A formal consultation ordinarily took 21 days.

The Committee queried the process for an area wide review and were informed that it would need to be undertaken by external consultants and would be a large project that could include road widening and possible Compulsory Purchase Orders.

Members noted the points raised during the meeting and acknowledged the need for restrictions for the residents of Addiscombe Court Road as the situation was unpleasant with noise, pollution and road safety concerns. A short term solution, it was stated, needed to proceed however a wider study was required as the implications of the tram, residential developments and a shopping centre needed to be assessed for the future. As such, the Committee supported the call for an area wide review to resolve the traffic issues experienced around the east Croydon area.

Concerns were raised that opinion was divided for Canning Road and that making two roads no entry would cause longer journeys for residents due to having to take a detour to reach their destination, however the Committee wanted to avoid enabling rat running down residential roads.

Members stressed that monitoring was important as the impact of any changes needed to be assessed on the surrounding area and some Members suggested that further monitoring should be conducted before any implementation so the full impact could be understood.

The Committee were pleased to hear that the council were in discussion with the Police in regards to enforcement as it was important that restrictions were adhered to. Some Members noted that while it was the role of the Police to enforce there were other options available, such as ward councillors purchasing speed cameras or alternative technology for the area.

The Chair thanked the residents who had attended and those who had contacted officers and Members outside the meeting. The contributions had effectively expressed the issues faced by all residents and it was stated that it was unacceptable for residents to feel vulnerable on their roads. It was incumbent on the council to resolve the traffic issues that had arisen.

The Chair noted that officers and Councillor Fitzsimons had apologised for the impact suffered by residents following the change to Lebanon Road and himself also apologised to residents on behalf of the Administration for the not consulting a wider area when the original decision on Lebanon Road was made. The Chair assured residents that lessons had been learnt and consultations across the borough were benefiting from those lessons. It was stated that the council did not want to create similar situations elsewhere.

The Chair noted the request for urgent change, particularly in light of the dangers around the tram stop and enquired whether a final decision could be expedited if there were no substantial material objections in light of the next meeting of the Committee not due to be held until 11 October 2017. Officers confirmed that there was delegated authority for decisions to be made by the Executive Director of Place, and if the responses to the consultation were in favour of the proposals it could be agreed ahead of the October 2017 meeting.

The Committee requested that the decision be taken as quickly as possible in light of the road safety concerns and under delegated authority, in consultation with the Cabinet Member for Transport and Environment, if there were no substantial material objections. The responses to the public notice would be shared with Members of the Committee and ward councillors.

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

1. Consider the responses to the informal consultation from local residents.
2. Agree to proceed with the Statutory (formal) Consultation for the introduction of a short section of one way working with pedal cycle bypass in Addiscombe Court Road and Canning Road.
3. Delegate authority to the Executive Director of Place, in consultation with the Cabinet Member for Transport and Environment, the decision on the introduction of a short one-way working with pedal cycle bypass in Addiscombe Court Road and Canning Road, following consideration of any objections to the statutory consultation.

A20/17

Petition: Lakehall Road, Thorton Heath - Request for 7am to 7pm Residents' Parking Scheme

The Traffic Management Advisory Committee considered the report petition received from residents of Lakehall Road requesting a residents' parking scheme operating from 7am to 7pm. Officers confirmed that residents would be consulted on alternative timings for the parking scheme in line with the council's normal operating hours for residents' parking schemes.

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

1. Note a petition from residents of Lakehall Road, Thornton Heath, requesting a residents' parking scheme operating from 7am to 7pm.
2. Consider introducing parking controls operating either 9am - 5pm or 8am – 8pm, Monday to Saturday subject to consultation with residents in the Lakehall Road area as shown on Plan No. PD – 332.

A21/17 [The following motion is to be moved and seconded as the “camera resolution” where it is proposed to move into part B of a meeting]

The Chair informed the Committee that there was no business to be conducted in Part B of the agenda, in accordance with the Council’s openness and transparency agenda.

The meeting ended at 8.08 pm

Croydon Council

For general release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 11 October 2017
SUBJECT:	CECIL ROAD AREA PROPOSED CONTROLLED PARKING ZONE RESULTS OF THE CONSULTATION
LEAD OFFICER:	Shifa Mustafa, Executive Director of Place Department
CABINET MEMBER:	Councillor Stuart King, Cabinet Member for Transport and Environment
WARDS:	West Thornton
CORPORATE PRIORITY/POLICY CONTEXT:	
<p>This report is in accordance with objectives to improve the safety and reduce obstructive parking on the Borough's roads as detailed in:</p> <ul style="list-style-type: none"> • The Croydon Plan; Transport Chapter. • The Local Implementation Plan; 3.6 Croydon Transport policies • Croydon's Community Strategy; Priority Areas 1, 3, 4 and 6 • Croydon Corporate Plan 2015 – 18 • www.croydonobservatory.org/strategies/ 	
FINANCIAL IMPACT: N/A	
FORWARD PLAN KEY DECISION REFERENCE NO.: N/A	
<p>1. RECOMMENDATIONS</p> <p>That the Traffic Management Advisory Committee recommend to the Cabinet Member for Transport and Environment that they agree to:-</p> <p>1.1 Consider the responses received to the informal consultation of residents and businesses in the Cecil Road area.</p> <p>1.2 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.</p> <p>1.3 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).</p> <p>1.4 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.</p>	

2 EXECUTIVE SUMMARY

- 2.1 This report considers the results of the informal consultation on a proposal to introduce controlled parking in the Cecil Road area. This comprises of Aurelia Road, Brading Road, Cecil Road, Lavender Road, Rosecourt Road, Songhurst Close and Thornton Avenue.
- 2.2 It is recommended to give public notice of the introduction of parking controls into 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 DETAIL

- 3.1 A petition signed by local residents from Cecil Road was received requesting parking controls there.

The petition states:

'We the residents of Cecil Road are facing intolerable problem of traffic flow and parking our own cars in our street because of free parking and 2 way traffic. The residents are also suffering from commuter parking, business (garage) parking and thus preventing the free flow of traffic and restriction of spaces for the residents. We the undersigned, request our road to be residential during the hours of 09.00am to 20.00 and one-way traffic system please.'

- 3.2 Available parking in the uncontrolled area of the Cecil Road area is restricted during the daytime due to the close proximity to West Thornton Primary Academy and local shops on Mitcham Road. The Cecil Road area comprises of mainly terraced properties with no off-street parking.
- 3.3 The nearby Croydon Controlled Parking Zone (North Permit area) comprises of shared-use Permit / Pay & Display bays operating between 8am and 8pm, Monday to Sunday with shared-use Permit / 8 hour maximum stay Pay & Display bays.

4 ENGAGEMENT

- 4.1 Residents in Aurelia Road, Brading Road, Cecil Road, Lavender Road, Rosecourt Road, Songhurst Close and Thornton Avenue, were informally consulted on the possibility of introducing a new Controlled Parking Zone in their roads by letter and questionnaire on 14 June 2017. The document explained the reason for the consultation and asked respondents to complete and return the questionnaire using the pre-paid envelope. Information was also included regarding the proposed Controlled Parking Zone available, including operational times and possible implications of introducing controls, as well as parking charges. Respondents were asked to determine whether parking controls were required in their road.
- 4.2 The occupiers were given 4 weeks to respond by 17 July 2017. The results are provided in Table 1 below. Occupiers were asked whether they would agree to parking controls, Monday to Saturday or 9am to 5pm, the questionnaire also included

a box, which gave all respondents the opportunity to make any additional comments. The attached Drawing number PD-309a shows the consultation area and the consultation results are shown in Table 1 below.

4.3 TABLE 1: Response to Question 1 – Are you in favour of a controlled Parking Zone in your road?

STREET NAME	Number of Properties	Number of Responses Received	% Returned	Number of Responses in Favour	% in favour
Aurelia Road	49	15	30%	12	80%
Brading Road	21	6	28%	2	33%
Cecil Road	164	75	46%	54	72%
Lavender Road	46	13	28%	4	31%
Rosecourt Road	34	14	41%	5	35%
Songhurst Close	21	3	14%	2	67%
Thornton Avenue	65	18	27%	3	16%
TOTAL	400	144	36%	82	57%

4.4 The purpose of the consultation was to determine support for a parking scheme that would provide more priority parking during the daytime for local residents due to other residents parking outside the existing north zone and commuter parking from the West Thornton Primary Academy. Although in the overall consultation area, 43% of residents and businesses that have responded voted against parking controls, there was strong support amongst those who responded in Aurelia Road (80% in favour) and Cecil Road (72% in favour). Due to the support for parking controls in these roads and current parking issues including concern over access it is proposed to introduce a new Controlled Parking Zone as shown in Drawing No. PD – 309b. The following roads, Thornton Avenue, Rosecourt Road, Brading Road, Lavender Road and Songhurst Close voted against the proposed new Controlled Parking Zone and currently experience fewer access and safety concerns and a decision has been made not to include these roads.

4.5 Some of the comments made by residents on the questionnaire included:

- We have undergone considerable inconvenience and stress because of the parking situation.
- A good idea. However, please increase the hours to 8am to 8pm.
- Please introduce this scheme as soon as possible.
- Aurelia Road should be made into one way.
- Parking is dreadful in Cecil Road.
- CPZ will only work if regular enforcement is carried out.
- Unfair for visitors to residents' homes.

- Please consider a speed limit of 20mph speed limits and one way working in this area.
- The proposed scheme will not solve the current parking problems.
- The proposed scheme should be only restricted to Cecil Road and Aurelia road.

4.6 The purpose of the consultation was to determine support for a parking scheme that would provide more priority during the daytime for residents due to the level of non-residents parking in the area and reduce the current traffic conflict issues resulting from the lack of passing places.

5 STATUTORY CONSULTATION

5.1 The legal process requires that formal 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 and writes to occupiers who are directly affected to inform as many people as possible of the proposals.

5.2 Official bodies such as the Fire Brigade, the Cycling Council for Great Britain, 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.

5.3 Once the notices have been published the public has 21 days to comment or object to the proposals. If no relevant objections are received, subject to agreement to the delegated authority sought by the recommendations, the Traffic Management Order is then made. Any relevant 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.

6. FINANCIAL CONSIDERATIONS

There is a revenue budget of £50k for CPZ undertakings and £50k for Footway Parking and Disabled Bays, from which these commitments if approved will be funded. Attached to the papers of this meeting is a summary of the overall financial impact of this and other applications for approval at this meeting. If all applications were approved there would remain £36k un-allocated to be utilised in 2017/2018 this is taking into account £18k that was committed in 2016/2017 against the 2017/2018 financial years spend.

6.1 Revenue and Capital consequences of report recommendations

	Current Financial Year	M.T.F.S – 3 year Forecast		
	2017/18	2018/19	2019/20	2020/21
	£'000	£'000	£'000	£'000
<u>Revenue Budget available</u>				
Expenditure	70	0	0	0
Income	0	0	0	0
<u>Effect of Decision from Report</u>				
Expenditure	23	0	0	0
Income	0	0	0	0
Remaining Budget	<u>47</u>	<u>0</u>	<u>0</u>	<u>0</u>
 <u>Capital Budget available</u>				
Expenditure	0	0	0	0
<u>Effect of Decision from report</u>				
Expenditure	0	0	0	0
Remaining Budget	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

6.2 The effect of the decision

6.2.1 The cost of extending controlled parking into the Cecil Road and Aurelia Road has been estimated at £23,000. This includes the provision of Pay & Display machines, signs and lines and a contribution towards the legal costs.

6.2.2 These costs can be contained within the available revenue budget for 2017/18.

6.3 Risks

6.3.1 The current method of introducing parking controls is very efficient with the design and legal work being carried out within the department. The marking of the bays and the supply and installation of signs and posts is carried out using the new Highways Contract and the rates are lower than if the schemes were introduced under separate contractual arrangements

6.4 Options

6.4.1 An alternative option is to introduce a residents' only parking scheme. Virtually all permit schemes in the Borough are shared-use with Pay & Display users and this offers the greatest flexibility for drivers who may be visitors to residents and businesses in the area or the minority of commuters who are willing to pay for all day parking.

6.5 Savings/ future efficiencies

6.5.1 If controlled parking is introduced future income will be generated from Pay & Display takings and permit sales, together with enforcement of these controls through vehicle removals and Penalty Charge Notices. CPZ schemes have proven to be self-financing usually within 4 years of introduction.

6.6 Approved by: Luke Chiverton, Head of Finance (Place & Resources)

7 COMMENTS OF COUNCIL SOLICITOR AND MONITORING OFFICER

7.1 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, implement and revoke 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.

7.2 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.

7.3 Approved for and on behalf of Jacqueline Harris-Baker, Director of Law and Monitoring Officer.

8. HUMAN RESOURCES IMPACT

8.1 There are no human resource implications arising from this report.

8.2 Approved by: Sue Moorman, Director of Human Resources.

9. CUSTOMER IMPACT

9.1 The proposed new Controlled Parking Zone into Aurelia Road and Cecil Road is in response to a petition received from the residents of Cecil Road. Occupiers of all residential and business premises in the area were invited to take part in the informal consultation to ensure that all those potentially affected by the proposals were given the opportunity to give their views. The Council only introduces parking controls in the area where the majority of residents are in favour of a CPZ scheme. The proposals are therefore likely to be seen as a positive move by the Council and should improve residents' and businesses' views of the work carried out by the Borough.

10. EQUALITIES IMPACT

10.1 An initial Equalities Impact Assessment (EqIA) has been carried out and it is considered that a Full EqIA is not required.

11. ENVIRONMENTAL IMPACT

11.1 Parking schemes are designed so that the signing is kept to a minimum to reduce the environmental impact. Narrow 50mm wide lines can be used in environmentally sensitive and conservation areas.

12. CRIME AND DISORDER REDUCTION IMPACT

12.1 There are no such considerations arising from this report.

13. REASONS FOR RECOMMENDATIONS

12.1 The recommendation is to introduce a new Controlled Parking Zone into Aurelia Road and Cecil Road where parking stress is high and the majority of occupiers have supported the parking controls which is clear from the recent informal consultation.

14. OPTIONS CONSIDERED AND REJECTED

14.1 Consideration was given to also include an option for 8am to 8pm parking controls. However, at the moment the existing North Permit area is only Monday to Saturday 9am to 5pm. It is recommend to monitor the new parking controls (Monday to Saturday 9am to 5pm) in these roads for 6 months after implementation and see if there is a need for extending the times to 8am to 8pm in this area.

REPORT AUTHOR

Paul Tarrant, Traffic Engineer
Infrastructure, Parking Design, 020 8726 6000
(Ext. 88256)

CONTACT OFFICER:

David Wakeling, Traffic Design Manager
Infrastructure, Parking Design, 020 8726 6000
(Ext. 88229)

BACKGROUND DOCUMENTS:

None

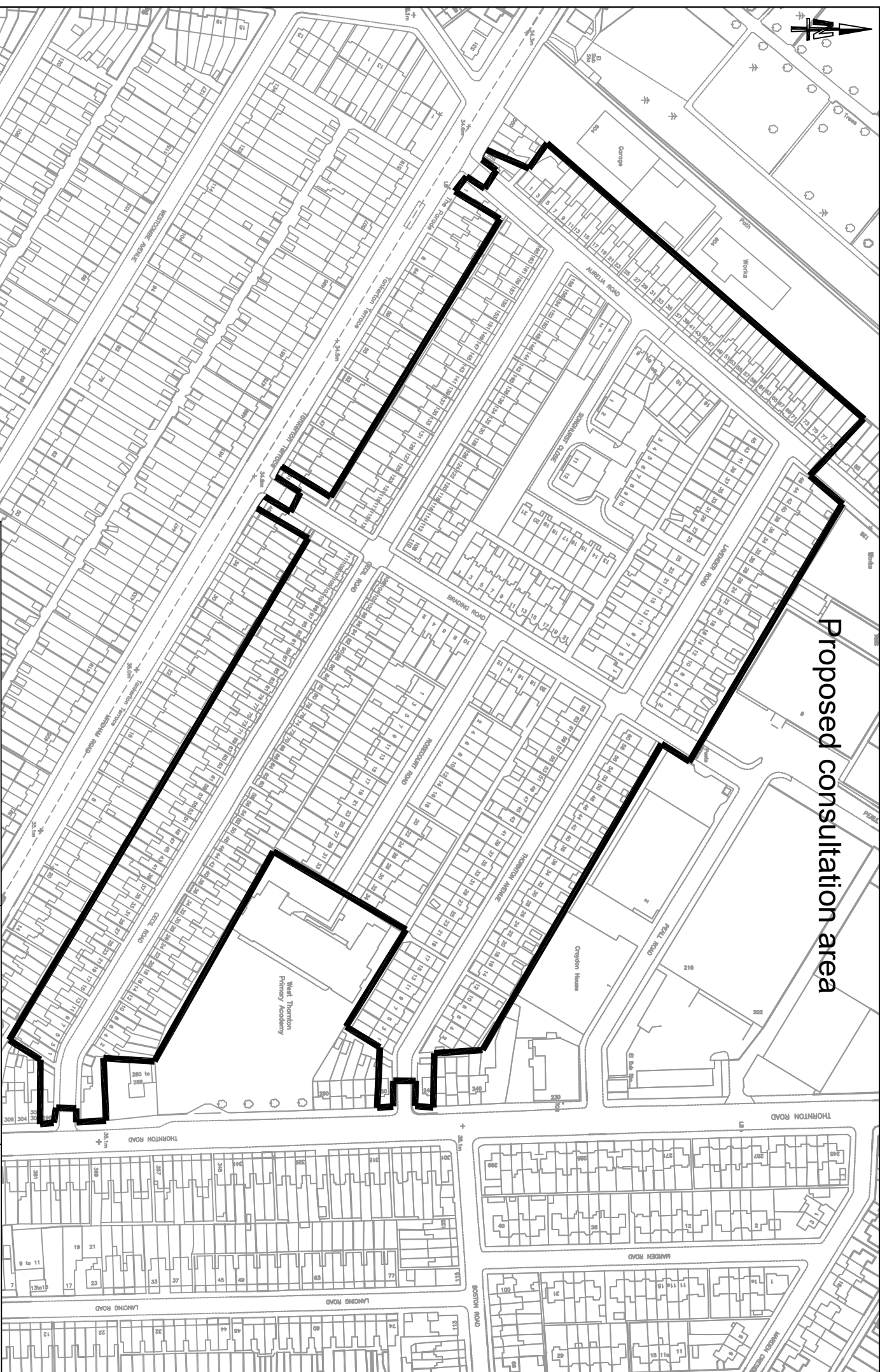
APPENDICES:

Appendix 1 – Proposed consultation boundary
Appendix 2 – Proposed new CPZ boundary
Appendix 3 – Consultation letter
Appendix 4 – CPZ FAQs
Appendix 5 - Questionnaire

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Proposed consultation area



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	Cecil Road Area
	Proposed consultation boundary
PLACE DEPARTMENT JO NEGRINI, EXECUTIVE DIRECTOR PO BOX No. 1462 CROYDON CR9 1WX	

Scale: NTS	Drawn: PT	Checked: DJW	Rev: 00
Date: June 2016		Drawing Ref: PD-309A	

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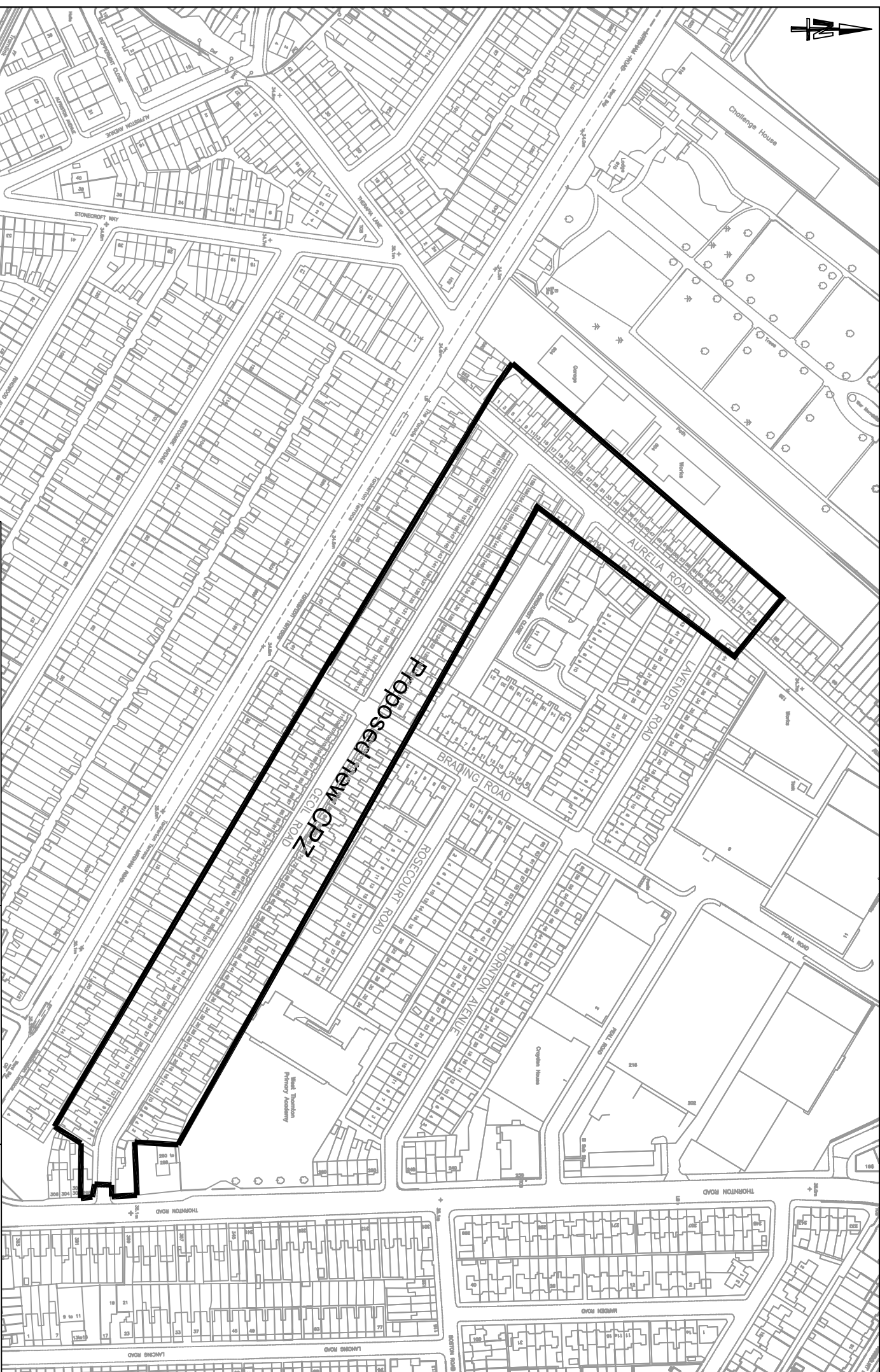


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Cecil Road Area
 Proposed new CPZ boundary

PLACE DEPARTMENT
 JO NEARIN, EXECUTIVE DIRECTOR
 PO BOX No. 1462
 CROYDON
 CR9 1WX

INFRASTRUCTURE - TRAFFIC DESIGN
 Scale: NTS Drawn: PT Checked: DJW Rev: 00
 Date: September 2017 Drawing Ref: PD-309b



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Place Department
Highways
Bernard Weatherill House
8 Mint Walk
Croydon
CR01EA

Tel/Typetalk: 020 8726 6000

The Occupiers of:

Aurelia Road, Brading Road
Cecil Road, Rosecourt Road
Thornton Avenue, Lavender Road,
Songhurst Close

Contact: Parking Design
Parking.Design@croydon.gov.uk
Tel: 020 8726 7100
Our Ref: PD/PS/PT/
Date: **14 June 2017**

Important Parking Information

Residents Parking Proposal - Questionnaire

Dear Occupier,

Proposed introduction of a new Controlled Parking Zone in the Cecil Road Area, West Thornton.

I am writing to ask for your views on the proposal to introduce a new Controlled Parking Zone in the Cecil Road area as shown in the enclosed plan, which includes your road. The proposal is a direct response to a petition received from Cecil Road residents, requesting that the Council develop a residents' permit scheme to address the parking problems in this area. Officers reported the request to the Traffic Management Advisory Committee (TMAC), who, on 6 July 2016, authorised this consultation.

The existing surrounding Controlled Parking Zones operates between 9am and 5pm, Monday to Saturday. During this period, parking is only permitted within parking bays with a valid permit or ticket displayed on the vehicle windscreen. Residents and businesses within the zone boundary are eligible to purchase parking permits. The enclosed fact sheet gives further information on CPZs and how the proposed scheme would operate if introduced in your road.

It is Council policy to engage with local residents before making decisions that affect them. This is why your views are important to us and we would be grateful if you could complete the attached questionnaire. Once completed, please return it in the enclosed pre-paid envelope by **Monday, 17 July 2017**.

All questionnaire responses and representations received by 17 July 2017 will be presented in a report to the next TMAC for its consideration on 11 October 2017. This feedback will assist the TMAC in reaching a decision whether to introduce the scheme as proposed, vary it or abandon it.

Please note that in order to manage demand for permits in this area, in multi-occupancy dwellings (including houses converted into flats/rooms as well as blocks of flats) of between 2 and 9 households, only one permit application per household will be processed and **no** visitor permits will be available. Parking permits will not be available to residential developments with 10 or more households.

Please do not hesitate to contact **Paul Tarrant** on **0208 726 6000 ext:88256** or by email **Paul.Tarrant@croydon.gov.uk** if you require further information or clarification on this proposal.

Yours faithfully,



Controlled Parking Zone (CPZ) – Frequently Asked Questions

1. What is a Controlled Parking Zone?

This is an area where parking activities are controlled by waiting restrictions (yellow lines) and parking bays. A CPZ usually operates during the daytime only, when traffic movement and parking activities are heaviest.

2. At what times will the restrictions apply?

The proposed scheme will form be a new Controlled Parking Zone, (CPZ) whose operational hours are 9am to 5pm, Monday to Saturday.

3. How long will I be able to park for during operational hours?

Permit holders and Blue Badge holders will be able to park for an unlimited period within parking bays, providing a valid permit/Blue Badge is displayed. Pay and display users will only be able to park for up to the maximum stay shown on the parking sign at the bay and on the parking machine.

4. Who is eligible for parking permits?

Any resident with a vehicle registered at an address within the zone and any business with a business address within the zone would be eligible for a parking permit. Information on how to apply for a permit will be sent to all consultees in due course if it is decided to proceed with the scheme. Please note, parking permits will not be available to residential developments with 10 or more households.

5. What about our visitors?

Visitors will only need to pay for parking during the hours of operation of the zone. Residents can purchase Resident Visitor Permits for their visitors at a cheaper rate than the normal daily tariff. During operational hours, visitors must display either a Pay & Display ticket obtained from a nearby parking machine or a Resident Visitor Permit (obtained via the resident they are visiting).

6. Why can't we have "resident only" parking?

The shared-use Permit / Pay & Display scheme proposed is far more flexible, allowing visitors, including customers of local businesses, to park. The permit cost is subsidised by Pay & Display users. Existing shared-use schemes provide residents far more opportunity to park than unregulated parking as the vast majority of commuters do not park within CPZs.

7. How much will permits cost?

Permit costs will match those of the existing CPZ, which are currently:

Residents

- £80 per year for first vehicle
- £126 per year for second vehicle
- £305 per year for third and final vehicle (*maximum of 3 permits per household*)
- £2.60 per day for a Residents' Visitor Permit (*maximum of 30 day permits per year per household*)
- £1.30 per half day for a Residents' Visitor Permit (*maximum of 60 half day permits per year per household*)

Businesses (maximum of 4 parking permits)

- quarterly permit: £123
- first and second annual permits: £382 per year per vehicle

- third annual permit £560 per year per vehicle
- fourth annual permit £910 per year per vehicle

Controlled Parking Zone (CPZ) – Frequently Asked Questions (contd.)

8. How much will Pay & Display tickets cost?

The existing pay and display 8 hour charges within the South Norwood Permit area is 20p every 30 minutes up to 8 hours.

9. Where will parking bays and pay & display machines be provided?

Parking bays will be marked out on the carriageway in safe locations and away from junctions and dropped footway or driveway crossings. Yellow line waiting restrictions will be installed at locations where parking would be hazardous or cause obstruction. Pay and display machines will be provided on the footway where they would cause the least visual intrusion to residents. The number of parking bays will be maximised. Bay locations are shown on the plans enclosed.

10. Can you guarantee me a parking space outside my house?

It is not possible to guarantee anyone a particular space on the public highway. However, as residents are given a higher priority for the available parking spaces, they are more likely to find a parking space. Experience of existing zones shows that there are generally more spaces available within the zone during operational hours, than during times when parking is uncontrolled.

11. How can it be ensured that motorists parking in the zone park legitimately?

Civil Enforcement Officers (CEOs) will patrol the roads within the zone at regular intervals during the controlled hours. CEOs can issue a Penalty Charge Notice (parking ticket) to any vehicle that is parked in a manner that contravenes parking regulations e.g. parking on a yellow line or within a parking bay without displaying a valid permit/pay and display ticket. Illegally parked vehicles may also be towed away.

12. Will I be able to park across my driveway?

Yes, but only outside the controlled hours (9am – 5pm, Mon to Sat). It is not possible to mark bays across driveways as this would legalise obstruction.

13. What if I do not support the scheme?

Vote 'No' on the enclosed questionnaire - if the majority of residents / businesses vote against controlled parking then a scheme is unlikely to go ahead in the road / area. If the majority of residents are in favour of the scheme there would be an opportunity to make further comments or object to the proposals at the Public Notice Stage when the scheme is formally advertised in the Croydon Guardian, by on-street notices and on the Council website. Please note that if the majority of residents in a small part of the consultation area are in favour of an extension to the zone, then a recommendation could be made to extend controlled parking to this area alone.

14. What happens next?

At the end of this consultation, the votes and comments on all returned questionnaires will be analysed. The results of these will be presented in a report to the Traffic Management Cabinet Advisory Committee for consideration at its next meeting on 11

October 2017 at 6.30pm in the Town Hall, Katharine Street, Croydon. The Committee will then make a decision whether or not to proceed with controlled parking in your road.

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Cecil Road Area, Proposed Controlled Parking Zone – QUESTIONNAIRE

Your views are important to us, so please ensure you complete this Questionnaire and return it in the attached pre-paid envelope to reach us by 17 July 2017.

Name*:

Address*:

** Without this information your vote will not be counted. This information will be used only for the purpose of this consultation. We will only use responses from occupiers within the proposed area shown on the attached plan – one response per household and return using the official pre-paid envelope provided.*

Please choose **one** option only by putting an 'X' in the appropriate box.

Option 1: Introduce an **All Day CPZ** with Permit Holders Only bays and Pay & Display bays. Proposed operational time is **9am to 5pm, Monday to Saturday**.

Option 2: **Do Nothing** – Retain the existing parking arrangements.

Comments:

The results of the consultation will be presented in a report to the Traffic Management Cabinet Advisory Committee for consideration at its next meeting at 6.30pm on 11th October 2017 in the Town Hall, Katharine Street, Croydon.

Please return using the pre-paid envelope provided

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Croydon Council

For general release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 11 October 2017
SUBJECT:	DENMARK ROAD AREA PROPOSED EXTENSION OF THE SOUTH NORWOOD ZONE RESULTS OF THE CONSULTATION
LEAD OFFICER:	Shifa Mustafa, Executive Director of Place Department
CABINET MEMBER:	Councillor Stuart King, Cabinet Member for Transport and Environment
WARDS:	Woodside
CORPORATE PRIORITY/POLICY CONTEXT:	
<p>This report is in accordance with objectives to improve the safety and reduce obstructive parking on the Borough's roads as detailed in:</p> <ul style="list-style-type: none"> • The Croydon Plan; Transport Chapter. • The Local Implementation Plan; 3.6 Croydon Transport policies • Croydon's Community Strategy; Priority Areas 1, 3, 4 and 6 • Croydon Corporate Plan 2015 – 18 • www.croydonobservatory.org/strategies/ 	
FINANCIAL IMPACT: N/A	
FORWARD PLAN KEY DECISION REFERENCE NO.: N/A	
<p>1. RECOMMENDATIONS</p> <p>That the Traffic Management Advisory Committee recommend to the Cabinet Member for Transport and Environment that they agree to:-</p> <p>1.1 Consider the responses received to the informal consultation of residents and businesses in the Denmark Road area.</p> <p>1.2 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.</p> <p>1.3 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).</p>	

- 1.4 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.

2 EXECUTIVE SUMMARY

- 2.1 This report considers the results of the informal consultation on a proposal to introduce controlled parking in the Denmark Road area. This comprises of Alfred Road, Birchanger Road, Denmark Road, Enmore Avenue and Enmore Road.
- 2.2 It is recommended to give public notice of the introduction of parking controls into Alfred Road, Enmore Avenue and part of Denmark 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 DETAIL

- 3.1 A petition signed by 59 residents from the uncontrolled section of Denmark Road and Enmore Avenue, was received requesting parking controls there. The petition is titled 'Petition for Residential Permit Parking on Enmore Avenue, SE25'
- 3.2 Available parking in the uncontrolled part of the Denmark Road area is restricted during the daytime due to the close proximity of the South Norwood Leisure Centre, local shops on Portland Road and Norwood Junction railway station. Also the South Norwood Controlled Parking Zone in the nearby Holland Road Area as shown on plan PD-310a exacerbates the parking problem for residents. The Denmark Road area comprises mainly of terraced properties of which only a few have off-street parking.
- 3.3 The nearby Croydon Controlled Parking Zone (South Norwood Zone) comprises of shared-use Permit / Pay & Display bays operating between 9am and 5pm, Monday to Saturday with shared-use Permit / 8 hour maximum stay Pay & Display bays.

4 ENGAGEMENT

- 4.1 Residents in Alfred Road, Birchanger Road, Denmark Road, Enmore Avenue, Enmore Road and Greenmead Close (private road off Enmore Road), were informally consulted on the possibility of extending the South Norwood Permit area in their roads by letter and questionnaire on 14 June 2017. The document explained the reason for the consultation and asked respondents to complete and return the questionnaire using the pre-paid envelope. Information was also included regarding the proposed controlled parking zone available, including operational times and possible implications of introducing controls, as well as parking charges. Respondents were asked to determine whether parking controls were required in their road.

4.2 The occupiers were given 4 weeks to respond by 17 July 2017, the results are provided in Table 1 below. Occupiers were asked whether they would agree to parking controls, Monday to Saturday or 9am to 5pm, the questionnaire also included a box, which gave all respondents the opportunity to make any additional comments. The attached Drawing number PD –310a shows the consultation area and the consultation results are shown in Table 1 below.

4.3 **TABLE 1: Response to Question 1 – Are you in favour of a controlled Parking Zone in your road?**

STREET NAME	Number of Properties	Number of Responses Received	% Returned	Number of Responses in Favour	% in favour
Alfred Road (part)	14	8	57%	4	50%
Birchanger Road	26	2	8%	1	50%
Denmark Road	33	17	51%	14	82%
Enmore Avenue	26	13	50%	10	76%
Enmore Road	139	24	17%	7	29%
Greenmead Close	6	0	0%	0	0%
TOTAL	244	64	26%	36	56%

4.4 The purpose of the consultation was to determine support for a parking scheme that would provide more priority parking during the daytime for local residents due to other residents parking outside the existing South Norwood Permit Zone and commuter parking from the South Norwood Leisure Centre. Although in the overall consultation area, 44% of residents and businesses that have responded voted against parking controls, there was strong support amongst those who responded in part of Denmark Road (82% in favour) and Enmore Avenue, (76% in favour).

4.5 Due to the support for parking controls in these roads and concern of access and safety it is proposed to extend the South Norwood Controlled Parking Zone as shown in Drawing No. PD – 310b to these roads.

4.6 Some of the comments made by residents on the questionnaire included:

- We are struggling as residents to find parking spaces on a daily basis.
- Parking in Enmore Road is horrendous.
- The customers of the South Norwood Leisure Centre make parking very difficult.
- This would be a brilliant idea as currently it is very difficult to park.
- Great proposal, however may I suggest to reduce the maximum park duration from 8 hours to 4 hours.
- Parking permits would be another burden on our funds.
- I do not think this proposed scheme will help the parking situation.

- We do not want stealth tax and parking enforcement in this area.

4.7 The purpose of the consultation was to determine support for a parking scheme that would provide more priority during the daytime for residents due to the level of non-residents parking in the area and reduce the current traffic conflict issues resulting from the lack of passing places.

5 STATUTORY CONSULTATION

5.1 The legal process requires that formal 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 and writes to occupiers who are directly affected to inform as many people as possible of the proposals.

5.2 Official bodies such as the Fire Brigade, the Cycling Council for Great Britain, 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.

5.3 Once the notices have been published the public has 21 days to comment or object to the proposals. If no relevant objections are received, subject to agreement to the delegated authority sought by the recommendations, the Traffic Management Order is then made. Any relevant 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.

6. FINANCIAL CONSIDERATIONS

The required capital expenditure will be funded via an allocation within the TfL LIP grant funding allocated to Croydon for 2017/18. Total funding of £100k is included for controlled parking schemes in 2017/18. Attached to the papers of this meeting is a summary of the overall financial impact of this and other applications for approval at this meeting. If all applications were approved there would not be sufficient funding in 2017/18.

6.1 Revenue and Capital consequences of report recommendations

	Current Financial Year	M.T.F.S – 3 year Forecast		
	2017/18	2018/19	2019/20	2020/21
	£'000	£'000	£'000	£'000
<u>Revenue Budget available</u>				
Expenditure	0	0	0	0
Income	0	0	0	0
<u>Effect of Decision from Report</u>				
Expenditure	0	0	0	0
Income	0	0	0	0
Remaining Budget	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
 <u>Capital Budget available</u>				
Expenditure	100	0	0	0
<u>Effect of Decision from report</u>				
Expenditure	18	0	0	0
Remaining Budget	<u>82</u>	<u>0</u>	<u>0</u>	<u>0</u>

6.2 The effect of the decision

6.2.1 The cost of extending controlled parking into the Denmark Road area has been estimated at £18,000. This includes the provision of Pay & Display machines, signs and lines and a contribution towards the legal costs.

6.2.2 This cost can be contained within the available capital funding for controlled parking schemes within the TfL Local Implementation Plan (LIP) funding allocation for 2017/18.

6.3 Risks

6.3.1 The current method of introducing parking controls is very efficient with the design and legal work being carried out within the department. The marking of the bays and the supply and installation of signs and posts is carried out using the new Highways Contract and the rates are lower than if the schemes were introduced under separate contractual arrangements

6.4 Options

6.4.1 The alternative option is not to introduce the parking controls. This could have a detrimental effect on residents in that they would continue to suffer with parking issues in relation to obstruction, road safety and traffic flow problems.

6.5 Savings/ future efficiencies

6.5.1 If controlled parking is introduced future income will be generated from Pay & Display takings and permit sales, together with enforcement of these controls through vehicle removals and Penalty Charge Notices. CPZ schemes have proven to be self-financing usually within 4 years of introduction.

6.6 Approved by: Luke Chiverton, Head of Finance (Place & Resources).

7 COMMENTS OF COUNCIL SOLICITOR AND MONITORING OFFICER

7.1 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, implement and revoke 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.

7.2 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.

7.3 Approved for and on behalf of Jacqueline Harris-Baker, Director of Law and Monitoring Officer.

8 HUMAN RESOURCES IMPACT

8.1 There are no human resource implications arising from this report.

8.2 Approved by: Sue Moorman, Director of Human Resources.

9 CUSTOMER IMPACT

9.1 The proposed extension of the Croydon CPZ (South Norwood Permit Zone) into Alfred Road, Enmore Avenue and part of Denmark Road is in response to a petition received from the uncontrolled part of Denmark Road and Enmore Avenue. Occupiers of all residential and business premises in the area were invited to take part in the informal consultation to ensure that all those potentially affected by the proposals were given the opportunity to give their views. The Council only introduces parking controls in the area where the majority of residents are in favour of a CPZ scheme. The proposals are therefore likely to be seen as a positive move by the Council and should improve residents' and businesses' views of the work carried out by the Borough.

10 EQUALITIES IMPACT

10.1 An initial Equalities Impact Assessment (EqIA) has been carried out and it is considered that a Full EqIA is not required.

11 ENVIRONMENTAL IMPACT

11.1 Parking schemes are designed so that the signing is kept to a minimum to reduce the environmental impact. Narrow 50mm wide lines can be used in environmentally sensitive and conservation areas.

12 CRIME AND DISORDER REDUCTION IMPACT

12.1 There are no such considerations arising from this report.

13 REASONS FOR RECOMMENDATIONS

13.1 The recommendation is to extend the existing South Norwood Controlled Parking Zone into Alfred Road, Enmore Avenue and part of Denmark Road where parking stress is high and the majority of occupiers have supported parking controls.

14 OPTIONS CONSIDERED AND REJECTED

14.1 Consideration was given to also include an option for 8am to 8pm parking controls. However, at the moment the existing South Norwood Permit area is only Monday to Saturday 9am to 5pm. It is recommend to monitor the new parking controls (Monday to Saturday 9am to 5pm) in these roads over 6 months from implementation and see if there is a need for extending the times to 8am to 8pm in this area.

REPORT AUTHOR

Paul Tarrant, Traffic Engineer
Infrastructure, Parking Design, 020 8726 6000
(Ext. 88256)

CONTACT OFFICER:

David Wakeling, Traffic Design Manager
Infrastructure, Parking Design, 020 8726 6000
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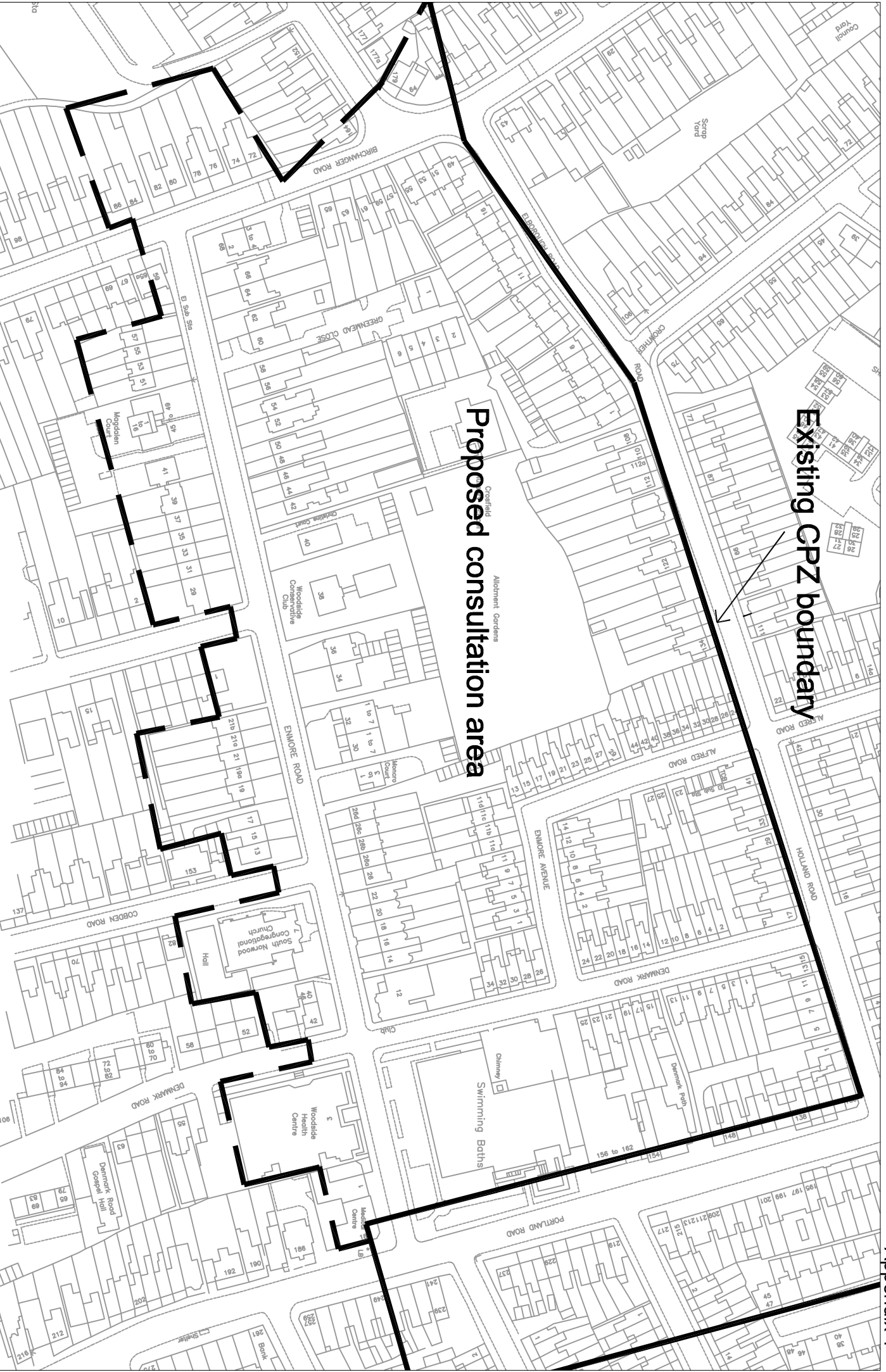
BACKGROUND DOCUMENTS:

None

APPENDICES:

Appendix 1 – Proposed consultation boundary
Appendix 2 – Proposed extended CPZ boundary
Appendix 3 – Consultation letter
Appendix 4 – CPZ FAQs
Appendix 5 – Questionnaire

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Existing CPZ boundary

Proposed consultation area

Proposed consultation boundary

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PLACE DEPARTMENT
 JONNEARIN, EXECUTIVE DIRECTOR
 CROYDON
 CR9 1WX

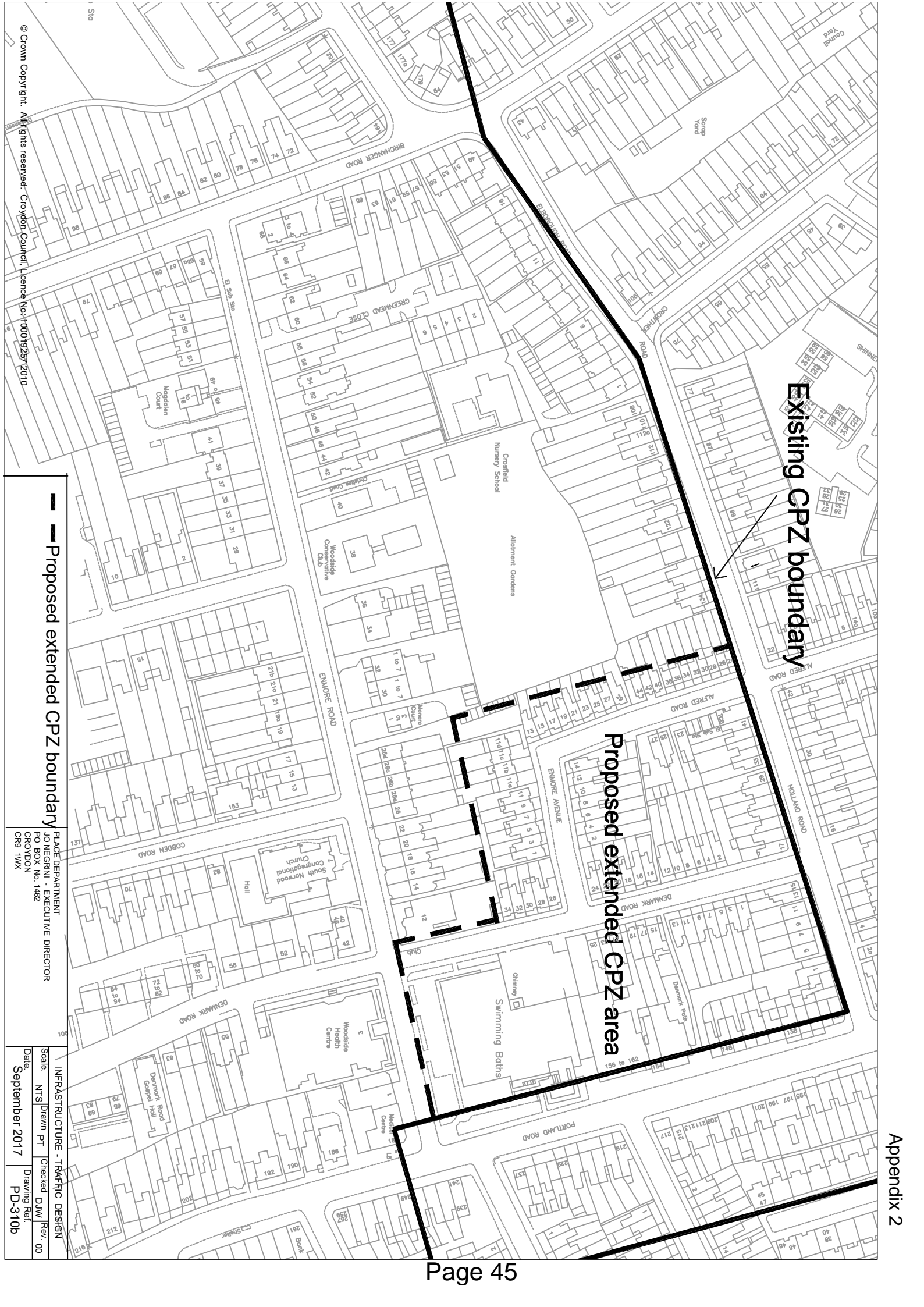
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Date:	June 2016	Checked:	DJW
		Rev:	00
		Drawing Ref:	PD-310a

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Existing CPZ boundary

Proposed extended CPZ area

Proposed extended CPZ boundary



<p>Proposed extended CPZ boundary</p>	
<p>PLACE/DEPARTMENT JON NEGRINI, EXECUTIVE DIRECTOR CROYDON CR9 1MX</p>	<p>INFRASTRUCTURE - TRAFFIC DESIGN Scale: NTS Drawn: PT Checked: DJW Rev: 00</p>
<p>Date: September 2017</p>	<p>Drawing Ref: PD-310b</p>

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Place Department
Highways
Bernard Weatherill House
8 Mint Walk
Croydon
CR01EA

Tel/Typetalk: 020 8726 6000
Minicom: 020 8760 5797

Contact: Parking Design
Parking.Design@croydon.gov.uk
Tel: 020 8726 7100
Our Ref: PD/PS/PT
Date: **14 June 2017**

The Occupiers of:

Alfred Road, Birchanger Road
Denmark Road, Enmore Road
Enmore Avenue, Greenmead Close

Important Parking Information

Residents Parking Proposal - Questionnaire

Dear Occupier,

Proposed Extension of the South Norwood Controlled Parking Zone.

I am writing to ask for your views on the proposal to extend the South Norwood Controlled Parking Zone (CPZ) into the area shown on the enclosed plan, which includes your road. The proposal is a direct response to a petition received from Denmark Road and Enmore Avenue residents, requesting that the Council develop a residents' permit scheme to address the parking problems in this area. Officers reported the request to the Traffic Management Advisory Committee (TMAC), who, on 6 July 2016, authorised this consultation.

The existing South Norwood Permit Area CPZ operates between 9am and 5pm, Monday to Saturday. During this period, parking is only permitted within parking bays with a valid permit or ticket displayed on the vehicle windscreen. Residents and businesses within the zone boundary are eligible to purchase parking permits. The enclosed fact sheet gives further information on CPZs and how the proposed scheme would operate if introduced in your road.

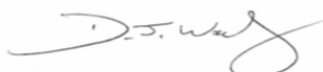
It is Council policy to engage with local residents before making decisions that affect them. This is why your views are important to us and we would be grateful if you could complete the attached questionnaire. Once completed, please return it in the enclosed pre-paid envelope by **Monday, 17 July 2017**.

All questionnaire responses and representations received by 17 July 2017 will be presented in a report to the next TMAC for its consideration on 11 October 2017. This feedback will assist the TMAC in reaching a decision whether to introduce the scheme as proposed, vary it or abandon it.

Please note that in order to manage demand for permits in this area, in multi-occupancy dwellings (including houses converted into flats/rooms as well as blocks of flats) of between 2 and 9 households, only one permit application per household will be processed and **no** visitor permits will be available. Parking permits will not be available to residential developments with 10 or more households.

Please do not hesitate to contact **Paul Tarrant** on **0208 726 6000 ext:88256** or by email **Paul.Tarrant@croydon.gov.uk** if you require further information or clarification on this proposal.

Yours faithfully,



David Wakeling

Parking Design Manager – Highways and Parking Services

Controlled Parking Zone (CPZ) – Frequently Asked Questions

1. What is a Controlled Parking Zone?

This is an area where parking activities are controlled by waiting restrictions (yellow lines) and parking bays. A CPZ usually operates during the daytime only, when traffic movement and parking activities are heaviest.

2. At what times will the restrictions apply?

The proposed scheme will form an extension to the existing Croydon (South Norwood Permit Area) CPZ whose operational hours are 9am to 5pm, Monday to Saturday.

3. How long will I be able to park for during operational hours?

Permit holders and Blue Badge holders will be able to park for an unlimited period within parking bays, providing a valid permit/Blue Badge is displayed. Pay and display users will only be able to park for up to the maximum stay shown on the parking sign at the bay and on the parking machine.

4. Who is eligible for parking permits?

Any resident with a vehicle registered at an address within the zone and any business with a business address within the zone would be eligible for a parking permit. Information on how to apply for a permit will be sent to all consultees in due course if it is decided to proceed with the scheme. Please note, parking permits will not be available to residential developments with 10 or more households.

5. What about our visitors?

Visitors will only need to pay for parking during the hours of operation of the zone. Residents can purchase Resident Visitor Permits for their visitors at a cheaper rate than the normal daily tariff. During operational hours, visitors must display either a Pay & Display ticket obtained from a nearby parking machine or a Resident Visitor Permit (obtained via the resident they are visiting).

6. Why can't we have "resident only" parking?

The shared-use Permit / Pay & Display scheme proposed is far more flexible, allowing visitors, including customers of local businesses, to park. The permit cost is subsidised by Pay & Display users. Existing shared-use schemes provide residents far more opportunity to park than unregulated parking as the vast majority of commuters do not park within CPZs.

7. How much will permits cost?

Permit costs will match those of the existing CPZ, which are currently:

Residents

- £80 per year for first vehicle
- £126 per year for second vehicle
- £305 per year for third and final vehicle (*maximum of 3 permits per household*)
- £2.60 per day for a Residents' Visitor Permit (*maximum of 30 day permits per year per household*)
- £1.30 per half day for a Residents' Visitor Permit (*maximum of 60 half day permits per year per household*)

Businesses (maximum of 4 parking permits)

- quarterly permit: £123
- first and second annual permits: £382 per year per vehicle

- third annual permit £560 per year per vehicle
- fourth annual permit £910 per year per vehicle

Controlled Parking Zone (CPZ) – Frequently Asked Questions (contd.)

8. How much will Pay & Display tickets cost?

The existing pay and display 8 hour charges within the South Norwood Permit area is 20p every 30 minutes up to 8 hours.

9. Where will parking bays and pay & display machines be provided?

Parking bays will be marked out on the carriageway in safe locations and away from junctions and dropped footway or driveway crossings. Yellow line waiting restrictions will be installed at locations where parking would be hazardous or cause obstruction. Pay and display machines will be provided on the footway where they would cause the least visual intrusion to residents. The number of parking bays will be maximised. Bay locations are shown on the plans enclosed.

10. Can you guarantee me a parking space outside my house?

It is not possible to guarantee anyone a particular space on the public highway. However, as residents are given a higher priority for the available parking spaces, they are more likely to find a parking space. Experience of existing zones shows that there are generally more spaces available within the zone during operational hours, than during times when parking is uncontrolled.

11. How can it be ensured that motorists parking in the zone park legitimately?

Civil Enforcement Officers (CEOs) will patrol the roads within the zone at regular intervals during the controlled hours. CEOs can issue a Penalty Charge Notice (parking ticket) to any vehicle that is parked in a manner that contravenes parking regulations e.g. parking on a yellow line or within a parking bay without displaying a valid permit/pay and display ticket. Illegally parked vehicles may also be towed away.

12. Will I be able to park across my driveway?

Yes, but only outside the controlled hours (9am – 5pm, Mon to Sat). It is not possible to mark bays across driveways as this would legalise obstruction.

13. What if I do not support the scheme?

Vote 'No' on the enclosed questionnaire - if the majority of residents / businesses vote against controlled parking then a scheme is unlikely to go ahead in the road / area. If the majority of residents are in favour of the scheme there would be an opportunity to make further comments or object to the proposals at the Public Notice Stage when the scheme is formally advertised in the Croydon Guardian, by on-street notices and on the Council website. Please note that if the majority of residents in a small part of the consultation area are in favour of an extension to the zone, then a recommendation could be made to extend controlled parking to this area alone.

14. What happens next?

At the end of this consultation, the votes and comments on all returned questionnaires will be analysed. The results of these will be presented in a report to the Traffic Management Cabinet Advisory Committee for consideration at its next meeting on 11

October 2017 at 6.30pm in the Town Hall, Katharine Street, Croydon. The Committee will then make a decision whether or not to proceed with controlled parking in your road.

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Denmark Road Area, Proposed Controlled Parking Zone – QUESTIONNAIRE

Your views are important to us, so please ensure you complete this Questionnaire and return it in the attached pre-paid envelope to reach us by 17 July 2017.

Name*:

Address*:

** Without this information your vote will not be counted. This information will be used only for the purpose of this consultation. We will only use responses from occupiers within the proposed area shown on the attached plan – one response per household and return using the official pre-paid envelope provided.*

Please choose **one** option only by putting an 'X' in the appropriate box.

Option 1: **All Day CPZ** with Permit Holders Only bays and Pay & Display bays.
Proposed operational time is **9am to 5pm, Monday to Saturday**.

Option 2: **Do Nothing** – Retain the existing parking arrangements.

Comments:

The results of the consultation will be presented in a report to the Traffic Management Cabinet Advisory Committee for consideration at its next meeting at 6.30pm on 11 October 2017 in the Town Hall, Katharine Street, Croydon.

Please return using the pre-paid envelope provided

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Croydon Council

For general release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 11 October 2017
SUBJECT:	OBJECTIONS TO PROPOSED PARKING RESTRICTIONS REDFORD AVENUE JUNCTIONS
LEAD OFFICER:	Shifa Mustafa, Executive Director of Place
CABINET MEMBER:	Councillor Stuart King, Cabinet Member for Transport and Environment
WARDS:	West Thornton
CORPORATE PRIORITY/POLICY CONTEXT:	
<p>This report is in line with objectives to improve the safety and reduce obstructive parking on the Borough's roads as detailed in:</p> <ul style="list-style-type: none"> • Croydon Local Plan – Nov 2015 • Local Implementation Plan 2; 2.8 Transport Objectives • Croydon's Community Strategy 2013-18; Priority Areas 1, 2 & 3 • Croydon Corporate Plan 2015 – 18 • www.croydonobservatory.org/strategies/ 	
FINANCIAL IMPACT:	
<p>The cost of the proposed parking restrictions is £1k which can be met from the Streets revenue budget for 2017/18.</p>	
FORWARD PLAN KEY DECISION REFERENCE NO.: n/a	
1. RECOMMENDATIONS	
<p>That the Traffic Management Advisory Committee recommend to the Cabinet Member for Transport and Environment that they :</p>	
1.1	Consider the objections received to the proposed parking restrictions at the Redford Avenue junctions with Fairlands Avenue, Ashley Road, Goldwell Road and Grove Road.
1.2	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.
1.3	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 1.2 above.

1.4 Note: the officer to inform the objectors of the above decision.

2. EXECUTIVE SUMMARY

2.1 The purpose of this report is to reconsider 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.

3. OBJECTIONS AND RESPONSES

3.1 Redford Avenue junctions with Fairlands Avenue, Ashley Road, Goldwell Road & Grove Road – West Thornton

A request has been received from a local resident via their Ward Councillor for 'At any time' waiting restrictions to be placed at the Redford Avenue junctions due to regular parking close to the junctions and the subsequent safety and access problems this causes. The same request has also been received from a resident in Grove Road for similar restrictions to be placed at the junction of Redford Avenue with Grove Road due to manoeuvrability issues by refuse trucks. A number of junctions in this area have been treated with restrictions which has helped to improve access and road safety.

3.2 Nine local residents have objected and a petition has been received from the Grove Estate Residents Association objecting to the proposed 'At any time' waiting restrictions in Redford Avenue for the following reasons:-

- The new proposed double yellow line restrictions placed at every junction will further reduce parking in Redford Avenue which is already limited for parking space.
- The double yellow line restrictions will not improve safety at these junctions.
- The new proposed 'At any time' waiting restrictions are unnecessary to have them placed at every junction in Redford Avenue.
- Not a lot of traffic in the area and no accidents have been reported which does not warrant double yellow lines to be placed in Redford Avenue.

3.3 **Response** – Officers have visited Redford Avenue on a number of occasions and have observed vehicles parking within 5m of the four junctions along this road, compromising access and safety with visibility sightlines being severely restricted. This issue was raised around 7 years ago and at the time 10m returns were proposed but following strong objections led by the local residents association the committee agreed not to proceed but to monitor parking for future review. With the problem still remaining, the Council is recommending that the returns be reduced to 7 metres, recognising that parking is at a premium in this area. The petitioners and the further nine objectors maybe unaware that Veolia refuse trucks have trouble negotiating these junctions due to parking and the concern is that emergency access would be compromised especially by the fire appliances. For these reasons it is proposed to proceed with the proposals as shown in plan no.PD-323d.

4. FINANCIAL CONSIDERATIONS

There is a revenue budget of £100k for various parking restrictions and bays, (Footway Parking and Disabled Bays) from which these commitments, if approved, will be funded. Attached to the papers of this meeting is a summary of the overall financial impact of this and other applications for approval at this meeting. If all applications are approved, a budget of £83k will remain to be utilised in 2017/2018 (taking into account £8k that is committed for a separate schedule of parking restrictions).

4.1 Revenue and Capital consequences of report recommendations

	Current Financial Year	M.T.F.S – 3 year Forecast			
		2017/18	2018/19	2019/20	2020/21
		£'000	£'000	£'000	£'000
<u>Available Revenue Budget</u>					
Expenditure	100	100	100	100	
Income	0	0	0	0	
<u>Effect of Decision from Report</u>					
Expenditure	9	0	0	0	
Income	0	0	0	0	
Remaining Budget	<u>91</u>	<u>100</u>	<u>100</u>	<u>100</u>	

<u>Available Capital Budget</u>				
Expenditure	0	0	0	0
<u>Effect of Decision from report</u>				
Expenditure	0	0	0	0
Remaining Budget	0	0	0	0

4.2 The effect of the decision

4.2.1 The cost of introducing new waiting restrictions at all the sites originally on the public notice, including advertising the Traffic Management Orders and associated lining and signing has been estimated at £9,000.

4.2.2 These costs can be contained within the available revenue budgets for 2017/18.

4.3 Risks

4.3.1 The cost per restriction is reduced by introducing a number of parking restrictions in one schedule and therefore spreading the legal costs. The marking of the restrictions and the supply and installation of signs and posts where necessary is carried out using the new Highways Contract and the rates are lower than if the schemes were introduced under separate contractual arrangements.

4.4 Options

4.4.1 The alternative option is to not introduce the parking restrictions. This could cause traffic obstruction and have a detrimental effect on road safety.

4.5 Savings/future efficiencies

4.5.1 No further savings have been quantified, although new parking restrictions do make an income contribution to the revenue budget. The introduction of these proposals would increase the potential to recover income in this way.

Approved by: Luke Chiverton, Head of Finance (Place & Resources).

5. COMMENTS OF COUNCIL SOLICITOR AND MONITORING OFFICER

5.1 The Solicitor to the Council comments that Sections 6, 124 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (as amended) provide powers to introduce and implement Traffic Management Orders. In exercising this power, section 122 of the Act imposes a duty on the Council (so far as is 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 matters such as the effect on the amenities of any locality affected.

5.2 The Council must comply with the necessary requirements of the Local Authorities

Traffic Orders (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.

- 5.3 Approved for and on behalf of Jacqueline Harris-Baker, Director of Law and Monitoring Officer.

6. HUMAN RESOURCES IMPACT

- 6.1 There are no human resources implications arising from this report.
- 6.2 Approved by: Sue Moorman, Director of Human Resources.

7. EQUALITIES IMPACT

- 7.1 An initial Equalities Impact Assessment (EqIA) has been carried out and it is considered that a Full EqIA is not required.

8. ENVIRONMENTAL IMPACT

- 8.1 Double yellow line waiting restrictions do not require signage therefore these proposals are environmentally friendly. Narrow 50mm wide lines can be used in environmentally sensitive and conservation areas.

9. CRIME AND DISORDER REDUCTION IMPACT

- 9.1 Waiting restrictions at junctions are normally placed at a minimum of 10 metres from the junction, which is the distance up to which the Police can place Fixed Penalty Charge Notices to offending vehicles regardless of any restrictions on the ground. This can be varied according to the circumstances applying at different locations.

10. REASONS FOR RECOMMENDATIONS

- 10.1 The recommendations are for new 'At any time' waiting restrictions at locations across the Borough where there are particular concerns over safety and access due to obstructive parking. At each location surveys have been undertaken which confirm that road safety issues exist and double yellow lines would encourage the safe movement of vehicular and other traffic (including pedestrians).

11. OPTIONS CONSIDERED AND REJECTED

11.1 Instead of double yellow line waiting restrictions the alternative would be single yellow line daytime restrictions. However, as most of the above locations are at junctions and other locations where parking could create obstruction at any time, double yellow lines are more appropriate as they reduce obstructive parking at all times.

**REPORT AUTHOR/
CONTACT OFFICER:**

David Wakeling, Parking Design Manager,
Highways Improvement, 020 8667 8229

BACKGROUND PAPERS:

None

APPENDICES:

Appendix 1 – Proposed ‘At Anytime’ waiting restrictions



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Proposed 'At anytime' waiting restrictions
in Redford Avenue

CROYDON COUNCIL

PARKING DESIGN
HIGHWAYS DIVISION
Croydon Council
Bernard Weatherill House
CRO 1EA

INFRASTRUCTURE - TRAFFIC DESIGN			
Scale: 1:1000	Drawn PT	Checked DJW	Rev. 00
Date: November 2016	Drawing Ref. PD-323d		

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Croydon Council
For General Release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 11 October 2017
SUBJECT:	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
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>	
KEY DECISION REFERENCE NO.: Not a key decision	
1. RECOMMENDATIONS	
<p>That the Traffic Management Advisory Committee recommend to the Cabinet Member for Transport and Environment that they agree to:</p>	
1.1	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.
1.2	The officers to inform the objectors of the Cabinet Member’s decision.

2. EXECUTIVE SUMMARY

- 2.1 This report details 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.
- 2.2 The scheme itself aims to mitigate traffic congestion and road safety concerns in Addiscombe Road, Addiscombe Court Road and Canning Road. It also aims to encourage motorists to use the arterial routes and not use side roads as through routes.
- 2.3 The Council has made a commitment to increase the number of journeys made by cyclists, in line with the Mayor of London's Transport Plan. This includes the provision and maintenance of a safe network of quieter routes for cyclists to use.
- 2.4 This commitment can be assisted through the introduction of one-way working/no entry restriction with a cycle bypass and contraflow, which allows pedal cycles to travel safely against the flow of one-way traffic or to bypass a no entry restriction safely. The cycle contraflow is indicated clearly with traffic signs and road markings as per the Department for Transport design guidance. Details can be seen on the drawings located in the appendix within this report.

3. DETAIL

- 3.1 A petition was received from the residents of Addiscombe Court Road and Tunstall Road, signed by 85 residents. The residents signing this petition requested that the Council take action to reduce additional road traffic using their roads as a consequence of an adjacent road, Lebanon Road, being made one way. The petition was presented at the Council's 30 January 2017 meeting.
- 3.2 Meetings were already taking place with officers, ward councillors and residents and a proposal came out of these meetings. The proposal was to make Addiscombe Court Road and Canning Road no entry to motor vehicles for traffic travelling north. Officers undertook to write to residents in the wider area, inviting them to express their views on this proposal, and to indicate whether they were prepared to support the measures or not.
- 3.3 The findings of this informal consultation were reported back to the Traffic Management Advisory Committee (TMAC) on 5th July 2017. The Cabinet Member for Transport and Environment at that meeting agreed to advertise the public notice for this scheme in the local Croydon Guardian and London Gazette on 12th July 2017.
- 3.4 Statutory (formal) consultation on these proposals was then undertaken. This process was publicised via Public Notice (attached to lamp columns within the consultation area) and via notices in local and London newspapers. Representations from residents both within the locality and outside of it were received, many of these were objections but there were also a significant number of representations in support.

- 3.5 Funding for the design, consultation process and implementation is available within the “LIP” (Local Implementation Plan) funding for 2017-2018 provided by Transport for London (TfL).
- 3.6 A road safety audit has been completed and the scheme meets safety requirements for all road users.

4. CONSULTATION

- 4.1 Following the public notice issued on 12th July 2017, 84 objectors sent in representations. Unusually for a public notice, which invites people to object, 35 further emails in support of the proposals were received, which is around 30% of all responses.
- 4.2 A summary of objections received are given in the table below. Similar objections have been grouped together to aid and simplify the process of reporting and responding. The tables below show numbers of objections raised and their locations within or outside of the streets listed below.
- 4.3 The following Residents Associations made representations:

H.O.M.E. Residents Association - representing Elgin, Outram, Havelock Roads and Mulberry Lane.

H.O.M.E. Residents Association objected, expressed concern around traffic displacement into the roads to the east of Addiscombe Court Road and Canning Road. It was their view that Elgin Road in particular would bear the brunt of displaced traffic resulting from the proposed restrictions.

TACRA (Tunstall and Addiscombe Court Road) Residents Association

This residents association responded to the public notice, stating clearly strong support for the proposal.

Canning and Clyde Road Residents Association

This residents association presented a paper previously (reported to TMAC July 2017) which indicated there was a majority who did not support their street (Canning Road) being made no entry. Whilst no formal objection was received to the public notice, their views are noted here.

Whitgift Estate (East Croydon) Residents Association

An objection was received which relates to increased congestion on the main road network arising from the proposal, with traffic levels currently travelling along this being already congested at peak times. A concern was also raised about the volume of through traffic currently using residential roads in the Whitgift estate.

4.4 Tables showing numbers of objections received and respondent's location.

Objection	Elgin Road	Havelock Road	Mulberry Lane	Outram Road	Ashburton Road	Rushmead Close	No address supplied or remote from the locality
1. Increase traffic/congestion/Journey times	13	4		2	1	1	8
2. Scheme will increase Noise/Air Pollution	9	2		2			4
3. Scheme will not encourage walking/Cycling							
4. Scheme will not reduce Vehicle Speeds							
5. Scheme will not improve Safety/Reduce Accidents	7	4		1			2
6. Traffic will be displaced to other neighbouring roads	13	4	1	3	2	1	8
7. Scheme will not make area a pleasant place to live						1	
8. Council didn't conduct any proper analysis on traffic data	1	1				1	4
9. Full Traffic Analysis/ Whole area approach for the whole area needs to be done	5	4	1	2	1		3
10. Informal Consultation process flawed			1	2	1		2
11. Canning Road should remain 2 way only Addiscombe Court Road should be No Entry		1					1
12. Canning Road residents did not support the proposal during informal consultation		1					2
13. Scheme will causes problems for emergency vehicles							1

Objection	Cedar Road	Lebanon Road	Addiscombe Court Road	Tunstall Road	Addiscombe Road	Canning Road	Clyde Road
1. Increase traffic/congestion/Journey times		1	1	2		1	1
2. Scheme will increase Noise/Air Pollution		2		2		1	1
3. Scheme will not encourage walking/Cycling				1			
4. Scheme will not reduce Vehicle Speeds				1			
5. Scheme will not improve Safety/Reduce Accidents		3		2		1	
6. Traffic will be displaced to other neighbouring roads	1	2		2	2	1	
7. Scheme will not make area a pleasant place to live							
8. Council didn't conduct any proper analysis on traffic data		2					
9. Full Traffic Analysis/ Whole area approach for the whole area needs to be done		1					
10. Informal Consultation process flawed							
11. Canning Road should remain 2 way only Addiscombe Court Road should be No Entry						1	
12. Canning Road residents did not support the proposal during informal							

consultation							
13. Scheme will cause problems for emergency vehicles		1					

4.5 **Objection Group 1**

The Scheme will lead to an increase in traffic and result in more congestion on other neighbouring roads, and especially in Elgin Road. There will be an increase in journey times and congestion on the main road network and in some of the residential roads.

Response:

One aim of this proposal is to encourage traffic to stay on the main road network and discourage drivers from using residential roads as through routes. It is appreciated that some traffic may use other nearby residential roads if Addiscombe Court Rd and Canning Road are made no entry, and that Elgin Road does provide an alternative route, should Canning Road become no entry for northbound traffic.

During these busiest times, Elgin Road is only one of several choices for those going north using Addiscombe Road. It is also likely that some traffic will remain on the main road network or disperse via other alternative routes. Depending on where motorist journeys originate from, some drivers may completely change their route and drive through another area altogether.

In addition to Elgin Road, nearby alternative routes available are via Havelock Road, Outram Road and Ashburton Road. It is likely that all these roads could experience some additional traffic if the proposals are agreed. It is not possible however to predict which of the alternative routes motorists might choose and some may vary their routes on different days depending on prevailing traffic conditions.

Should the proposals be agreed, then post-implementation monitoring of traffic flows will take place once the new traffic regime becomes settled in. This would be around 2 months after completion. Other measures can be considered if new traffic problems materialise.

Journey times are likely to increase, in particular for residents of Addiscombe Court Road and Canning Road as one end of their street will no longer be accessible to them.

However, road safety and quality of life for these residents is also a priority and is the reason why residents of Addiscombe Court Road/Tunstall Road presented the Council with a petition requesting measures.

Discussions are taking place between Council officers and Transport for London (TfL) regarding improving the capacity of the main road network to assist with keeping traffic on the arterial routes. This could result in an improvement for the area in the longer term.

4.6 **Objection Group 2**

Scheme will result in increased noise and pollution

Response:

It is acknowledged that there will be changes to the local traffic regime and local pollution and noise levels may vary, however a net increase is not anticipated unless a significant volume of extra traffic chooses to travel through the area.

By encouraging traffic to use the main roads (which are wider), impact on residents is reduced, as pollution and noise from vehicles decreases the further away from the traffic lane one is.

4.7 Objection Group 3

The scheme will not achieve its aims to encourage walking and cycling, encourage using other public transport, become quieter place to live and reduce vehicle speeds

Response: The reduction in motor vehicle traffic on residential roads resulting from introducing the no-entry, one-way (part or in whole) will provide a better environment for vulnerable road users and in particular for cyclists, allowing them to travel part of their journey on quieter back streets, and provides links to and between other roads which are more suitable for cycling. Residents of Addiscombe Court Road, Tunstall Road and Canning Road should also benefit from their streets become quieter and more pleasant places to live.

4.8 Objection Group 4 & 5

The scheme will not reduce vehicle speeds. The scheme will not improve road safety for residents.

Response:

The recently completed traffic surveys included speed data and no speeding issues were identified. The standard way of presenting speed data is known as 85 percentile speed, which is the speed at which 85% of vehicles recorded in a survey travel below.

Data for Addiscombe Court Road gives 85 percentile speed at around 15mph. For Canning Road, Elgin Road, Havelock Road and Outram Road it is below 20mph for all roads. The speed of vehicles as shown by the survey findings does not present any road safety issue.

A road safety audit has been carried out on the proposal and no safety issues arising from the proposals were found. The road safety issue of vehicles overtaking trams at Lebanon Road tram stop will be removed, should the measures be approved.

4.9 Objection Group 6

Traffic will be displaced to other neighbouring roads

Response:

This matter has been discussed in the first group of objections and impact of traffic displacement onto residential streets will be subject to monitoring if proposals are approved.

4.10 Objection Group 7

The scheme will not make the area a pleasant place to live

Response:

By alleviating the problems of those living on Addiscombe Court Road and Tunstall Road and removing the potential for Canning Road to become a “rat-run” it will help to restore the quality of life for those living in these roads to when traffic volumes were lower. Addiscombe Court Road in particular has house frontages only 3m - 4m from the carriageway and the residents here do experience traffic noise, more so than some of the other streets where house frontages are much further away from passing traffic.

4.11 Objection Group 8 & 9

Council did not conduct any proper analysis on traffic data

A Full Traffic Analysis/ Whole area approach for the whole area needs to be done

Response: The issues on Addiscombe Court Road have been recognised to be a problem and there is a need to resolve this as quickly as possible. In particular the matter of vehicles illegally overtaking trams stopped at Lebanon Road tram stop to then turn left into Addiscombe Court Road is a road safety issue which has to be resolved. Traffic surveys were carried out in early 2016 to establish traffic displacement, following on from Lebanon Road being made no entry/one way. A further pre-implementation traffic survey has been carried out on the affected roads to assess the traffic impact on the wider road network.

Data now available shows current numbers of vehicles who travel through the residential roads in the area. Further detailed studies would involve origin and destination studies over a much wider area and these are very expensive, requiring a large amount of resource to complete surveys and tabulate the data. The benefit of such a study is unlikely to add much extra value to the traffic surveys already carried out, which has provided the number of motorists using the residential roads to get to/from the A232 Addiscombe Road from/to Lower Addiscombe Road and that they will do so via the most convenient route available. Given the limitations of affordable and realistic options available to provide a solution, the data collection and analysis is adequate and appropriate.

4.12 Objection Group 10

Consultation process was inadequate or flawed

Response:

The Local Authorities Traffic Order Procedure (England and Wales) Regulations 1996 sets out how Local Authorities undertake statutory consultation. For this proposal, the notice was published in the Croydon Guardian on 17th July 2017 and also in the London Gazette on the same date. Although not required, street notices were also put up on lamp columns. The legally required process has been complied with.

Prior to undertaking the statutory (legally required) consultation, all residents within a wide surrounding area have been written to, to get their views and thoughts on the proposals. The engagement took place with every household in a wide area and was not inadequate nor flawed.

4.13 Objection Group 11 & 12

Canning Road should remain 2 way only Addiscombe Court Road should be no Entry

Canning Road residents did not support the proposal during informal consultation

Response:

At the TMAC meeting of 5 July 2017 it was acknowledged that there was a majority of Canning Road residents who wanted their road to remain as it currently is ie. no restrictions nor one way sections. The matter was discussed by the committee in consultation with the Addiscombe ward councillors. After careful consideration the committee concluded that were Canning Road to remain two way it would simply be a matter of time before Canning Road residents were complaining about traffic displacement and requesting the Council to deal with the consequences.

If Addiscombe Court Road alone were made no entry then all north bound traffic coming from Park Hill Road/Park Hill Rise and some adjacent residential roads in the restricted area would use Canning Road during the morning and evening traffic restrictions on Addiscombe Road. Canning Road would be the only available northbound exit from the area from 7 – 10am and from 4 – 7pm.

4.14 Objection Group 13

Scheme will causes problems for emergency vehicles

Response:

If an emergency vehicle needs to access either Canning Road or Addiscombe Court Road they are permitted to drive through the no entry and against the short one way section, so long as they are sounding their emergency sirens and/or have warning lights flashing. There should be no impact on access in a genuine emergency. Emergency services are contacted directly as part of the statutory consultation process and no objections to the proposals have been received.

4.15 Comments Received in response to the Public Notice

4.15.1 Introducing alternatives to the one way would be good, traffic calming would be a better approach

Response: Addiscombe Court Road, Canning Road, Elgin Road Havelock Road and Outram Road all have physical traffic calming already in place. The effect of this traffic calming is reflected in the traffic surveys completed recently in terms of vehicle speeds as already discussed above. Alternatives considered are at the end of this report.

4.15.2 Parking Spaces will be affected by the scheme

Response: No on street parking bays will be lost should the proposals be taken forward, nor will any free parking space be reduced. Altering parking arrangements is not part of these proposals.

4.15.3 The East India Conservation Area will be affected by the proposals

Response: The roads in question have already been discussed within the “objections” section of the report. Conservation area status is covered by planning legislation or local area planning rules whereas highway matters are separate.

Whilst they are legally distinct matters, any physical measures introduced within a conservation area will be sympathetic to the locality in terms of their appearance and siting. For example, consideration will be given to the location of any new road signs or street furniture to ensure it has the minimum visual impact on the local street scene.

4.15.4 An Environmental Impact Assessment should be carried out.

Response: Environmental or Traffic/Transport Impact Assessments are usually carried out as part of the legally required planning process, where new developments are proposed which might introduce a large amount of new traffic onto the highway, impacting on the environment or on travel. This allows planning authorities to mitigate the impact by requiring a developer to fund improvements to deal with the effects or impact of new traffic.

In the case of the small scale measures proposed in this report, whilst the traffic regime may be altered, it is not proposed to increase the traffic in the area and there is no requirement to carry out such an assessment.

4.15.5 The informal consultation did not include enough roads/the informal consultation was inadequate.

Response: The informal consultation area covered a large number of streets in the area, a plan showing streets included is in the appendices to this report. The informal consultation served its purpose which was to find out residents views on proposals. There was a good response rate and the outcomes/findings were discussed at the TMAC meeting in July 2017.

4.15.6 Refuse vehicles will find it difficult to complete their waste/recycling collections should no-entry restrictions be introduced.

Response: The Council's refuse vehicles routinely collect waste/recycling from one way streets, no entries and cul de sacs across the borough. Whilst there may need to be some re-planning of routes to optimise the time taken on the collection rounds it is not envisaged that this would become an insurmountable problem for the waste collection service.

4.15.7 Some roads could be made left or right turn only.

Response: Whilst this might reduce a number of vehicle journeys in Addiscombe Court Road, it would not resolve the safety issues with vehicles overtaking the trams at the tram stop by this road. In addition, these banned turns are rather difficult to enforce and predictably there would be a large amount of non-compliance without regular enforcement, as is seen quite often in the borough.

5. FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS

5.1 Revenue and Capital consequences of report recommendations

Current year

Medium Term Financial Strategy – 3 year forecast
--

	2017/18	2018/19	2019/2020	2020/2011
	£'000	£'000	£'000	£'000
Revenue Budget available				
Expenditure				
Income				
Effect of decision from report				
Expenditure				
Income				
Remaining budget				
Capital Budget available	125			
Expenditure				
Effect of decision from report	35			
Expenditure				
Remaining budget	90			

5.2 The effect of the decision

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

5.3 Risks

There is a risk that if the proposed scheme is not approved, 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.

5.4 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.

5.5 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: Luke Chiverton, Interim Head of Finance, Place and Resources.

6. COMMENTS OF THE COUNCIL SOLICITOR AND MONITORING OFFICER

- 6.1 The Council Solicitor 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 have complied 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: Jacqueline Harris-Baker, Director of Law, Council Solicitor and Acting Monitoring Officer.

7. HUMAN RESOURCES IMPACT

- 7.1 There are no human resources implications arising from this report.

Approved by: Sue Moorman, Director of Human Resources.

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. This will make 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 and 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 may need to alter their motor vehicle journeys to and from their homes. This may 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 is likely to become more congested, vehicle journey times may increase and it is likely that traffic will displace onto the nearest available north-south through route or find other routes to complete their journeys.
- 9.4 It is possible that the scheme will encourage 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 crime and disorder reduction impacts in this report.

11. REASONS FOR RECOMMENDATIONS/PROPOSED DECISION

- 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" will become quieter and more pleasant places to live as a result of the scheme.

12. OPTIONS CONSIDERED AND REJECTED

- 12.1 Other options considered and not taken up at this time are summarised here.
 - 1. Reversing the direction of the one way system in Lebanon Road, which was 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.

4. Carry out alterations to the junction of Cherry Orchard Road with Lower Addiscombe Road to take north-south through traffic. This junction has been studied recently with a view to improving road safety for pedestrians and two wheeled vehicles and it was found that this junction at peak traffic times is already at full capacity carrying east-west traffic. A scheme to provide a north-south through route would need a major investment of the order of millions of pounds and purchase of land/buildings would also be necessary. Accessing Cherry Orchard Road would need to be via the junction with Addiscombe Road at East Croydon and this is already very congested at peak times.
5. Improve the junction at Chepstow Road. This is under discussion with TfL and is being looked at as part of the wider area. TfL have been approached and the problems residents in the Addiscombe area face with through traffic was highlighted. The matter regarding improvements to the existing main road network in order to reduce peak time congestion was discussed. TfL confirm that they are willing to work with the borough to look at the TfL/borough main road network, with a view to seeing what improvements could be made to the junction of Addiscombe Road/Chepstow Road to reduce queuing at peak times. TfL have also suggested a review of the wider main road network in conjunction with borough officers, to see what measures are possible to facilitate improved traffic flows on arterial routes in the area in general, including the town centre.

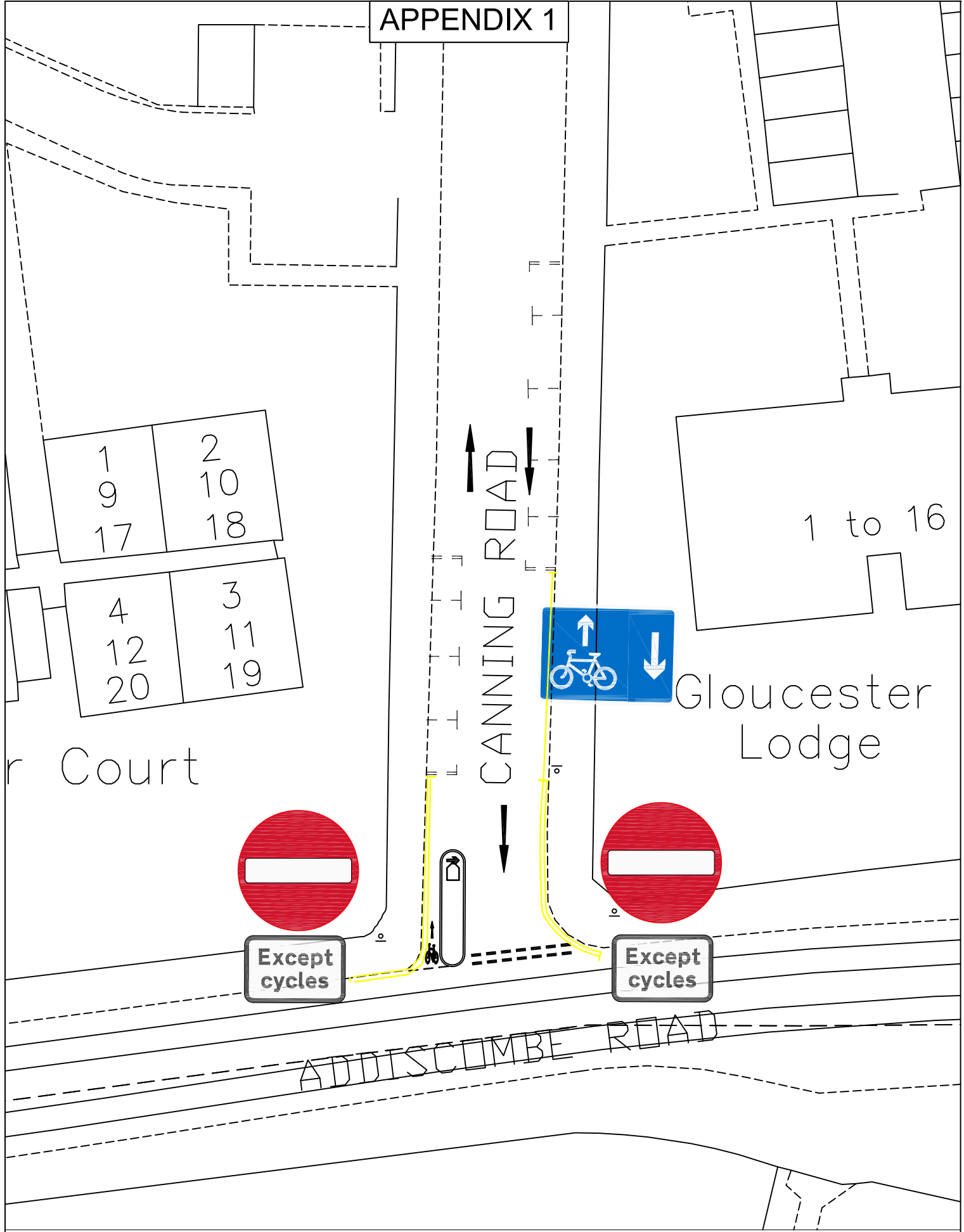
CONTACT OFFICER: Mike Barton-Service Manager Highway Improvements
x61977
Sue Ritchie-Senior Engineer Highway Improvements
x63823

BACKGROUND DOCUMENTS: None


APPENDICES: Appendix 1 – Proposed Canning Road No entry drawing with pedal cycle by pass drawing
Appendix 2 – Proposed Addiscombe Court Road No entry with pedal cycle by pass drawing
Appendix 3 – Objections – correspondence
Appendix 4 – Support – correspondence
Appendix 5 – Plan – informal consultation boundary

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APPENDIX 1

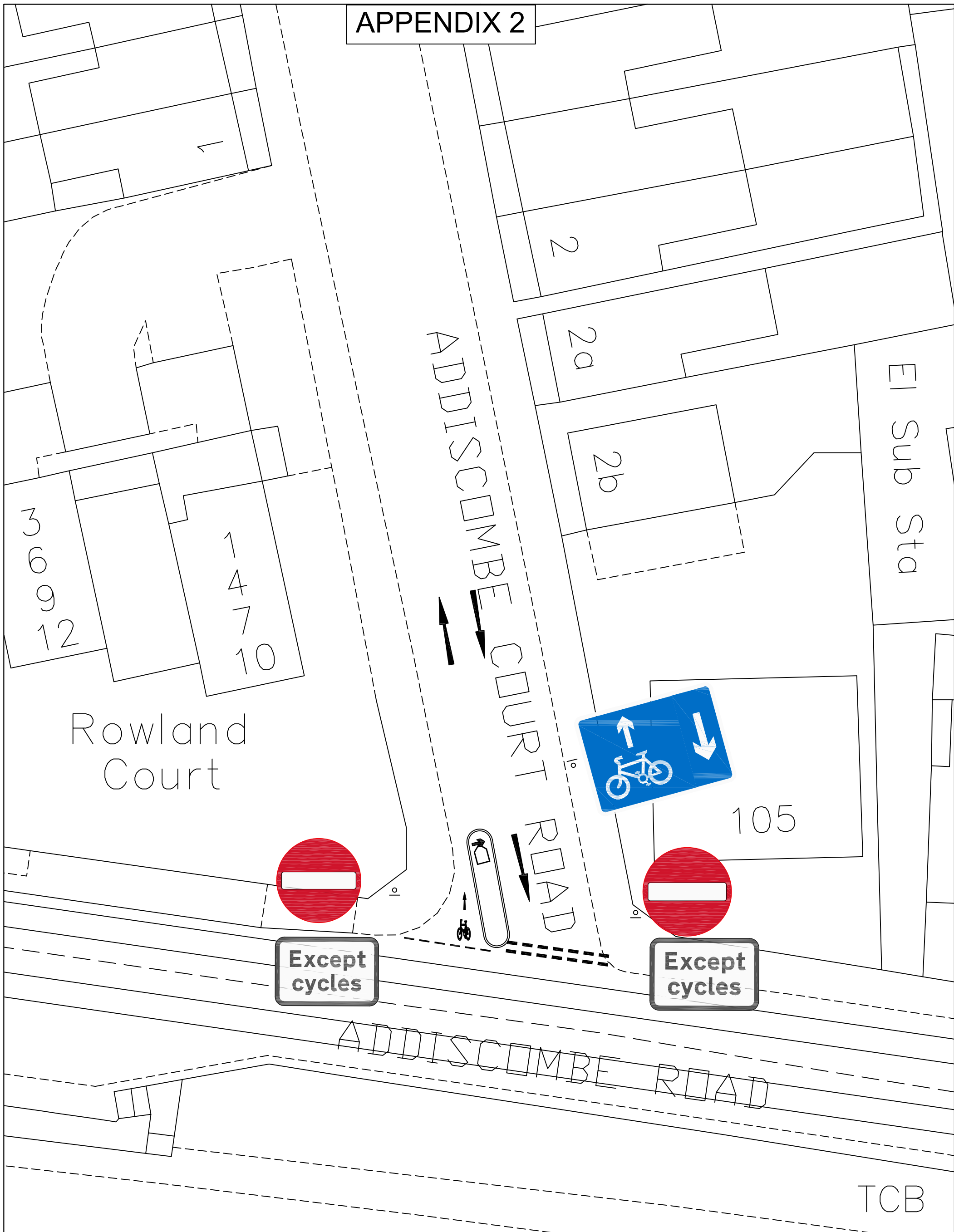


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JOB NAME CANNING ROAD				PLACE DEPARTMENT STREETS DIVISION DIRECTOR - STEVE ILES		DRAWING NO HWY/TRS/TMAC1	REVISION -
DRAWING TITLE PROPOSED PLUGGED NO-ENTRY				HIGHWAY IMPROVEMENTS		STATUS -	
DESIGNER RB	VERIFIED XX	SCALE AT A4 NTS	DATE 11/01/17	Page 77		 www.croydon.gov.uk	

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APPENDIX 2



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NOTES	JOB NAME CANNING ROAD		PLACE DEPARTMENT STREETS DIVISION DIRECTOR - STEVE ILES		DRAWING NO HWY/TRS/TMAC/01	REVISION -
	DRAWING TITLE PROPOSED PLUGGED NO - ENTRY		HIGHWAY IMPROVEMENTS		STATUS -	CROYDON Delivering www.croydon.gov.uk for Croydon
	DESIGNER RB	VERIFIED XX	SCALE AT A3 NTS	DATE 11/01/17		

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APPENDIX 3

Objections – Correspondence

Respondent 1

I am a resident of Tunstall Road and a daily user of the access from Addiscombe Road. I strongly disagree with the notion that there is a “traffic” problem along Addiscombe Court Road and I cannot understand why this Order is being imposed. I wish to object to the proposed Order to make Addiscombe Court Road (ACR) and Canning Road (CR) one way with no entry from Addiscombe Road on the following grounds:

1. The Order will substantially increase the distance and time it takes for residents of ACR and TR to drive home if coming from a southerly direction. Using the roundabout connecting Fairfield Road and Park Hill Road as a base, journey distances will be increased by up to 1.2 miles diverting along Addiscombe Grove, or up to 1.3 miles diverting along Elgin Road.
2. The Order will cause increased traffic along the already heavily congested Addiscombe Grove and Lower Addiscombe Road.
3. The Order will increase carbon emissions due to increased distances of travel, as well as increased time which will be spent “stop-start” on the already congested alternative routes.
4. The Order will lead to an increased probability of accidents as road users are required to spend more time on the road.
5. *“This proposal should assist the Council in encouraging more sustainable transport use such as walking and cycling”* – this is not an encouragement to walk / cycle but instead a deterrent for drivers by making routes longer and more congested. This statement assumes that the people currently using ACR and CR are in the fortunate position of being able to use such other methods of transport for their work or their daily life, something which is impossible for both myself and my partner. Please provide the findings of the origin-destination studies which confirm that there are enough road users who could change their method of transport to outweigh the increased time on the roads (as detailed above) spent by those who are not able to forego driving.
6. *“...by reducing vehicle speeds”* – please explain how it will reduce vehicle speeds other than where it creates more congestion on Lower Addiscombe Road, Addiscombe Grove and Elgin Road? This Order will likely increase vehicle speeds on ACR and CR – reducing the number of cars that use ACR and CR will mean greater distances between vehicles and therefore greater opportunity to increase speed.
7. *“...and improving safety”*. As I have noted above, more time spent on the roads as a result of longer distances to travel and congestion will increase the probability of accidents, as well as the likely increases in drivers’ speeds along the one ways.
8. *“and the perception that the streets are safer and more user friendly”* – what good is perception? As a regular road user and as someone who often walks to Croydon (via the ACR and Addiscombe Road junction) I currently perceive the streets to be safe and user friendly. The Order will likely make them less safe as having fewer road users (not none) will create more space between cars which will invite speeding, and less user friendly as residents are significantly inconvenienced trying to get home.
9. *“The roads made “no entry” by deciding to implement the scheme will become quieter and more pleasant places to live.”* The traffic will likely be displaced onto roads such as Oval Road and Leslie Park Road (as users seek to avoid the congestion at the top of Cherry Orchard Road and Lower Addiscombe Road), or on to Elgin Road. This will inevitably lead to complaints from the people that live on these roads, in the same way that people have brought this to the Council’s attention in the fallout of Lebanon Road becoming one way; it will never stop.

I am strongly opposed to the proposed Order and I look forward to your comments on all of the issues I have outlined above.

Respondent 2

I am writing to object to the proposed one-way working and cycle contra flows Addiscombe Court Road and Canning Road.

In relation to the proposals, they are utterly flawed, and will simply drive existing traffic to existing, more congested routes.

Having lived through the frustration of a no-entry road, it is no more pleasant a place to live, as cars are more likely to exceed the speed as they are not meeting oncoming traffic to which they have to give way.

Making car journeys marginally more inconvenient will not deter people from using their cars. For many people, a car is a necessary transport choice.

I now live in Rushmead Close If I drive regularly, it is a 0.9 mile journey there, and a 1.5 mile journey back. That is because of the various one-way, no entry routes between those two places. It is slightly frustrating but having lived on a one-way/no entry road most of my life, one you get used to doing.

The journey from our house to the pre-school which is currently 1.2 miles will increase by 1/2 mile, I suspect, should Canning Road be made no entry.

However, even that simple extra distance will be made worse because we shall be sat in traffic at either the lights on Chepstow Road and trundling along the Lower Addiscombe Road. You must know that both of these roads are already congested. Vehicles stuck in traffic are far worse at polluting and give an impression of the roads being less user friendly.

There must be many cars but certainly not an excessive number that use these roads to get to the shops, businesses and petrol station on Lower Addiscombe Road from the Park Hill area. There is not an alternative but to use a car for such a journey.

These proposals are so misplaced, and will make the residents who live in Elgin and Havelock Roads far worse.

Finally, I would question what analysis you have conducted to assume these proposals will have the affects you hope to achieve. I suspect individually, each of those drivers, has a good reason for making the journey they are doing so, and unfortunately, you are simply pushing the problem elsewhere, to other roads concentrating the inconvenience of a busy road on the residents there (Elgin Road), creating congestion, and making pollution worse.

It is a shame these plans are so ill-thought, like the decision to make Lebanon Road one-way. You have made these problems, and you are making them worse.

I hope you reconsider and abandon these proposals.

Respondent 3

The imposition of the Lebanon Road one-way system is having a negative impact on residents living in Addiscombe Court, Tunstall and Canning Roads. It now threatens to have a negative impact on residents living in Clyde Road and roads further east.

This is a heartfelt plea to Croydon Council not to choose to send around 3,600 (a conservative figure partly estimated because of 8 hours day-time missing Site 20 data) cars a day along Canning Road. Canning Road is in effect the same width as Lebanon Road, is heavily parked in the southern half with the potential for the same head to head conflict which was given as the reason for making Lebanon Road one-way, has mainly small front gardens, has by far the highest number of households of all the roads from Colson to Ashburton Roads, has a significant number of families living in the one and two bedroomed flats owing to the high cost of housing and a number of older people in the sheltered block as well as in privately rented or owned housing.

The traffic hazard Croydon Council has created around the Lebanon Road tram stop is serious and ongoing. Last week alone I witnessed two highly dangerous manoeuvres with cars with insufficient visibility overtaking the tram and swinging into Addiscombe Court Road. Clearly something needs to be done before there is an accident.

With the Council's Lebanon Road one-way imposition and its refusal to consider any other options other than making one or both of Addiscombe Court and Canning Road no entry from Addiscombe Road – it has put residents living in Canning and Clyde Roads, as well as those further east, in an invidious position. I would urge that, whatever the Council decides to do, it is in the short-term until the Council urgently looks again at the whole system of traffic flow from Colson to Ashburton Roads and is prepared to make changes where it is currently refusing to do so. I have friends and neighbours, who are car drivers, who will be negatively impacted by the combination of Lebanon Road having been made no entry and these latest proposals.

The reason for the Canning Road response rate to the Council's informal consultation is as follows: there is quite a high number of residents for whom English is not their first language; there is a number of residents on 6 to 12 month lets who (with exceptions) tend to be less engaged with what is going on locally; under half the residents are car owners so do not feel confident to comment on traffic movement. Drivers appear to be more motivated to comment than non drivers. All this does not automatically mean residents would be happy to see their road and quality of life transformed.

As we are all too aware, the current situation has been brought about by the Council's decision at the Traffic Management Advisory Committee of 7 July 2015 to make Lebanon Road one-way southbound. The Senior Engineer's email to me of 9 July 2015 made it very clear that the Council chose not to include residents of Addiscombe Court, Tunstall and Canning Roads in the consultation because it *'would result in an ongoing debate concerning where the appropriate cut-off point for consultation should be'* These three roads were the ones who stood most to be affected and, as time has proved, are now very much living with that decision's negative impact.

The manner in which the Lebanon Road one-way decision was administered was already highly questionable, both technically and ethically. This has now been compounded by the technical administration of the traffic monitoring. Eight hours day-time monitoring in Canning Road, both north and southbound, (Sunday 18 June, 3.00 to 11.00 pm – bear in mind we have a church in the road) is missing from the Site 20 spreadsheet. Unfortunately the Council did not contact those to whom it had circulated these understated figures to advise them they were incorrect. These understated figures have been more widely circulated by email and put on a local resident's website. The Council has allowed this to happen. The impression gained by repetition of this understated data will now be very hard to change in people's minds. The Council has allowed a wrong impression of Canning Road traffic numbers to take hold in people's minds and affected their view and judgement of the situation.

The following are the reasons why I strongly do not want the Council to send around 3,600 cars a day along Canning Road:

Canning Road has by far the highest number of households of all the side roads in the area – 348;

There is a significant and increasing number of families living in the two or even one bedroomed flats in Canning Road owing to the cost of housing. There is a Freedom of Information request (with a different department from when the request was first made) to establish the number of child benefit payments made in the roads from Colson to Ashburton Roads. This will indicate the number of children in the roads. I am confident that Canning Road will be near (if not at) the top. When I receive the reply to the Freedom of Information request, I shall pass it on to Croydon Council so it can be informed;

The church has pre-school five days a week, baby & toddlers group once a week, Children's Indian Dance groups, Rainbows and Brownies;

We also have a number of older people in the 48 flats in the sheltered housing block plus in privately rented and owned flats;

Children and older people are particularly vulnerable to the effects of pollution;

Residents do not necessarily want to be forced to be the only road taking all the northbound traffic between Colson and Clyde Roads;

As Canning Road is so near Addiscombe Court Road, it would likely get all or most of the traffic that turns both left towards Morland Road and right towards Addiscombe;

Lebanon Road was made one-way because it had around 3,000 cars going along it per day; Canning would have around 3,600 – 600 (20%) on top of that for a road that has just over double the number of households as in Lebanon Road;

Canning Road is only 4 cm wider than Lebanon Road, in effect the same size;

The front gardens are mostly small, many only a car's length, which is nothing in terms of traffic noise, and some residents have already resorted to closing open windows at the front in mild weather;

The buildings are tall on at least one side for most of the road. The sound reverberates;

The lower half of Canning Road towards Lower Addiscombe Road is heavily parked on both sides, and it is already normal for cars to weave in and out. Increased traffic would likely lead to the same head to head problems as in Lebanon Road with cars backing up southwards in Canning Road and northwards out onto the busy Lower Addiscombe Road;

If the Council were to choose to send around 3,600 cars a day along Canning Road (600 more than Lebanon Road was taking), when it is in effect no wider than Lebanon Road, is heavily parked leading to the same head to head problems, has small front gardens, in a road that has just over twice the number of households – the Council would be responsible for performing a blatant injustice. It simply could not justify this.

Respondent 4

I object these changes, this is completely unacceptable, we have enough traffic in front of our house and don't need more, also parking spaces would be effected and those are not enough anyway.

Respondent 5

I am a resident of Elgin road and wrote to object to the proposed road access changes to Addiscombe Court Road and Canning Road. This will force traffic to use the nearest available road which will be Elgin Road.

Respondent 6

Dear Sir/Madam

I wish to object to the proposal for the following reasons:

1. The impact on the East India Conservation Area roads was not considered in making this proposal
2. Data recently collected from EICA roads show more traffic already using Elgin Road than Addiscombe Court and Canning Roads - and so to close the latter two would increase the volume even more - with a children's nursery near the top of Elgin Road!
3. Canning Road residents did not vote to close their road northbound. You would be going against their wishes.
4. The real problem should be addressed: proper traffic planning for the long-term, for Cherry Orchard Road (both ends) and Chepstow/Addiscombe Road junction.

I urge that no action be taken until a proper traffic plan for the whole area, made by experts (not just Councillors and/or residents), is clear and agreed.

Respondent 7

Dear Sir / Madam

We have been made aware that Croydon Council has proposed to make Addiscombe Court Road and Canning Road no entry to northbound traffic which would leave Elgin Road the next available road for traffic wanting to go from Lower Addiscombe Road to Addiscombe Road. As a resident of Elgin Road I wanted raise objections to this proposal, as this will just move the problem away from these roads and on to our road. I believe Croydon already has done studies of volume of traffic on the individual streets which indicate that Elgin Road is already one of the busiest roads in the local area, and I would have concerns that routing additional traffic through Elgin road could cause issues both in terms of noise, pollution but also in terms of safety. As you may know Elgin Road has a nursery on the top end where we have a lot of small children being dropped off and picked up, additional traffic would be detrimental in terms of safety for those children and the dropping on and off will exacerbate any traffic. I would also like to highlight that although in principle the road is wide enough for cars to go both ways, in practise because of road side parking cars travelling in opposing directions often have to pause and give way, if we increase volume of traffic we could see far worse delays and gridlock. Lastly I would also mention that northbound traffic from Elgin Road will cause delays in traffic on Addiscombe Road, we already see where cars want to turn right they often block

westbound traffic due to queues at the traffic lights where they cannot fully move in to that lane and instead try to edge in, and additional traffic could make this worse, where northbound traffic from Canning and Addiscombe Court Road does not have any adverse impact to this flow on a busy main road.

Thank you for considering the above points, I hope you will factor these in your proposals and come up with a solution that does not adversely impact other roads. If you would be able to let me know the outcome of your consultation it would be appreciated.

Respondent 8

I would like to object to the proposed plans for the following reasons.

1 The informal consultation process was flawed because the information sent to residents did not include any indication of the effect of these changes on traffic flow along Elgin Road and other roads in the East India Conservation Zone.

2 All the 'experts' agree now that the changes will have a similar impact on Elgin Road as the changes to Lebanon Road caused.

3. A whole area approach needs to be employed at all times – based on real data obtained from sat navs and TFL expertise. The oversight of the effect on safety at Lebanon Road Tram stop just shows what happens when changes are introduced without proper expertise being exercised.

Respondent 9

I object to the proposal to make Court Road and Canning Road one way

It is unreasonable and unhealthy to think that proposals can be implemented so that Elgin Road is the nearest road as an alternative if Court Road and Canning Road are made one way.

- The residents of Elgin Road will have to live with more pollution and noise than we already have to.
- The proposals will incur ill health for the children who attend the nursery in Elgin Road.
- Elgin Road has residents of all ages who will be affected.
- Why have the residents of Elgin Road been deemed as less worthy of a less polluted road; less traffic and unreasonable noise?
- Elgin Road is one of the busiest roads already as traffic use it as a cut through due to some of the one way systems.
- Canning Road and Court Road are not experiencing as much traffic as Elgin Road so they should not be given further preferences over Elgin Road.

Respondent 10

Dear Sir/Madam,

I would like to object to the proposed one way changes as I don't believe sufficient data and modelling has been completed, addressing roads on an individual basis simply displaces the problem and as in the Lebanon road area makes it hard for residence to access their properties. I believe if a review is to take place it needs to be an all-encompassing view of the existing restrictions, the

surrounding roads as well as how each road might be accessed from at least 4 directions to take into consideration the additional traffic this would generate. Thank you for your time.

Respondent 11

Dear Sir or Madam,

Has any report or exercise considered the extra car mileage and pollution created if Addiscombe Court Road is made no entry at the southern access and ditto Canning Road?

The difficulty of access for residents of Tunstall Road and visitors to Tunstall Road Nursery and the electrical wholesale business at the north end of Tunstall Road has not been mentioned.

Respondent 12 changes to Addiscombe Crt Rd & Canning Rd

Dear Sirs,

I object to the proposed road access changes to Addiscombe Court Road and Canning Road.

I live at Elgin Road which will bear the brunt of the impact of these changes. According to council figures, Elgin Road is already the busiest of those roads monitored during the recent consultation period and once these changes are made it will become much busier for this reason: after Cherry Orchard Road, any traffic moving along Addiscombe Road from East Croydon cannot turn North towards Lower Addiscombe Road until it reaches Elgin Road. This is likely to create longer journeys and force traffic down Elgin Road; it is not acceptable as it will increase traffic, pollution and raise safety concerns for motorists and pedestrians on Elgin Road in particular.

A traffic plan needs to be developed that properly considers all residential roads in the area. Elgin Road is in the East India conservation area. The likely impact of the proposed changes is that it will bear the traffic of a main road.

Respondent 13 changes to Addiscombe Crt Rd & Canning Rd

I am objecting to the proposal to may Addiscombe Court Road and Canning Road no entry going northbound on the following grounds:

1) Canning Road residents did not support the proposal for their own road during the informal consultation. Imposing a partial closure on their own road which is not supported by the residents of that road is undemocratic.

2) Addiscombe Court Road has properties with small front gardens and the increase in traffic following the closure of Lebanon Road for northbound traffic may have affected those residents to a greater extent. Canning Road, on the other hand, is straight with speed bumps and houses set back from the road. I believe this road is virtually indistinguishable from Elgin, Havelock or Outram Roads. All 3 of these roads already have similar or more traffic than Addiscombe Court Road and significantly more than Canning Road has now (as per recent measurement numbers). Closing Canning Road too is likely to displace traffic to (mainly) Elgin Road and then to Havelock and Outram and Ashburton Roads - ie displacing traffic to roads already experiencing a higher level of traffic.

3) Traffic flow at major junctions on Addiscombe Road / Lower Addiscombe Road / Cherry Orchard Road needs to be improved to keep traffic on major routes and save residential roads from increased noise and pollution from cars turning their roads into rat runs. Local residents should not have to pay with their health and wellbeing as a result of government failing to keep major junctions fit for purpose .

I'd prefer that Addiscombe Court Road remains open to all traffic, but accept that the location of the properties on that road may mean that the residents are affected more by the increase in traffic resulting from the changes made to Lebanon Road.

Canning Road is not the same as Addiscombe Court Road, their residents don't want changes to their road and they already have the least traffic compared to Addiscombe Court Road, Elgin Road, Havelock Road, Outram Road and Ashburton Road.

I can't see how the principles of natural justice or democracy can be upheld or seen to be upheld if the proposal to partially close Canning Road is approved.

Respondent 14

Please note I object because by closing having a no entry would result in more traffic along Elgin Road which is already a busy Road. At night especially there are Motor cyclists who speed down the road causing noise pollution for the residents on the road.

Respondent 15 changes to Addiscombe Crt Rd & Canning Rd

I should like to object to the proposed road access changes to Addiscombe Court Road and Canning Road on the grounds that it would have a negative impact on Elgin Road. Elgin Road is already a busy access road from both ends as your figures show and the proposed changes would mean an increase in traffic from the Addiscombe Road end. Do you propose to make Elgin Road one way as well to compensate? Then Havelock and Outram Roads?

Respondent 16 changes to Addiscombe Crt Rd & Canning Rd

Please accept the below as an objection to the proposed changes to Addiscombe court Road.

I feel the new proposals are highly flawed for many reasons:

By diverting traffic that would have previously entered the south side of Addiscombe court Road, this will increasing traffic at the cherry orchard Road traffic lights at the turn-in to East Croydon station car park. This area is already congested at many times of the day, often with station-related traffic including black cabs. Increasing traffic to this choke-point will inevitably disrupt the traffic flow at this point and cause huge backlogs in an area that it is essential to Croydon life (East Croydon station).

The stated aims of the new proposal claim that it may cause less traffic as it will encourage use of other methods of transport. The implied method by which it will do this is to simply inconvenience the local community so much that we will be forced to use other methods of transport.

This part of Croydon has excellent travel links be it bus, tram or rail. Those that can use these

facilities invariably do so. There are many who simply do not have a viable public-transport alternative (for example, my journey to work takes 50 minutes by car, or approximately 2.5 hrs one way by public transport. Therefore the proposals will not decrease the use of cars on these roads.

In fact these roads do not have a problem with traffic at all (living on Tunstall road o can attest to this) - the notion that there is a traffic problem that needs to be eased should be highly questioned and analysed.

Regarding Emissions - driving longer distances increases emissions (as cars are on the road for longer), but also waiting longer at traffic lights increases emissions disproportionately. Two of the four alternative routes involve waiting at an extra set of traffic lights, thus disproportionately increasing car emissions.

I also note with alarm that one of the stated aims is to create the 'perception' of a safer streets, rather than to actually create safer streets. The recent decrease to the speed limit to 20mph will achieve this - achieving perception alone without actual safety is not only pointless but also dishonest.

Another point I would like to make is about change - the constant changes to the road rules around this area (e.g Lebanon road becoming one-way, reducing the speed limits etc) are one of the biggest factors encouraging accidents, as new rules are unfamiliar and confusing to many drivers. Therefore there is of course a risk that introducing yet another change will increase the risk of accidents, rather than decrease it.

Given that, in the above objection, I have demonstrated that the proposals are more likely to increase emissions, increase total time of the road, create traffic jams, and not actually increase safety, I feel that the changes SHOULD NOT GO ahead.

The proposals may have had good intentions, but unfortunately the mark, and are likely to actually worsen the very issues they strive to ameliorate.

Respondent 17

I DO NOT support the proposal to make the roads around Lebanon Road, where I live, one way.

The road lay out works fine as it is. The proposals you are suggesting will make getting to Morland Road or West Croydon really long-winded, & will most probably cause lots of accidents because it's just not logical or sensible to do this.

Please do not implement these new Road layouts.

Respondent 18

I write to the above reference, as a tenant living in elgin road i object totally our road is busy already with traffic up and down day and night.

Respondent HOME Residents' Association 19

Dear Sir/Madam

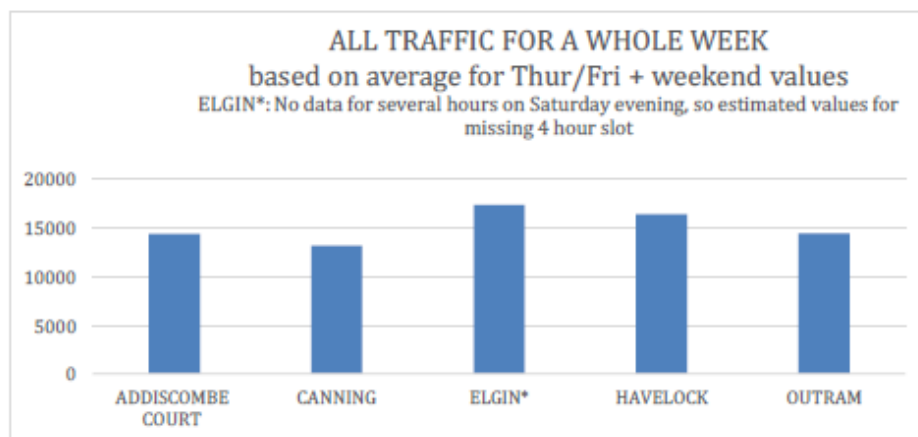
PROPOSED ONE-WAY WORKING AND CYCLE CONTRA FLOWS – ADDISCOMBE COURT ROAD AND CANNING ROAD, CROYDON

The reference PD/CH/B16 by 02 August 2017

We appreciate the opportunity to participate in this statutory consultation and hope that Croydon Council use it to apply the principles of natural justice, which we believe were missing from the informal consultation.

The H.O.M.E Residents Association would like you to take the following points into consideration before making the final decision on this one-way road proposal.

1. The figures measuring the traffic use in the HOME roads show that the situation in the HOME roads is at least as intolerable as that in Addiscombe Court Road and more so than in Canning Road. The traffic levels in these roads were of course the reason behind their complaints in the first place. See chart showing 7 days northbound flows, and the following median hourly figures. The Council should produce charts for all the roads and sites as per traffic data gathered and share with us.



Havelock Road, Outram Road, Mulberry Lane, Elgin Road & Ashburton Road/Close/Gardens
Looking after the concerns of local residents

Using the hourly median figures which is the mid point of the data for each road (so removes the extremes of busiest and quietest hours) gives a more representative picture of the traffic flows. Based on the northbound traffic survey the median shows Elgin Rd to have the highest per the list below:

Median Results per hour northbound:

Addiscombe Court Rd	75
Canning Rd	57
Elgin Rd	77
Havelock Rd	70.5
Outram Rd	43.5

Figures taken recently show a fairly even spread, with Addiscombe Court and Elgin Roads showing similar volumes on peak weekdays hours. NB the figures currently being taken will show a different pattern as some schools are now closed for the summer.

We do not want to end up with a perceived problem in a road becoming an actual problem further east. Decisions should be made on facts not perceptions.

2. At the 5th July consultation meeting, Councillors apologised for the grief caused to Addiscombe Court Road residents for the displacement of traffic from Lebanon Road. If you uphold the change, you are about to reproduce the same mistake as was made with Lebanon Road. What is the point of making an apology but carrying out the same strategy further east?
3. Our preferred solution is to make no changes until the wider problems with road junctions have been solved. These junctions are at East Croydon Station (Cherry Orchard Road/Addiscombe Grove), Billington Hill, Leslie Arms end of Cherry Orchard Road, and the Chepstow Road/Clyde Road junction. We have a number of suggestions and would like to hear whether these have been considered. Mike Barton has stated that the Chepstow Road/Clyde Road junction is under discussion with TFL and is being looked at as part of the wider area. Could residents be involved in those discussions please, as we have experience of using these roads and would like our experience taken into account when changes are considered?

In any case, a competent assessment on a larger scale is urgently needed, showing that the future traffic that Westfield and more trams will generate have been taken into account as well as emergency services' needs, and social institutions in our roads; also which way Sat Nav routes recommend.

4. Our second preference, if action is deemed necessary straight away, would be to close Addiscombe Court Road northbound, as they voted, but to keep Canning Road open, respecting their vote. Closing Canning Road would be undemocratic, considering that in the informal consultation and petition prior to it the residents have voted against this proposal. The closure of Addiscombe Court Road could be for a trial period, assessed and reopened if it proves to be (another) mistake.
5. The issue of tram stop safety should be dealt with separately from the traffic issues. Even with the changes proposed the Lebanon Road tram stop would be a safety risk area, as cars are able to turn left out of Lebanon Road, and right out of Addiscombe Court Road. If drivers are tempted to overtake a tram, accidents are likely to occur sooner or later, especially with cars turning right out of Addiscombe Court Road, despite the no overtaking sign. Possible reversal (as an interim solution) of the traffic flow in Lebanon Road or any should not be so readily dismissed if the safety is paramount.

6. However, if the proposed changes simply go ahead then we fear a large proportion of the displaced traffic will travel down HOME roads (with biggest impact on Elgin). The proposed change on the premise of "Let's see where the traffic goes" seems to be a dubious and ineffective way of using Council's and TFL's funds. This would make residents' lives unbearable and HOME would have no option but to petition for no entry northbound for all four of the HOME roads which start and end at Addiscombe Road and Lower Addiscombe Road. The council would have to support this in the same way as they have for Lebanon, Addiscombe Court and Canning Roads. We do not consider this an acceptable way to go ahead and for Councillors and/or Council traffic issues in the area.

To summaries:

HOME Residents' Association strongly opposes the proposal on the bases that:

- 1 The process was flawed because the information sent to residents did not include any indication of the effect of these changes on traffic flow along Elgin Road and other roads in the East India Conservation Zone
- 2 All the 'experts' agree that the changes will have a similar impact on Elgin Road as the changes to Lebanon Road caused.
- 3 The council's stated justification for changing Canning Road from a two way route to southbound only would apply even more strongly to Elgin Road as Elgin Road already carries more traffic than any of the residential roads in this area.
- 4 The Residents' Associations should not be asked for proposals to remedy already bad changes made - we are not experts.
5. A whole area approach needs to be employed at all times - based on real data obtained from sat navs and TFL expertise. The oversight of the effect on safety at Lebanon Road Tram stop just shows what happens when changes are introduced without proper expertise being exercised.

If the Council does go ahead with its proposals we would make a complaint to the Local Government Ombudsman on the grounds that have been stated in the supplementary notes attached.

Respondent 20

Dear sirs

With regards to the above traffic development plan. I feel I do need to point out that the problems that this will cause in Elgin Road will be huge. Currently as your figures show Elgin Road is already one of the busiest roads used as the current through. Living at the Lower Addiscombe Road end we see the congestion where we have cars using the cut through stacking up at the end of the road where we only have single file traffic as we have parked cars. Traffic then cannot turn into Elgin Road due to the blocked road. This then causes stoppage of traffic on Lower Addiscombe Road. Your plan will lead to greater traffic flow into this junction which will cause even more congestion and blockage on Lower Addiscombe Road. Air pollution will increase at this point and we will have more aggrieved drivers who cannot get into Elgin Road plus the drivers who cannot exit Elgin Road due to traffic blockages.

It needs to be re-worked as this current plan will just cause greater congestion and potential impasse at this junction.

Respondent 21

I am writing to express my opposition to these proposed changes which involving the implementation of a one way system in Addiscombe court Road.

I am a resident of Tunstall Road and this will significantly increase the distance I need to drive to get to my house. Also I do not feel the current traffic levels are particularly problematic currently and feel this change will actually increase traffic levels in surrounding areas.

Respondent 22

I live in Elgin Road

I strongly object to Canning road becoming one way as it will result in there being more traffic using my road i.e. Elgin Road. The traffic on my road is already very heavy and there are more and more cars parked on our road so our road is becoming even more dangerous.

If Canning road becomes one way then traffic from both east and west of Elgin road via Addiscombe will use Elgin road more.

Respondent 23

I object to the proposals to make Addiscombe Court Road and Canning Road one way.

There has not been a full consideration of the effect making these roads one way will have on other roads in the area (eg. The HOME Residents' roads, Elgin, Havelock, Outram and Ashburton). The situation needs to be considered as a whole, not just pushing the problem from road to road. For example, making Lebanon one way was good for Lebanon residents but caused other problems for Addiscombe Court and safety at the tram stop for cars joining the road. We need a proper solution, not a quick fix that will cause trouble for others.

Elgin Road will end up with far more traffic than any other road currently has or had – changes were made to Lebanon because of intolerable levels of traffic but this proposal means Elgin will have MORE than Lebanon had, ie it will be MORE than intolerable. Elgin Road EVEN NOW has more traffic than any other local road. It also has a nursery in it. Road safety issues are important.

If Elgin becomes one way north to south, the problem will move to the next road...and so on and so on.

Traffic experts should be consulted as this is a tricky and unusual situation. Trams have increased recently and road traffic will increase due to new building in the area plus there will be more traffic as Croydon centre is rebuilt.

Pollution, road safety and tram/car safety considerations need to be considered with the utmost care. Please do not implement your proposal but instead have a proper consultation guided by expert opinion. There is too much at stake to do anything else.

Respondent 24

I am e-mailing to object to this scheme, to make both Addiscombe Court Road and Canning Road no entry Northbound (from Addiscombe Road).

This is on the basis that it will cause a great increase in traffic in my road (Elgin Road), which is the nearest alternative road - and indeed the first road east of Cherry Orchard Road - to which northbound access from Addiscombe Road through to Lower Addiscombe Road (and hence Leslie Park Road, and all roads running south from them) will be possible, as Lebanon Road and Clyde Road are already one way southbound only (no entry north bound from Addiscombe Road). Elgin Road is already the busiest of the roads that will be affected by this scheme, as the first road north from Addiscombe Road east of its junction with Chepstow Road (when it becomes the A232, and ceases to have trams).

Respondent 25

I think it will make Elgin Road even more noisy for us residents there.
I would object to making the Addiscombe Court road and Canning road being made one way.

Respondent 26

As a resident of Elgin Road, Croydon I am responding to your plan to make certain roads west of Elgin Rd one way only , with no entry from the Addiscombe Rd

Whilst the proposals may have been made in response to the concerns of some (but it appears from their reported support), not all, the residents of those streets - to simply make a change there will worsen traffic for people in neighbouring streets- especially Elgin Road as it will become the first road anyone approaching from the west (on either Addiscombe or the A232) can use to head north.

Your own figures show Elgin Road is ALREADY busier than either of the roads you are seeking to reduce traffic volumes on.

The current approach whether by accident or design simply moves the traffic (exactly to where and in what quantities you do not appear to have calculated or published) and as Elgin Road is already busier than the roads to be changed it can only increase the traffic volume on Elgin Road.

I therefore oppose this change on the grounds it is not reasonable to adopt the "beggar your neighbour" approach shifting the problem to other streets simply to relieve a perceived problem in other streets. This piecemeal approach, not supported by the limited data available, is not the correct way to approach traffic management issues.

You do not appear to have carried out any assessment of the likely impact on traffic levels in neighbouring streets. This is unacceptable and I suspect a breach of statutory duties on the part of the Council.

You do not appear to have made any environmental assessment of the impact of increased exhaust pollution in the streets that will suffer additional traffic, this appears negligent.

Rather than the current unreasonable piecemeal approach which is not evidence based I suggest you consider ;

1 introduction of proper traffic calming measures such as chicane style one sections part way down streets (common in European countries such as France or the Netherlands) to slow down traffic and discourage rat running

2 introduce a congestion charge for use of Croydon's streets

Taken together this would reduce traffic volume to the benefit of all residents

I am not anti car - I drive one myself- but in a town with good public transport their use should be actively managed

Respondent 27

SAGA OF EVENTS

I originally received a document that ask me to decide if a new traffic flow system was acceptable.

As the document had no data or other information to enable anyone to make such a decision I replied stating this.

I have never had an answer to my reply.

I then attended an informal session with H.O.M.E. members to meet councillors.

I stated that I would like to see data on traffic flows in all the parallel roads in the conservation area in order to see for myself what problems exist.

I was expecting data for roads from Ashburton Road to Colson Road.

I have seen traffic monitoring equipment in Ashburton Road.

I have not seen any data until a document prepared by H.O.M.E. based on traffic flow measurements supplied.

What I have in the H.O.M.E. documentation is a bar chart for five roads only.

The full data is not included just the median values.

Does this mean there were periods of significantly higher and lower traffic flows so an average could not be used?

I would like to see the original data and similar data for the other roads.

As it stands this information is again not suitable for making a decision.

If you have data on traffic flows in the area of concern please forward as soon as possible to enable me to make a reasoned analysis.

Then we can move on in a reasonable manner and see what options are available.

I object strongly on keep receiving odd pieces of information and asked if I agree.

I am very disappointed in Croydon Councils approach to problem solving.

Respondent 28

I refer to the traffic proposal with the reference number above:

From statistics provided by the HOME Residents Association it appears that Elgin, Havelock and Outram roads already carry as much,

or in the case of Elgin, slightly more traffic (between Addiscombe and Lower Addiscombe roads) than Addiscombe Court and Canning roads.

Making Addiscombe Court and Canning partly one way would surely increase the load on the other three roads, particularly Elgin, and that seems unnecessary and inequitable. I am strongly opposed to it.

Respondent 29

To whom it may concern,

I strongly oppose the change to the road system for Addiscombe Court Road and Canning Road. The reasons for this are as follows :

1. There isn't a problem with traffic or safety on these roads. I frequently use the road system in order to access my home on Tunstall Road and have never witnessed an issue. And I am not alone in this.

2. By making the proposed changes, it will filter all traffic down already congested roads thus further increasing traffic volume in these areas (for example Addiscombe Grove and Chepstow Road, Cherry Orchard Road and Lower Addiscombe Road). It will increase the time cars spend in traffic jams and therefore result in a heightened environmental impact... not to mention increased problems with pollution, which councils have recently been charged with tackling (particularly in Croydon Central, I note, where air pollution levels are amongst the very worst in the country). So called "rat runs" like these in fact tend to help ease traffic in congested areas.

3. All problems could be solved by reversing the rather perverse decision to make Lebanon Road a one-way Road. Clearly that decision is flawed, otherwise we wouldn't even be having this discussion (see above re "rat runs" - the more in operation, the less concentrated the traffic problem). Additionally, by stopping traffic travelling northbound on Canning Road and Addiscombe Court Road, you will merely be pushing more cars down Elgin Road. And no doubt residents on Elgin Road will have issues with that... So where will it end? At what point will you say "no" to residents? Will the Elgin Road residents' claims of wanting to make their Road "quieter and more pleasant places to live" hold equal weight to those claims of Addiscombe Court Road and Canning Road? Of course it should and so you'll have to implement the same changes... So I ask again.. When will it end? Surely the simplest, most cost effective method is merely reversing your previous decision on Lebanon Road.

Ultimately by making this decision on Addiscombe Court Road and Canning Road, all you're doing is making any traffic problems worse.

Respondent 30

I am writing to object to the Addiscombe Road and Canning Road one-way proposal. As a resident of Elgin Road I am extremely aggrieved that our street will experience a significant rise in north and south bound traffic. Elgin Road is already subject to heavy traffic flow and with this comes all of the attendant problems, such as noise and air pollution, access issues and a blatant disregard of the speed limit.

The Addiscombe and Canning Road access changes cannot, and should not, go ahead. I am appreciative of the concerns residents in those streets have, but this access change merely shifts the problem to parallel streets. If this proposal comes to fruition, residents of Elgin Road will pursue their own access change and the ripple effect will continue into neighbouring streets. The Council is failing to provide a long term solution, its approach is blinkered and foolhardy.

I am strongly opposed to any access change, and will continue to object and fight against same.

Respondent 31

I am very concerned about the proposal to make Lebanon Rd and Addiscombe Court Road one way, because I am worried for the safety of:

1) The tram passengers and tram drivers, since there will be more cars driving slowly (and confusedly) along the section of Addiscombe Road from East Croydon to Clyde Road, in search of a left turning. After the tragic incidents this should not be ignored.

2) the safety of the children at Elgin Nursery, who will be unused to the increased amount of traffic that they will experience right outside their front gate in Elgin Road.

Respondent 32

Dear Sir

As a resident of Elgin Road the proposed road access changes to Addiscombe Court Road and Canning Road will result in increased traffic at Elgin Road.

We strongly object this change for the protection of children using Elgin Road.

Respondent 33

We are writing to object to the proposal to make Addiscombe Court Road and Canning Road one way on the grounds that the proposal will have a knock on effect on neighbouring roads in terms of traffic volume.

A comprehensive traffic management proposal for the entire series of roads running parallel between Addiscombe Road and Lower Addiscombe Road would enable alternating one way systems to be put in place to ensure that traffic is dispersed evenly throughout the area, rather than being displaced from a couple of roads, resulting in a concentration in others.

The current proposal may reduce vehicle speeds and improve safety and air quality on Addiscombe Court Road, and Canning Road, but will result in a reduction in safety, increased vehicle speeds, and reduction in air quality on Elgin Road, Havelock Road and beyond. The current proposal will impact on the overall sustainability of this area, and will be detrimental to the achievement of the Council's objectives.

We look forward to the preparation of a comprehensive traffic management proposal for the area, and strongly object to the current proposal. If you require any further details we are happy to help.

Respondent 34

Dear Sirs

I live in Elgin Road and write to object to the one way proposal for Addiscombe Court Road and Canning Road due to the resulting increase in traffic it will cause on Elgin Road.

1 The informal consultation process was flawed because the information sent to residents did not include any indication of the effect of these changes on traffic flow along Elgin Road and other roads in the East India Conservation Zone

2 All the 'experts' agree now that the changes will have a similar impact on Elgin Road as the changes to Lebanon Road caused.

3 The Council's stated justification for changing Canning Road from a two way route to southbound only would apply even more strongly to Elgin Road as Elgin Road already carries more traffic than any of the residential roads in this area.

4 The Residents' Associations should not be asked for proposals to remedy already bad changes made we are not experts.

5. A whole area approach needs to be employed at all times – based on real data obtained [from sat navs](#) and TFL expertise. The oversight of the effect on safety at Lebanon Road Tram stop just shows what happens when changes are introduced without proper expertise being exercised.

Should the proposal proceed, the effect of the changes should be mitigated by making Elgin Road a 'homezone' style street that puts people ahead of cars e.g. with pinch points and tree planting, to discourage its use as a rat run between Addiscombe Road and Lower Addiscombe Road.

Respondent 35

Hello

I wish to **strongly object** to the proposal to make Canning Road and Addiscombe Court Road no entry from Addiscombe Road.

The reason for my objection is that it will increase the weight of traffic on Elgin Road. According to the councils own figures Elgin Road is already the busiest of the roads in the area which will be effected.

I am also concerned about safety, there is Nursery at the top of Elgin Road and children would be put at risk.

Respondent 36

As stated in a notice through my front door today - Elgin Road is already far too busy. To this effect, I strongly object to any changes. Residents of Elgin Road often have trouble parking their cars as it appears that cars are being left on Elgin Road throughout the day by commuters who then travel on the buses or trams. Have witnessed people doing so. This cannot go on.

Respondent 37

I would like to state my objection to the change as proposed by the statutory consultation and would suggest a short and a long term solution.

From the notice and the reasons given as justification:

The Order is intended to introduce one-way working in the lengths of road listed in the Schedule to this Order with an exemption for pedal cyclists. This proposal 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.

The changes as proposed and the benefits from those as listed above will apply to 2 roads, however will negatively impact many other roads and the wider area. These were fully listed in the objection letter send by HOME Residents Association Committee on behalf of its residents.

It is obvious from communications received by residents around Lebanon Road tram stop, as well as submissions of TACRA, " **where council officers and councillors could be taken to court on corporate manslaughter charges (or worse)** " that the paramount is to stop someone getting injured around the Lebanon Rd tram stop and the top of their road. Therefore, I would ask that the following is considered:

1. only Lebanon Rd and Addiscombe Court Rd need be made No entry - with a ramp similar to Limes Rd close to Whitehorse Lane. This will stop cars coming out from Lebanon Rd behind the tram to overtake the stationary tram or cars coming out of Addiscombe Court Rd and turning right in front of a stationary tram.
2. Canning Rd and other roads should stay as they are at present
3. Some restrictions can be considered by Mike Barton's department ie right or left turn only at the north end of Elgin Road and Canning Road to discourage traffic from going down these roads at the same time.
4. A traffic monitoring and modelling should take place in the area and long term solution should be found within the Liveability focus, if Addiscombe RAs Group representing 9 residents' associations decide to go that way or work in some other way. This should be done by traffic experts working together with residents.

There has been a lot of pressure put on the council officers and a lot of political pressure put on our councillors and this is not the way to resolve matters in the neighbourhood.

I hope that Croydon Council will apply the principles of fairness and true consultation when making decisions that impact its residents.

Respondent 38

I strongly object to the proposals that was sent to us as it did not include the effect on Elgin Road and all the other roads that lead into the Lower Addiscombe Road.

1 The informal consultation process was flawed because the information sent to residents did not include any indication of the effect of these changes on traffic flow along Elgin Road and other roads in the East India Conservation Zone

2 All the 'experts' agree now that the changes will have a similar impact on Elgin Road as the changes to Lebanon Road caused.

3 A whole area approach needs to be employed at all times – based on real data obtained from sat navs and TFL expertise. The oversight of the effect on safety at Lebanon Road Tram stop just shows what happens when changes are introduced without proper expertise being exercised.

4 I live in Ashburton Road and the effects on this road would be horrendous.

Respondent 39

Please leave the traffic layout well alone, i live in Canning Road and a one way system would be a complete nuisance having to then go up someone else's road to get home. This completely negates the whole point as their road would then become busy! Undo what you have recently put in place and people can use whatever road they desire spreading the traffic evenly. The end of St James's Road and the bottom of Cherry Orchard Road is the root cause of all this traffic congestion (the give way on St James's outside the Co-Op), everyone stops to let 1 or 2 cars out causing all the traffic to stop up and all along this road, over the bridge of Gloucester Road. I never come back that route, choosing to go past Fairfield Halls. Remove the St James's giveway on the road and it will function as a roundabout and all traffic will flow and more people will consider using it, therefore reducing traffic in our roads, voila! Problem solved.

Your best idea would be to lift these recent restrictions too and let it all spread out to minimise it for all but as usual you will change it and ruin it for everyone as you don't live here and you know best!

Respondent 40

Dear Madam ————— 27th July 2017

As a resident near the top of Canning Road I find it very difficult to understand why one would wish to have four roads in a row with no access from Addiscombe Road – namely Lebanon Rd, Addiscombe Court Rd, Canning Rd and Clyde Rd.

To return home by car from Croydon, which I do often, it would mean that I would have to drive along Chepstow Rd, turn down Elgin Rd; turn left at the bottom into Addiscombe Rd and finally turn left into Canning Rd to get home.

What a long drawn-out method which would take much longer than it is at present, by simply driving along Addiscombe Rd and turning left into Canning Rd.

Because of this I strongly recommend that Canning Rd, at least, be left as a two-way system.

Thank you for your wise consideration on this matter.

Yours sincerely,

Respondent 41

Potential Closure of northbound entry to Addiscombe Court Road and/or Canning Road ?

OBJECTION

Dear Sirs,

In practice this is a repeat of the procedure used to close north bound entry to Lebanon Road.

In a nutshell Croydon Council's terms of reference can be summed up as "Treat this as an experiment and if an unspecified result is deemed to be unacceptable by unspecified people then potentially make some unspecified further changes to an unspecified timescale at an unspecified cost"

In the absence of any expected/projected results how is anyone to know whether the experiment is deemed to be successful or not? In the meantime considerable inconvenience to local people (in the form of noise in homes and pollution and congestion using our roads) is potentially possible. AND there are no criteria for even deciding if this is the case.

Hence my OBJECTION i.e. Until Croydon Council states proper CRITERIA for deciding if this experiment is successful or not, AND gives different scenarios as to what will happen if the Criteria are not met - together with action plans and time scales for implementation; Plus guarantees funds are available for implementing anything required; Croydon Council does not have a case to answer.

Respondent 42

Dear Ms. Clare Harris,

Having looked at the plans to block off Canning and Addiscombe Court Roads, we realised that for 6 hours every weekday it would cause a 'car trap' each rush hour.

As general traffic is not allowed through Junction A232, during rush hours, they would need an escape route down Canning Rd.

Respondent 43

I am horrified by your proposal to make Addiscombe Court Road and Canning Road no entry northbound.

The residents of these roads petitioned for this change as they felt that the volume of traffic on their roads (since Lebanon Road was made one way) is intolerable. In actual fact the traffic volumes on Elgin road (where I live) are at the same level as these roads already.

Making these roads no entry at southern end will leave traffic no choice but to use Elgin Road as the only other option Cherry Orchard road is already severely congested.

Pollution is already awful in Elgin road and increasing it due to more traffic will make residents lives intolerable. When the road was closed at one end due to the tragic tram accident the air quality was much better.

If the proposed changes go ahead then we fear a large proportion of the displaced traffic will travel down Elgin road. This would make residents lives unbearable and many would then want the same no entry northbound. The council would have to support this in the same way as they have for Lebanon, Addiscombe Court and Canning Roads.

The council needs an overall traffic management plan rather than adhoc decisions to close roads that do not seem to consider actual traffic volumes.

Suggestions to improve traffic generally:

1. Congestion charge
2. One car per household policy controlled via permits (this worked well in Bermuda where I used to live).
3. Reverse the Clyde Road one way to the other way as then traffic will flow more freely at the south end traffic lights

Respondent 44

1. I have been an owner occupier of my home in Havelock Road, Croydon for over a decade now;

2. Over the period of my residence at this address I have noticed what seems like a tripling if not quadrupling of traffic up and down what is essentially a residential side street. Over time it has become a "rat run" for excess traffic being pushed from other traffic restrictions around central Croydon and neighbouring areas such as Addiscombe. This has resulted in

a. Excessive noise for all residents, made worse for those who spend a lot of time at home or work from home.

b. It has become an increased danger to the children, elderly and disabled in this community of which there are many.

c. It has created more toxic pollution in the air as well as the noise pollution which, for me personally, has become intolerable even with double glazed windows. The asthma of people in the area I know is getting worse.

d. It is, no doubt, affecting the flora and fauna in the area as a result of this pollution.

3. The roads between Canning and Ashburton are supposed to be a protected, conservation area as a part of the old East India Company seminary land. This should be conservation not only in terms of

the buildings in the area but also conservation in how that area is used and maintained. Pushing excess traffic down what use to be quiet, pleasing, residential streets of gardens and homes is in no way “conserving” what was and what should still be.

4. In recent weeks, I have seen traffic that is inappropriate for this road cut through because of Croydon Council’s road redesigns – HGV vehicles with heavy loads from Harris & Bailey, Clarke’s coaches, large vehicles with scaffolding and other heavy goods which are far too long and wide for a residential street. Mopeds being driven at high speed along Havelock Road’s pavements by people who simply just don’t care about my community and our quality of life.

Havelock Road was once a lovely, quiet leafy street when I first purchased my home in the early noughties – all I hear now is dirty, noisy traffic thanks to Croydon Council’s short-sighted and “quick fix” plans to corral traffic away from the centre. You are doing an injustice to your residents who have lived here, in many cases, all their lives. Please don’t make the East India Conservation Area a nasty industrial “rat run” for people who neither respect or care about us or our community.

Respondent 45

As a longtime resident of Havelock Road I am writing to express my concern over the current situation in the street which I believe would be worsened even further by these one way proposals.

Havelock Road, as the shortest of the "ladder" streets, already has between 2000 and 3000 vehicles a day, according to statistics provided by you. Like its sister streets, Havelock Road is part of the East India Conservation Area, with strict regulations concerning buildings and the environment.

This conservation area should be preserved from heavy traffic.

The new proposals to make Addiscombe Court Road and Canning Road one way southbound will push all the northbound traffic into Elgin and Havelock Roads. It is not a solution to a problem, merely a displacement.

Cherry Orchard Road is the obvious north south artery affecting few residents, but it is grossly underused. I understand that with the trams and East Croydon Station the situation is not easy, but I am sure that it could be used to relieve at least some of the through traffic.

Perhaps a oneway system for all the "ladder" streets could also be envisaged?

Respondent 46

I object to the plans to make Canning Road one way as I anticipate this will increase traffic on adjacent roads – most likely Elgin and Havelock Roads.

In addition, the residents of Canning Road have expressed that they do not agree with the decision to make their road one way.

Respondent 47

Hello,

We strongly object to the proposed change of traffic on Addiscombe Court Road and Canning Road. Making Addiscombe Court and Canning Roads one-way will significantly increase the traffic in Elgin, Havelock, Outram and Ashburton roads, with Elgin Road likely to be affected the most.

The traffic volume statistics already reveal the traffic on these roads is very important, especially Elgin, and they'll have to absorb more traffic as a consequence of the proposed change,

We heard several apologies during the town hall meeting on 5th July, however officers are about to

reproduce the same mistake with approving the new change, what is the point of making an apology but carrying out the same strategy further East ?

The impact on adjacent roads especially Elgin is not being taken into account, just like the impact on Addiscombe Court road was not anticipated when making Lebanon no entry.

There's a nursery at the top of Elgin.

The argument that the change will encourage people to walk and cycle is not valid.

I'm a cyclist myself and i dream of safer streets to cycle.

It takes a really strong strategy to encourage cycling in a safer environment.

The proposed change of traffic will not impact on the amount of cars, they'll just have less streets to use, so the traffic in these streets will be horrid.

The traffic problem must be solved differently, competent assessment on a wider scale is urgently needed.

Respondent 48

I am writing to object to the above proposal on the grounds of effect on the environment & cost.

Effect on the environment:- This proposal forces traffic, **including local residents**, on to the already congested main roads causing even more congestion, fumes and pollution for the pedestrians, cyclists & residents there.

It will restrict **local residents** to a few roads and cause them to drive longer distances to reach their homes contributing to poor air quality and increased carbon emissions on other roads and therefore defeating the Council's objectives.

Cost:- It is council tax payer's money you propose to spend in making a bad situation worse. We did not have a problem with traffic movement until the imposition of Lebanon one way working which seems to have been done without considering the effect on the neighbourhood. It would save you money if you tried reversing the direction of Lebanon one way and left Addiscombe Court Road & Canning Road as they are.

Respondent 49

This is in regards to the proposed one way system on Canning Road and Addiscome Court Road.

I am writing as a home owner in Elgin road that I object to this planned road change. Already Elgin road is busy with traffic and this change is likely to cause all traffic to be diverted onto Elgin road, increasing traffic and noise pollution. This is not what we want as residents.

Respondent 50

I am writing to object to the One Way proposal

1 The informal consultation process was flawed because the information sent to residents did not include any indication of the effect of these changes on traffic flow along Elgin Road and other roads in the East India Conservation Zone

2 All the 'experts' agree now that the changes will have a similar impact on Elgin Road as the changes to Lebanon Road caused.

3 The Council's stated justification for changing Canning Road from a two way route to southbound only would apply even more strongly to Elgin Road as Elgin Road already carries more traffic than any of the residential roads in this area.

4 The Residents' Associations should not be asked for proposals to remedy already bad changes made. The Resident's Association are not experts and this is not its responsibility.

5. A whole area approach needs to be employed at all times – based on real data obtained from sat navs and TFL expertise. The oversight of the effect on safety at Lebanon Road Tram stop just shows what happens when changes are introduced without proper expertise being exercised.

Respondent 51

I am against forcing traffic down Elgin Road. At the moment Elgin Road is the busiest of roads because it is being used as a rat run for commercial and commuter traffic. Please don't make this road any busier with badly thought out road plans.

Respondent 52

I am writing to strongly object to proposed scheme of one way streets.

A whole area approach needs to be employed – based on a comprehensive study. The proposed changes to traffic flow should be plan-led, not Member-lead.

A framework should be put in place to a) identify the core issues and areas which should be the focus of any subsequent study b) engage qualified (independent or otherwise) specialists and stakeholders to undertake such studies c) ensure that this process is transparent d) put forward issues, options and recommendations for a consultation in light of the findings.

I do not believe that a consultation is an objective means of assessing congestion. After all we are not experts. Basing decisions on the outcome of such a consultation is likely to be deeply flawed and will not address the core issues adequately. At this stage, the data collection would appear to be an after thought and poorly executed. I would argue that the study would not stand up to much scrutiny however I acknowledge that I am in no way qualified.

And so the outcome of such a decision making process is likely to be unrealistic and flawed. My primary concern is the long term effects of such incremental changes which will effectively push traffic problems along ad infinitum.

To reiterate the points above, a strategic traffic management scheme should be put together prior to consultation.

Respondent 53

I am writing to object to the current plans to change the traffic flow directions on Addiscombe Court Road and Canning Road.

The Council's acknowledgement that the current traffic movements in both Addiscombe Court Road and Canning road are intolerable are good reasons for wishing to reduce traffic flow along these two roads. The problem is that the intension to do this was promoted before any real traffic data was obtained for all the roads in the area.

Now that **real data** has been obtained (be it restricted to two working days plus the weekend) it is clear that the traffic flow along the roads in the East India Conservation Zone are even worse, with Elgin Road having more total traffic than any of the other roads in the Conservation Zone.

I completely sympathise with the change to Addiscombe Court Road, but this should be the only change. Canning Road residents do not want a one way system.

The Council wants to make Canning Road southbound only to stop the traffic that would otherwise have travelled north on Addiscombe Court Road moving to Canning Road. A reasonable request **but** Canning Road residents do not want this change to their road **and** Elgin Road **already** has more traffic than Addiscombe Court Road and Canning Road, so stopping northbound traffic on the two roads will inevitably dramatically increase traffic flow on Elgin Road. Even Havelock and Outram Road already have more traffic than either Canning or Addiscombe Court Road.

Elgin has approximately 17320 cars per week; Addiscombe Court Road has 14300 cars per week; Canning has 13200 cars per week (based on two weekday average multiplied by five plus weekend data).

Any statistical calculations on the data supplied by the Council shows that Elgin Road is already the busiest link road in this area.

Canning Road is wider than Elgin Road, the properties are set further back from the road and Canning Road has a large number of trees. Elgin Road has very few trees and although there are plans to plant some, there are very limited places where these could be sited. Elgin Road could become the most polluted and noisy non-main Road in the area.

I gather that the Council reckons that a high proportion of northbound traffic no longer able to go down these two roads will not move to Elgin Road, but I've not heard of any convincing arguments supporting this hypothesis. Where do the cars travelling north along these roads then go?

You must also note that car owners on Addiscombe Court Road and Canning Road will need to travel North down other roads (probably Elgin) to get access to their homes too.

What really should happen is that the bottlenecks at the tram crossing Chepstow Road/Addiscombe Road/Clyde Road, and the roundabout at Cherry Orchard Road/St James' Road need fixing so that drivers do not feel the need to race down the side roads.

A bit further afield, traffic at the junction of the Lower Addiscombe Road and Shirley Road is also a complete nightmare at rush-hour (and school start/finish) times, and no doubt some traffic travels West along the Addiscombe Road before turning north nearer Croydon.

I think that Lebanon Road's one way system should be reversed – purely because of the idiotic drivers who currently turn left onto Addiscombe Road overtaking the tram, or turning right, risking collision with moving trams or buses. If cars could only travel North, then this removes the risk of collision with trams or buses as drivers would have line of sight along the road. I don't know what impact this would have on northbound traffic numbers in Lebanon Road, but width restrictions for example would make tacking this route less desirable.

I have another suggestion, independent of the current proposals - Clyde Road's one way is reversed as this would reduce the number of sequences at the junction which would reduce delays for trams or traffic on the main route. This would have minimal cost implications. Do you have any idea of the impact on vehicle numbers on Clyde Road if this were put into effect?

To summarise:

Only Addiscombe Court Road should be made one way, leaving Canning Road as is. Traffic numbers should be monitored after this change to see what impact this has. During this period, detailed plans should be drawn up to sort out the wider congestion problems in this area.

Respondent 54

I would like to object to the proposed access changes to canning road and addiscombe court road as this will increase traffic on Elgin road, which is already busier than the other 2 roads. Aside from increased noise and pollution due to the increased traffic with a possible knock on effect on property prices, safety is also a concern regarding the nursery on Elgin rd.

Respondent 55

Object to proposed changes to Elgin Road making it access for north and south traffic. The road is already busy and frequented by many school children who need access to the tram. There is also a local nursery on the road and the increased traffic has serious impact on road safety

Respondent 56

I would like to highlight a number of issues which have not been clearly answered by the Council specific to the planned traffic flow changes:

1. The informal consultation process was flawed as the information sent to residents, did not include any indication of the effect of these changes on traffic flow along Elgin Road and other roads in the East India Conservation Zone.
2. All the 'experts' now agree that the changes will have a similar impact on Elgin Road as the changes to Lebanon Road caused.
3. The Council's stated justification for changing Canning Road from a two-way route to southbound only, would apply even more strongly to Elgin Road, as Elgin Road already carries more traffic than any of the residential roads in this area.
4. The Residents' Associations should not be asked for proposals to remedy changes already made – we are not experts.
5. A "whole-area" approach needs to be employed at all times – based on real / factual data obtained from satellite navigation and TFL expertise. The oversight of the effect on safety at Lebanon Road Tram stop, shows what happens when changes are introduced without proper expertise being exercised.

Respondent 57

Attention Sue Ritchie

I wrote to object to these Traffic Orders.

- 1 This is a wholly misconceived pair of one-way working scheme that would not address in any sensible way any existing traffic issues.
- 2 The proposal would cause very severe inconvenience to local residents getting to and from their homes.
Long and circuitous routes would be required.
Much extra distance and time driving at slow speeds, contributing to a range of negative impacts.
- 3 The proposal would generate very severe congestion across a wide area.
The only alternative routes are via either the A222 Addiscombe Grove or the A232 Chepstow Road,
Both of these routes are severely congested already.

While the volume of traffic using the roads in question is low, at maybe 1-3 vehicles per minute each way, the impact of this scheme would mean an extra flow of maybe 4 vehicles a minute on these two main roads.

That means about 120 cars an hour on each of those roads and through the key junctions.

As there is no spare capacity on either route, this extra traffic can only add to the queues.

120 extra cars means about 600 meters of extra queue.

That would mean the current queues blocking back and obstructing traffic at Park Hill Road and along Barclays Road.

This scheme could easily cause gridlock across the A232 and A212 and the whole area.

- 4 The council is irresponsible in proposing this scheme without any proper traffic analyse.
The severe adverse consequences of this scheme should be as clear to the council as they are to me.
Yet the council has simply ignored the obvious need for a proper traffic analysis.
- 5 The local community has made clear they want a full traffic study, so as to address and resolve issues.
That is the correct way to proceed.
- 6 The council asked local residents what they thought of this scheme.

In Addiscombe Court Road itself, the residents were in favour.

However there was a clear overall majority against the one-way working in this road.

In Canning Road, the residents voted clearly NO, as did the clear majority of all consulted.

It would be perverse for the council to go ahead with this scheme given the strong negative reaction to it, and negligible arguments for it.

The council could reasonably consider going ahead in Addiscombe Court Road only.
That would deliver the benefits those residents want.
The council would then be able to monitor what happened besides, notably in Canning Road.

7 The council has acted wrongly by promoting this scheme, and dismissing various other options.

It was wrong not to consult on these.

7A Make Addiscombe Court Road one-way southbound, as planned, but make Canning Road one-way northbound.

This option would achieve the benefits of removing head-to-head conflicts.
It would also allow sensible access for all residents to their homes.

7B Reverse the one-way working in Lebanon Road to northbound only, and make Addiscombe Court Road one-way southbound

This option would also achieve the benefits of removing head-to-head conflicts.
It would still allow sensible access for all residents to their homes.

It would actually deliver a big improvement both on the present situation and the council's proposals.

8 The council has wilfully obstructed the provision of sensible and necessary information.

As a result, the council has denied the public their right to have appropriate information when responding to a consultation.

In the TMAC Report, the council mention likely impacts, however the council has produced no real traffic data, has done no proper traffic stuffy, and from the report has no real idea of the impacts of their proposal.

This is recklessly irresponsible.

9 The council consultation was very poor.

The questions asked were confiding and misleading.

10 "This proposal should assist the Council in reducing vehicle speeds and improving safety".

Roads made essentially one-way are likely to see an increase in speeds.

This scheme is unlikely to improve road safety - no record of accidents in the roads in question, more likely to increase accidents elsewhere.

11 "The roads made "no entry" by deciding to implement the scheme will become quieter and more pleasant places to live"

The council should not make such simple-minded statements.

It is disingenuous to the point of dishonesty when the council knows well that the overall impact is almost cerium to be the opposite of this on most roads affected, and in overall impact.

12 "assist in improving air quality and reducing carbon emissions".

Again this is irresponsible nonsense.

The council knows well that this scheme is bound to lead to an increase in vehicle mileage, congestion and delay, and an adverse impact air quality and increased carbon emissions.

13 ? 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.

The council claims as above, but it is obvious that this scheme would directly negate much of this, notably that in BOLD.

"This report helps address the Growth and Liveability strategy "

This scheme would directly and adversely impact on both "Growth and Liveability".

14 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.

So the council admit there would be severe adverse impacts.

Yet the council fails to quantify these, or offer any sensible analysis of any benefits to justify them.

15 The briefest of thought would show that the council scheme would cause major problems for council dustcarts.

Currently dustcarts can come up Lebanon Road

Then go down Addiscombe Court Road and back up Tunstall Road.

Then go down Canning Road.

Then come up Clyde Road.

With the council one-way closures, there is NO ROUTE back down having come up Lebanon Road.

These means that to serve these 4 roads, a dustcart has to go via Elgin Road.

Dustcarts can still come up Lebanon Road

Then along Addiscombe Road (via Park Hill Rise and Chepstow Road MF 7-10 + 4-7), down Elgin Road, and along Lower Addiscombe Road.

Then go up Addiscombe Court Road and back down Tunstall Road.

Then along Addiscombe Road (via Park Hill Rise and Chepstow Road MF 7-10 + 4-7), down Elgin Road, and along Lower Addiscombe Road.

Then go up Canning Road.

Then along Addiscombe Road (via Park Hill Rise and Chepstow Road MF 7-10 + 4-7), down Elgin Road, and along Lower Addiscombe Road.

Then come up Clyde Road.

This means 3 extra loops and 3 runs down Elgin Road, an extra 1km = 0.6 miles three times.

No rational council could possibly introduce such a ridiculous arrangement.

16 This scheme also poses major problems for access for emergency services.

The council proposes to sign Park Hill Road north at the A 232 as LOCAL TRAFFIC ONLY.

There would be no route into any of the above 4 roads.

The A232 and A2039 Park Hill Road are major access routes for the emergency services, notably for the fire service from Old Town.

While the emergency services can pass a NO ENTRY, they may well not know of that route / possibility here.

Their maps and sat-nav will show the roads as NO ENTRY.

They may meet cars coming the other way, notably in the narrow one-way part.

This scheme must impact adversely on emergency service access.

In addition, if an emergency causes one of these road to be blocked, there will be no access to the upper parts of it.

17 Given the above, this proposal is recklessly irresponsible, and it would be perverse in the extreme for it to go ahead.

PN80 -CROYDON COUNCIL PROPOSED ONE-WAY WORKING AND CYCLE CONTRA FLOWS –
ADDISCOMBE COURT ROAD AND CANNING ROAD, CROYDON
The Croydon (Prescribed Routes) (No.B16) Traffic Order 20-

1. NOTICE IS HEREBY GIVEN that Croydon Council propose to make a Traffic Order under Section 6 and 124 of Part IV of Schedule 9 of the Road Traffic Regulation Act 1984, as amended and all other enabling powers.

2. The general effect of the Order would be to introduce one-way working in the lengths of road specified in the Schedule to this Notice, with an exemption to apply to pedal cycles.

3. A copy of the proposed Order and all related documents can be inspected until the last day of a period of six weeks beginning with the date on which the Order was made or, as the case may be, the Council decides not to make the Order, between 9am and 4pm on Mondays to Fridays inclusive at the Enquiry Counter, "Access Croydon" Facility, Bernard Weatherill House, 8 Mint Walk, Croydon, Surrey, CR0 1EA.

4. Further information may be obtained by telephoning the Streets Division, Place Department, Croydon Council

5. Persons desiring to object to the proposed Order should send a statement in writing of their objection and the grounds thereof to the Order Making Section, Parking Design, Croydon Council, 6th Floor, Zone C, Bernard Weatherill House, 8 Mint Walk, Croydon, CR0 1EA

6. The Order is intended to introduce one-way working in the lengths of road listed in the Schedule to this Order with an exemption for pedal cyclists.

This proposal 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.

Schedule

One-way working with exemption for pedal cycles

Road Name

Location of one-way

Direction of one-way

Addiscombe Court Road

Between its junction with Addiscombe Road and a point 14 metres north of that junction.
Southbound with no entry from Addiscombe Road.

Canning Road

Between its junction with Addiscombe Road and a point 13 metres north of that junction.
Southbound with no entry from Addiscombe Road.

Respondent 58

Dear Sir/Madam

I am e-mailing with comments concerning the proposed one-way workings. I am extremely concerned that there will be a *significant* increase in traffic along Elgin Road and other roads (Havelock, Outram, Ashburton) within the East India conservation area, when northbound traffic is displaced from Addiscombe Court Road and Canning Road. It appears that this has not been factored into the council's proposal to close these roads.

I also understand that Elgin Road currently carries more traffic than either Addiscombe Court or Canning Road, so the council's reasoning to close these two roads to northbound traffic (while not proposing Elgin Road) appears at odds with those figures.

Essentially, this piecemeal closure to northbound traffic will just displace traffic to other residential roads in the area.

A proper whole area approach needs to be adopted, which takes into account traffic movement on all roads (residential and main roads), before any changes are made to roads and one-way workings in the area.

Please take these and comments from other residents in the adjoining roads (Clyde, Elgin, Havelock, Outram, Ashburton) into consideration before you make a final decision on this scheme. As it stands at the moment, it is a flawed scheme.

Respondent 59

Dear sir,

I live on Elgin Road and am extremely concerned by the increased traffic that the road will experience as a direct result of the proposed access changes to Addiscombe Court Road and Canning Road.

Elgin Road is already busy with traffic cutting between the two main roads at either end, if more roads in the area are designated one way then it will force even more traffic onto ours.

I urge this proposal to be cancelled or for Elgin Road to also be designated one way in order to reduce heavy traffic (particularly at rush hour).

Respondent 60

I DO NOT support the proposal to make the roads around Lebanon Road, where I live, one way.

The road lay out works fine as it is. The proposals you are suggesting will make getting to Morland Road or West Croydon really long-winded, & will most probably cause lots of accidents because it's just not logical or sensible to do this.

Please do not implement these new Road layouts.

Respondent 61

Introduction

The TACRA / CCRA campaign has been centred upon returning to a status quo in which the roads in question enjoyed advantages over adjacent roads for a considerable period of time in terms of quality of life. The status quo as it existed prior to Lebanon Rd being made 1-way was the product of a succession of traffic management changes that pushed high volumes of north and south bound traffic into Lebanon Rd from Addiscombe Rd, Cedar Rd and Leslie Park Rd. The premise of the Lebanon Rd campaign was that traffic management should be consistent over the area and the burden of through traffic should be shared as equitable as possible. Addiscombe Ct Rd has benefited considerably from being in the “shadow” of the tram stop which pushed virtually all north-bound traffic along Lebanon Rd. It had also been made 1-way northbound, when Tunstall Rd was made 1-way. Canning Rd enjoyed protection from HGV’s, and also being in the shadow of the tram stop. I object to what is a proposed return to an advantaged status in which Addiscombe Ct Rd, Tunstall Rd and Canning Rd are spared the burden of through-traffic. As the now available traffic data amply shows, the burden of north-bound traffic is not exceptional for the area, despite the many claims otherwise. Whereas the Lebanon Rd campaign asked for consistency with other roads in the area. That it became 1-way south-bound was due exclusively to the decisions by TMAC over the years in respect of the adjacent roads, commencing with Addiscombe Ct Rd & Tunstall Rd being made 1-way. To provide the residents of 3 roads a particular advantage in respect of traffic management inherently divides the wider community and undermines community cohesion. At a time when there is a real need to engage with communities, to implement such a divisive proposal seems wholly counterproductive.

Evidence of Traffic Volumes

The council’s traffic data, gathered over a 48 hrs period, shows that north-bound traffic volumes are reasonably equal from Addiscombe Court Rd to Outram Rd. Inevitably closing Addiscombe Ct Rd and Canning Rd to north-bound traffic will displace traffic into Elgin, Havelock & Outram Roads to a level where the volumes of two-way traffic will reach the levels previously experienced by Lebanon Rd, and which led to wholly unacceptable incidents of anti-social behaviour, pedestrian safety issues, damage to private property, loss of the public realm and high levels of pollution. The claims of the TACRA & CCRA campaign has been that the change to Lebanon Rd’s 2-Way working to 1-Way has displaced the north-bound traffic from Lebanon Rd making life distinctly intolerable for the residents of these roads. Now that the data for all the streets in the HOME, CCRA & TACRA areas and most of the ECCO area are available, it is evident that these claims are not sustainable.

Absence of Traffic Volume Evidence during Informal Consultation

The absence of the traffic volume evidence during the Informal Consultation compelled consultees to rely upon the claims made by TACRA and CCRA about the traffic volumes. Had those residents had access to this data during the informal consultation, they are highly likely to have arrived at different conclusions about the proposed closures to Addiscombe Ct Rd and Canning Rd, and the credibility of claims made by the TACRA / CCRA campaign.

The late availability of data after the deadline for the informal consultation creates a situation in which, if the TMAC approves the proposals, the council appears indifferent to the evidence of its own study and the interests of residents outside of the TACRA and CCRA areas.

Lack of overwhelming support in either Addiscombe Court Rd and Canning Rd for the proposed changes.

In comparison with the Lebanon Rd residents response, even though TACRA have achieved a majority in support for the change in their area, the level of support is not overwhelming. The opinions were based upon anecdotal evidence at best. In Canning Rd despite a lengthy campaign, CCRA has failed to secure majority support for the proposals.

As data has only recently become available, the expressed support for the proposals cannot be relied upon and there is a significant danger that the council may implement changes that satisfy only a minority of residents when all the facts are taken into consideration by residents.

Conflation of Pedestrian Safety Issues at Lebanon Rd Tram & Bus Stops

There is a significant hazard for pedestrians around the Lebanon Rd tram and bus stops. This hazard arises from movements of motor vehicles moving along Addiscombe Rd at speed, vehicles emerging out of Lebanon and Addiscombe Ct Rds and turning into Addiscombe Rd having overtaken stationary trams. The Lebanon Rd tram and bus stop area is an interchange for many secondary school students as can be seen each day going to and from school. Pedestrians, including passengers leaving buses and trams, move around these two junctions with Addiscombe Rd.

The issue of vehicles overtaking stationary trams at the north-side tram stop and then turning into Addiscombe Ct Rd is significant as they are likely to encounter both pedestrians crossing the road and vehicles turning out from Addiscombe Ct Rd across the face of the tram.

The proposal does not fully address this issue as vehicles will still be able to emerge from Addiscombe Ct Rd across the face of the tram and into pedestrians crossing the road behind the tram. The driver of a vehicle emerging from Addiscombe Ct Rd cannot see the road area to the side and behind the tram, and should wait until the tram has moved off.

The only means of making the area safer would be to close the end of Addiscombe Ct Rd completely and extend the pavement. The issue vehicles overtaking trams and the threat they pose to pedestrians crossing Addiscombe

Rd will not be addressed by the proposal, as there is no evidence whatsoever that all or even the majority of vehicles that overtake trams intend to turn left into Addiscombe Ct Rd. The only way that overtaking of trams can be prevented is by installing barriers along Addiscombe Rd to prevent vehicles pulling out to overtake.

The conflation of the pedestrian safety issues is an emotive distraction, and TMAC should ignore it for the purposes of considering these proposals.

Loss of North-bound Traffic Relief Route in the Event of an Emergency at East Croydon Station

As was amply demonstrated during the Sorting Office Building Rave and the Tramworks 2016, there is a need for a local north-bound traffic relief route in the event of an emergency in and around East Croydon railway station and bus terminus. Relief routes need to be within reasonable distance from the likely incident centre if they are to be managed effectively.

Lebanon Rd is the local primary south-bound relief route. Both Addiscombe Ct Rd and Canning Rd can be used currently as north-bound relief routes, and being close to Lebanon Rd they are manageable. If the proposals are implemented the nearest East Croydon / Addiscombe relief route would be

Elgin Rd. The distance from the likely centre of a major incident is such that Elgin Rd would be challenging to manage as a relief route. It is likely that, as was the case during the Tramworks 2016 that drivers would attempt to force their way through via Lebanon Rd, ignoring the 1-way signs, into the path of diverted south-bound traffic.

As a responsible local authority the council has a primary obligation to ensure that it is able to effectively respond to emergencies occurring at key installations across the borough. Given the

criticality of Cherry Orchard Rd as a north-south axis, it is essential that the borough emergency control centre has the resources available to divert traffic away from a major emergency at a key location in a manner that causes the least disruption and is manageable.

Issues with Emergency Vehicles

From observation of movements of Scania fire appliances and the current generation of ambulances, it would appear that they have difficulty entering roads with traffic plugs (i.e. Chisholm Rd) at anything beyond a crawl and in the case of Scania fire appliances may have to execute significant turning manoeuvres to avoid hitting the kerb and associated street furniture. Both ambulances and fire appliances have been observed entering Lebanon Rd from Addiscombe Rd through the No Entry signs to proceed to destinations to the north as it remains accessible to wide and long vehicles. If ACR and Canning Rd are closed and plugs installed it would appear that emergency vehicles will have to either make wide turns across the width of Addiscombe Rd, or take the very much longer route via Cherry Orchard Rd / Lwr Addiscombe Rd, or access ACR and Tunstall Rd via Lebanon Rd. This inherently creates a delay in responding to an emergency. It is of note that Surrey Fire & Rescue firefighters formally commented following the replacement of the older Volvo fire appliances with Scania's that they experienced difficulties and delay as the Scania's were marginally wider and have a longer wheel base. LFB utilises Scania's in Croydon.

Alternative Proposals

AP1: Make Addiscombe Ct Rd 1-Way north-bound along its entire length

Addiscombe Ct Rd is 1-Way for most of its length and that it retains 2-Way working at its southern end is inconsistent with the other north-south orientated roads in the area. Were ACR to be made 1-Way for its entire length, this would eliminate the incidents of opposing traffic flows and make the public realm safer. South-bound traffic which currently exits onto Addiscombe Rd, could do as some other ACR &

Tunstall residents do which is to use Lebanon Rd (Cedar to Bissenden) to access Addiscombe Rd. While this would result in an increase in traffic on Lebanon / Cedar / Bissenden Rds it would create a safer and more predictable traffic environment for pedestrians and motorists, and improve the public realm. It is unlikely that this would increase the flow of north-bound traffic.

AP2: Close Addiscombe Ct Rd at junction with Addiscombe Rd

The TACRA / CCRA has emphasised issues relating to pedestrian safety in support of its proposals for Addiscombe Ct Rd, and as a consequence TMAC should consider closing the end of Addiscombe Ct Rd entirely to all traffic, and extending the pavement across the mouth of the road. This would eliminate the risks arising from vehicles moving in & out of Addiscombe Ct Rd, especially when a tram is at the stop. It would displace south-bound traffic into the far safer Leslie Park Rd / Lebanon / Cedar / Bissenden route.

This Alternative Proposal is ostensibly an augmentation of TACRA's requests to eliminate Northbound traffic from its street and would limit traffic movements to residents, businesses and other local operations.

Respondent 62

Further OBJECTION - this one about the BOLLARD SOLUTION at Addiscombe Court Road.

Investigations show that there is a potential bollard solution to traffic turning across the front of Trams at Lebanon Road tramstop.

This has not been adopted because, apparently,

1) Although presented to Transport for London by Croydon Council Technical Staff Transport for London has turned down this idea.

Subsidiary reasons

a) The Transport and Environment Committee did not make sure it was aware of this possibility. The members of this Committee are elected and indeed paid to make sure every possibility is known about and investigated.

b) They appear to be unwilling to apply their political clout to influence decisions at the Greater London Council/Transport for London.

What is the point in getting oneself elected under a particular political banner and then not taking maximum advantage of this status (Labour Croydon Council majority - Labour Greater London Authority majority - Labour Mayor??) Otherwise they might as well be Independents!

So my OBJECTION is that the "Bollard Solution", for which there are a number of detailed variations, has not been part of current deliberations and has not been pursued with Transport for London via the Mayor's Office or via the Greater London Assembly.

Respondent 63

Dear Croydon Council,

In reference to consultation PD/CH/B16, I would like to express my concerns, as an Elgin Road resident, for the proposed changes to the drivability of the three affected roads.

Elgin road is already affected by intense traffic, as it is often considered a way to avoid the traffic lights at the Sandilands crossroad, or a way for drivers queuing up in Lower Addiscombe Road, especially in the morning, to try their luck on Addiscombe Road.

The 20mph restriction is often not respected either, nor is there much care for the speed bumps, causing cars to frequently gain speed between one and the other and then scratch the bottom of their cars on the road.

The street is therefore already very busy and very noisy, and I therefore object to the proposition of having Addiscombe Court Road and Canning Road one way, leaving Elgin road the only one to bear the high traffic burden.

I hope you will listen to the people affected and will revise this proposition accordingly.

Respondent 64

Re: road signage changes in East Croydon. I wish to object on the following grounds.

1 The informal consultation process was flawed because the information sent to residents did not include any indication of the effect of these changes on traffic flow along Elgin Road and other roads in the East India Conservation Zone

2 All the 'experts' agree now that the changes will have a similar impact on Elgin Road as the changes to Lebanon Road caused.

3 The Council's stated justification for changing Canning Road from a two way route to southbound only would apply even more strongly to Elgin Road as Elgin Road already carries more traffic than any of the residential roads in this area.

4 The Residents' Associations should not be asked for proposals to remedy already bad changes made – we are not experts.

5. A whole area approach needs to be employed at all times – based on real data obtained from sat navs and TFL expertise. The oversight of the effect on safety at Lebanon Road Tram stop just shows what happens when changes are introduced without proper expertise being exercised.

Respondent 65

I strongly object on both Addiscombe Court Road and Canning Road being made no entry from Addiscombe Road.

This would severely inconvenience access to Leslie Park Road and Lower Addiscombe Road from Addiscombe Road. It would force traffic onto either Cherry Orchard Road or onto Elgin or Havelock Road. These roads are already congested, I believe there needs to be access to Leslie Park Road and Lower Addiscombe Road from either Addiscombe Court Road or Canning Road or if the no entry is taken forward on both roads then Lebanon Road needs to be one way north.

It is regrettable that by making Lebanon Road one way traffic was increased on Addiscombe Court Road and Tunstall Road and Canning Road. But the situation in Lebanon Road was very dangerous for at least ten years and needed addressing.

The position of the Tram Stop is unfortunate so it would probably be best to make Addiscombe Road no entry but not Canning Road.

The road layout in the area is far from ideal but with most households having cars the residents themselves need access. Getting to Cherry Orchard Road from Addiscombe Road is not easy and getting to Elgin Road and Havelock is far from ideal especially with the time restrictions on entering and exiting Addiscombe Road at certain times.

Any decision made will have an impact on other roads so no solution will please everyone, but at some stage people will just have to accept the status quo.

It took the residents of Lebanon Road over ten years to have the situation in their road addressed, it may not have been the best solution but something had to be done, but it now appears that even if the changes are made by making Addiscombe Court Road and Canning Road no entry, will the residents of Havelock Road and Elgin Road then object and so it will go on.

Respondent 66

I would like to show my objection to the proposal of making Addiscombe Court and Canning Roads one-way not to mention the possible closure of Canning Road in the process.

I believe there to be far too much traffic on Outram Road already and an increase in no doubt would start to cause problems to the local front and back gardens where children play and families gather. The pollution increase would not be acceptable not to mention the noise and vibration from the road area.

As a substantial amount of residents including myself live in basement flats in Outram Road, the vibration from the vehicles which one feels substantially more than that of a resident in a ground floor flat and above would feel an increase in vibrations. This would become intolerable particularly in the at night and the weekends.

Why should Canning Road have the luxury of possibly being closed and Addiscombe Court made one way?

Respondent 67

I strongly **OBJECT** to making Addiscombe Court Road and Canning Road No entry from Addiscombe Road.

Where will this traffic go? I live on the Leslie Park Road end of Lebanon Road so in order for me to drive right round back to my home with the proposed plan it would mean an approximate 1.25 mile round trip just so that I can park back to my own home.

By making Addiscombe Court Road and Canning Road No Entry, you will only be shifting the traffic onto the likes of Park Hill Rise, Barclay Road, Elgin Road, Havelock Road, Outram Road, and Ashburton Road. All of these roads have already got an awful lot of traffic running on them judging by your survey. Are you going to make those roads No Entry from Addiscombe Road too? There by pushing the Traffic further out for me and many others to get home?

The Traffic light procedure on Barclay Road where you have the tram cross junction and Clyde road has been set so that bus and Trams take priority. This will obviously cause more problems if Addiscombe Court Road and Canning Road are made no Entry. Traffic will backup on the likes of Park Hill Rise and Barclay Road causing absolute gridlock on a Monday- Friday Rush hour period. It has been seen and done before particularly when a bus parks up to let passengers off after Elgin Road. This happens even when it is not rush hour. On very bad periods Traffic can back up to Barclay Road Roundabout. I know because I need to drop my daughter to school at Old Palace Nursery before going to work. So I have seen the traffic in the morning and in the evening.

I don't agree with your plans to make Addiscombe Court Road and Canning Road No Entry, this will not aid the reduction in air pollution only to shift the problem of air pollution elsewhere..... namely Elgin Road, Havelock Road, Outram Road, Ashburton Road, oh and lets not forget the people on Barclay Road and Park Hill Rise.

At the moment we have a balance, Lebanon Road generally takes the brunt of the southbound traffic, We also have to deal with a portion of traffic from the likes of Cedar road and the other roads. Addiscombe Court Road and Canning Road deals with the southbound traffic. Canning Road generally feels more spacious than Addiscombe Court Road and Lebanon Road as their houses sit further back and have places to park cars. So there is a kind of a balance there.

I live on Lebanon Road, we have seen a massive reduction in traffic related disagreements in the last 2 years. The one way system has been good in that way. We still have 20-30 cars a day that think they own the road and so drive down it at high speed hoping to avoid being spotted. I do believe it is your responsibility to provide the appropriate street furniture to stop people driving down the wrong way.

1. Junction between Lebanon Road and Cedar Road- You have a sign before Lebanon Road which is about 3 lines saying no turning northbound on Lebanon Road. A simple (No left Turn) Sign would have done.

2. Junction between Lebanon Road and Cedar Road- underneath the No Entry signs you have (Except Cycles) why does it need it. People who don't understand it still drives down Lebanon Road the wrong way in the end.

I do find some of the street signs baffling when most of them can be solved by using the signs provided by the high way code.

The council should be looking to save money and improving the surface of the roads and pavement. Not spending more money on schemes which will annoy car drivers. The Lebanon Road one way scheme cost £10,000. It is not perfect but it is an improvement with the amount of problems we have had on the street when it was 2 way traffic. Lebanon Road never got a Pedal Cycle By pass, and we are glad it didn't as recently we had a fire on Lebanon Road and fire Appliances from Croydon and Ashburton services were called out. By putting Pedal Cycle by Pass on Addiscombe Court Road, and Canning Road I think you will be making the fireman's job a little more difficult to navigate around these Pedal Cycle by Pass.

During these times of Austerity the Council should be looking to save money! Not wasting it on this!

Respondent 68

I am writing to object to the proposed road access changes to Addiscombe Court Road and Canning Road and the effect on Elgin Road. As traffic will be forced to use the nearest available alternative, this will increase the traffic on Elgin further. The council's own figures show that Elgin Road is already the busiest of the affected roads. As a resident of Elgin Road for 15 years, I can confirm that there has over recent times been a noticeable increase in traffic in a road, which is fundamentally residential.

I hope that you will take my opposition and that of other residents of Elgin Road into consideration, in any further discussions of the proposal.

Respondent 69

The informal consultation process was flawed because the information sent to residents did not include any indication of the effect of these changes on traffic flow along Elgin Road and other roads in the East India Conservation Zone

All the 'experts' agree now that the changes will have a similar impact on Elgin Road as the changes to Lebanon Road caused.

The Council's stated justification for changing Canning Road from a two way route to southbound only would apply even more strongly to Elgin Road as Elgin Road already carries more traffic than any of the residential roads in this area.

The Residents' Associations should not be asked for proposals to remedy already bad changes made – we are not experts. A whole area approach needs to be employed at all times – based on real data obtained [from sat](#) navs and TFL expertise. The oversight of the effect on safety at Lebanon Road Tram stop just shows what happens when changes are introduced without proper expertise being exercised

Respondent 70

As member of HOME residents' association, but particularly as a long term resident of Havelock Road, may I add my signature to the enclosed letter ?

The traffic problem in the « ladder roads » of Addiscombe must be dealt with as a whole, and not road by road. The recent proposals only push the problem eastwards. The traffic should be spread equally along the roads by a logical plan (alternate one-way roads ?) or by returning through traffic via an improved Addiscombe Grove junction to Cherry Orchard Road where it would disturb few residents.

The conservation area should be protected from heavy through traffic. As the shortest roads they are already marking up very high figures.

Respondent 71

I would like to object to the proposal as I believe there should be a full review of the area and making these south bound only will displace the current traffic onto alternative roads.

Therefore I would like to object.

Respondent 72

To whom this may concern.

I have objected once and I am objecting again. There is no reason to make Addiscombe Court Road and Canning Road no entry. If this happens than Elgin Road will be turned into a main Road. Your own figures already show that Elgin Road is already the busiest of the affected roads.

These changes must not happen.

Respondent 73

Dear Sir,

I am horrified to learn of the proposed access changes to Addiscombe Court Road and Canning Road (Reference PD/CH/B16) because of the effect that it would have on Elgin Road.

1) The Council's own research shows that Elgin Road ALREADY has MORE traffic than Addiscombe Court Road.

Reducing access to Addiscombe Court Road would increase traffic volume in Elgin Road massively, creating a serious problem for Elgin Road residents.

It is important that we distinguish between hysteria and reality.

Councillors were stampeded into agreeing to the scheme when presented with a posse of Addiscombe Court Road residents who claimed that traffic there was 'intolerable', even though they have LESS TRAFFIC THAN ELGIN ROAD CURRENTLY.

If councillors bow to this hysterical pressure and go ahead with the scheme, it will:

- a) Actually CREATE a REAL problem by tripling Elgin Road's traffic !!!!
- b) Cause a fortune of taxpayers' money to be wasted.

Clearly, the 'problem' at Addiscombe Court Road is a perceived one, with no basis in reality AS YOUR FIGURES SHOW!

I cannot help but wonder, was it a similar burst of hysteria which caused the access changes to Lebanon Road?

2) It is also important to point out that Elgin Road has a busy CHILDREN'S NURSERY which causes parents driving people carriers to enter the road, stop, park and turn during rush hour.

This already congests the road, blocking the progress of through traffic. An increase of through traffic will cause havoc, increase pollution and endanger those pedestrians crossing the road with children.

3) Elgin Road is part of a Conservation Area. On the nidirect.org.uk website, it says:

"Conservation areas are places of special architectural or historic interest

where it is desirable to preserve and enhance the character and appearance of such areas." (my italics)

Tripling the road's traffic volume would certainly be detrimental to the area's character and appearance.

Councillors must consider their role carefully. Surely, it is their job to solve problems, not to create them.

Being democratically accountable is not the same thing as caving in to emotional manipulation. THE TRAFFIC FIGURES show the real story and councillors must plan accordingly.

IN SUMMARY, I OBJECT TO THE PROPOSED CHANGES OF ACCESS TO ADDISCOMBE COURT ROAD AND CANNING ROAD (Reference PD/CH/B16)

Respondent 74

Dear Sir,

As a resident of Cedar Road I write to raise an objection to the Planning committee's recent first stage approval of implementing a one-way system for Addiscombe Court Road and Canning Road.

The proposal would mean fundamental disruption and much greater restricted accessibility to proceed Northwards for residents, their visitors, and emergency services that would displace local traffic onto already congested main roads, potentially put lives at danger in extreme circumstances for:

- Cedar Road
- Colson Road
- Blake Road
- Brickwood Road
- Bisenden Road
- Chisholm Road

- Lebanon Road

- Canning Road

Combined with existing restrictions for access of these residents to Cherry Orchard Rd and Addiscombe Grove, and the recent changes to Lebanon Rd, the tram restrictions of access from 7am-7pm to drive through the restricted junctions on Addiscombe Rd at Cherry Orchard Rd/NLA tower and Chepstow Rd mean that to travel Northwards to reach Lower Addiscombe Rd from these affected residents, the permitted quickest routes to go Northwards, with the proposed restrictions, would be either:

1. Drive first Southwards down Park Hill Rd and A232 Barclay Rd towards Fairfield Halls, past several traffic lights, to either turn around in the carpark entrance*, before then turning back eastwards along Barclay Rd before taking the several more sets of traffic lights down Addiscombe Grove (already quite congested) to reach Cherry Orchard Rd to reach Lower Addiscombe Rd,

OR:

2. Drive first Southwards down Park Hill Rd then A232 Chepstow Rd, to get back onto Addiscombe Rd, then turn down Elgin Rd, the first road available to go northwards to Lower Addiscombe Road.

Both of these routes would displace existing local traffic from these homes and facilities such as GP surgeries and Dental practices probably all onto Elgin Road, as the route via Fairfield Halls and Addiscombe Grove is likely to be worse with congestion and more sets of traffic lights.

The number of homes that would accordingly suffer from this restricted access and need to divert to one of these 2 routes to proceed northwards legally to get onto Lower Addiscombe Road are approximately 700 homes.

This negative impact wouldn't, however, affect the residents of Adiscombe Court Road and Tunstall Road, as those c.200 residents would retain their own (effectively private) Northbound and Southbound system.

The Planning committee recently addressed sentiment from Addiscombe Court Road residents (but not of Canning Road residents), and two vocally prominent small Resident Associations TACRA and C&C, to the effect of creating a private road for c.200 TACRA homes and stopping their increased traffic (from Lebanon Rd's recent flawed one way change) that brings traffic levels upto levels similarly experienced by other parallel roads.

However, given that the impact of the Planning committee's approval, if implemented, would considerably worsen t accessibility upon 700 immediately neighbouring residents by effectively eliminating all through traffic to the TACRA area in the unacceptable manner described above, I strongly object to the One-way system for these 2 roads and urge the Planning department to reject this proposal accordingly.

Respondent 75

To: Order Making Section, Parking Design, Croydon Council - Reference PD/CH/B16

We are writing to object to the above proposed Order intended to introduce one-way southbound traffic on Canning and Addiscombe Court roads, on the grounds that this will result in an increase in traffic in neighbouring roads resulting in the rise of air and sound pollution in our roads. We live with our family at Outram Road and are aware of a deterioration in air quality in recent years. We are already struggling with the effects of increased air pollution along Outram and Lower Addiscombe roads. Not only does my elderly mother has respiratory problems, my wife was ill from Feb to November 2016 with a respiratory immunological reaction and is still requiring inhaled steroids to control it. Our daughter has also suffered from recurrent acute bronchitis this past year and is still recovering from the most recent episode.

Whilst the implementation of the proposed scheme will make Addiscombe Court and Canning roads quieter and more pleasant places to live, we fear this measure will worsen the volume of traffic with its ensuing pollution along Outram Road, threatening the health and safety of its residents. We do not believe that it is fair to improve air quality for some residents (those living in Addiscombe Court Road and Canning Road) at the expense of those living in neighbouring roads.

We would be most grateful if you could give serious consideration to our plea **not** to approve such Order.

Respondent 76

In reference to consultation PD/CH/B16 I object on these grounds: As an Elgin Road resident I can say that this road is already very busy and very noisy and making Addiscombe Court Road and Canning Road one way with no entry northbound will mean drivers will have to use the nearest available, Elgin Road, as their only choice, thus making it much busier and much noisier.

I also would like to make you aware that the 20 mph limit is not abided by drivers regardless of the humps in the road with car speeding in between.

I hope my motivations will be taken into account when the Council will discuss this matter.

Respondent 77

To whom it may concern

I object the one way with regards to above reference. If I could object a 1000 times, in our household we are 5 (3children) - so I object 5 times !!

The reasons that you are given are not well thought through- in my opinion- as even though you may decrease traffic and improve their pollution levels for canning road and addiscombe court, all other two way roads will be more effected:

I live on Havelock road and I now even feel more unfairly treated and worry even more about my children's health as they play in the garden all year around. You are just moving the problem further out. There is no benefit whatsoever and it will result in even more chaos accidents and frustration. Instead look into rearranging the roads towards east Croydon and re-evaluate this whole area and make changes that actually do make sense and will be fair to ALL RESIDENTS and not just two roads. So I object object object and I hope you listen to very concerned residents.

Respondent 78

Dear Sir/Madam

Please send me the evidence you have that making roads 1-way serves the purpose you have in mind.

In my experience the traffic travels faster, thus making more noise (noise pollution) and creating a danger to pedestrians especially children, emitting more polluting substances (air pollution) making life unpleasant for everybody especially people like me with lung conditions. I cannot see any reason why it would reduce vehicular use as residents who prefer to walk or cycle will do so anyway. I cannot see that there is the slightest inducement for car users to choose to get on the bus/tram instead of getting the car out, unless they are nervous of pulling out into fast moving traffic.

It will move the so-called problem along to the next road and it may well cause accidents with drivers being taken by surprise and having to search for another road. How many roads do you expect to become part of this scheme? Currently Havelock Road is relatively pleasant, although we get our share of noisy show-offs. Your plan would indicate that it will also one day become 1-way.

Are you planning to make the alternate roads 1-way in the opposite direction?

I suggest that you put more speed restrictors (speed humps/road narrowing) in the affected roads. Drivers will soon start using other roads once word gets round.

Respondent 79

If cars are refused entry from **Addiscombe Road** to Addiscombe Court Road and Canning Road, there will then be four such roads in a row (including Lebanon Road and Clyde Road).

I object to this proposal on the basis that this is likely to add to pollution as motorists will make longer journeys than necessary as the quickest routes will be prohibited. This may also lead to an increase in the incidents of road rage.

The report attached to item 5 of the TMAC agenda for 5 July 2017, indicates that while the majority of respondents from Addiscombe Court Road wanted their road to become one way, the majority of those on Canning Road did not. It therefore seems more logical to have

- one way traffic in Addiscombe Court Road travelling from south to north (to follow on from alternative roads doing so i.e. Brickwood Rd and Chisholm Rd, with those in between doing the reverse)
- two way traffic on Canning Rd

Respondent 80

Hello,

I'm writing about the potential no entry for Addiscombe Court Road. As a resident on the road, I am wholeheartedly against this. The road is already part one way and this can make it quite awkward as it is. Please do not make our lives even more of an inconvenience.

Respondent 81

Dear Road planners,

I live in Elgin Road and have noticed over the last couple of years that the traffic flow down this quiet residential road has increased even Police and Ambulances use the road as a rat run. Even on a relatively quiet day it is often not possible to have the main front window open as the noise is just too loud.

The state of the road camber makes this worse as it is badly cracked, potted and pitted. It probably damages many exhausts over a year.

Pollution is also high in this area particularly between Canning and Outram Roads. On really hot humid days it catches the breath and induces asthma.

I saw yesterday that you propose to make Addiscombe Court Road and Canning Road No Entry Northbound. This seems to me to be lunacy. This will mean that all the traffic from the Barclay Road / Addiscombe Road Junction will start coming down Elgin to go North turning this badly maintained road into a virtual B road, with attendant noise, pollution and danger to road safety. Even before this I have nearly been run down by a speed nut. Remember also there is a Nursery at the top of the road, plus constant pedestrian road crossing associated with the Sandilands Tram Stop.

Far better to leave things as they are, the PR guff about trying to encourage cycling is a recipe for higher health issues among any cyclist trying to breathe anywhere from East Croydon Station and Wickham Roundabout.

In summary this proposal is unsuitable because:

- a) its prime motive is bogus and disingenuous.
- b) It will put more pedestrians in danger from traffic
- c) It will increase noise pollution
- d) It will increase air pollution in an above average air pollution hot spot
- e) The state of the road camber is not fit for current use

Please stop this proposal

Respondent 82 (Whitgift Estate Residents Association)

Dear Ms Harris

Proposed one-way working Addiscombe Court Road and Canning Road

As suggested in your letter of 11 July, I am writing on behalf of this Association to register an objection to the above.

If the proposal is implemented there will be no access from Addiscombe Road to the north between Cherry Orchard Road and Elgin Road. The traffic which currently uses Addiscombe Court Road and Canning Road northwards will still need to get through and hence will be diverted onto other residential roads. The report provided for the Committee claims that no one is forced to drive on residential roads but the reality is that there are no satisfactory main roads for this purpose. It follows that the Officers' response at 4.10.3 is quite unjustified by the true situation.

Moreover, traffic which currently uses Addiscombe Court Road and Canning Road northwards avoids the junctions where Addiscombe Road joins Chepstow Road and Cherry Orchard Road. Comment 4.10.11 claims that the main routes are able to cope with extra traffic. In fact these roads are already overloaded particularly at peak times and the effect on the main roads is recognised at paragraphs 9.2 and 9.3 of the report. We have two junctions where tram tracks cross busy roads and so hold up road traffic. Any change should be aimed at reducing the traffic at these points not at increasing it. As far as this estate is concerned, any additional congestion on the Addiscombe Road will increase the already heavy traffic which we suffer through our estate at peak times. Our roads are also roads which should be quiet residential roads but are more and more used as through routes.

Accordingly, we object to the proposal which is simply diverting an inevitable traffic problem to other places and adding to congestion generally.

Following our argument that the current dilemma should not be resolved by diverting traffic to other problem areas, it becomes necessary to reconsider alternatives. May we suggest that possibly option 1. In 12.1 (reversing the one-way system in Lebanon Road) has been dismissed too readily. Some of the current difficulties arise from the juxtaposition of the tramstop and the end of Addiscombe Court Road and this does not apply to the same extent for Lebanon Road.

Respondent 83

Dear Sir/Madam

I wish to lodge my OBJECTION to the above proposed changes.

These changes will put further unfair and undue pressure to traffic along Elgin Road.

I trust my objection will be duly noted as part of public consultation opinions.

Respondent 84

I am writing to object to the current plans to change the traffic flow directions on Addiscombe Court Road and Canning Road.

The Council's acknowledgement that the current traffic movements in both Addiscombe Court Road and Canning road are intolerable are good reasons for wishing to reduce traffic flow along these two roads. The problem is that the intension to do this was promoted before any real traffic data was obtained for all the roads in the area.

Now that **real data** has been obtained (be it restricted to two working days plus the weekend) it is clear that the traffic flow along the roads in the East India Conservation Zone are even worse, with Elgin Road having more total traffic that any of the other roads in the Conservation Zone.

I completely sympathise with the change to Addiscombe Court Road, but this should be the only change. Canning Road residents do not want a one way system.

The Council wants to make Canning Road southbound only to stop the traffic that would otherwise have travelled north on Addiscombe Court Road moving to Canning Road. A reasonable request **but** Canning Road residents do not want this change to their road **and** Elgin Road **already** has more traffic than Addiscombe Court Road and Canning Road, so stopping northbound traffic on the two roads will inevitably dramatically increase traffic flow on Elgin Road. Even Havelock and Outram Road already have more traffic than either Canning or Addiscombe Court Road.

Elgin has approximately 17320 cars per week; Addiscombe Court Road has 14300 cars per week; Canning has 13200 cars per week (based on two weekday average multiplied by five plus weekend data).

Any statistical calculations on the data supplied by the Council shows that Elgin Road is already the busiest link road in this area.

Canning Road is wider than Elgin Road, the properties are set further back from the road and Canning Road has a large number of trees. Elgin Road has very few trees and although there are plans to plant some, there are very limited places where these could be sited. Elgin Road could become the most polluted and noisy non-main Road in the area.

I gather that the Council reckons that a high proportion of northbound traffic no longer able to go down these two roads will not move to Elgin Road, but I've not heard of any convincing arguments supporting this hypothesis. Where do the cars travelling north along these roads then go?

You must also note that car owners on Addiscombe Court Road and Canning Road will need to travel North down other roads (probably Elgin) to get access to their homes too.

What really should happen is th4ddcxat the bottlenecks at the tram crossing Chepstow Road/Addiscombe Road/Clyde Road, and the roundabout at Cherry Orchard Road/St James' Road need fixing so that drivers do not feel the need to race down the side roads. A bit further afield, traffic at the junction of the Lower Addiscombe Road and Shirley Road is also a complete nightmare at rush-hour (and school start/finish) times, and no doubt some traffic travels West along the Addiscombe Road before turning north nearer Croydon.

I think that Lebanon Road's one way system should be reversed – purely because of the idiotic drivers who currently turn left onto Addiscombe Road overtaking the tram, or turning right, risking collision with moving trams or buses. If cars could only travel North, then this removes the risk of collision with trams or buses as drivers would have line of sight along the road. I don't know what impact this would have on northbound traffic numbers in Lebanon Road, but width restrictions for example would make tacking this route less desirable.

I have another suggestion, independent of the current proposals - Clyde Road's one way is reversed as this would reduce the number of sequences at the junction which would reduce delays for trams or traffic on the main route. This would have minimal cost implications. Do you have any idea of the impact on vehicle numbers on Clyde Road if this were put into effect?

To summarise:

Only Addiscombe Court Road should be made one way, leaving Canning Road as is. Traffic numbers should be monitored after this change to see what impact this has. During this period, detailed plans should be drawn up to sort out the wider congestion problems in this area.

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APPENDIX 4

Support – Correspondence

Support 1

I am writing on behalf of myself and my husband, to support the proposal to make Addiscombe Court Road no entry to northbound traffic. We believe this change should be introduced as a matter of urgency for several reasons.

We think there is a serious safety issue for both motorists and pedestrians due to the sheer volume of traffic on the road, speeding by motorists, violation of road traffic laws (cars turning the wrong way into Tunstall Road from ACR to bypass traffic queues) and motorists turning 'blindly' into ARC after overtaking trams at Lebanon Road tram stop on Addiscombe Road (AR).

Both my husband and I have witnessed serious altercations between irate motorists on ACR. The incident my husband witnessed was between a motorist and a cyclist at the junction of ARC and AR. The altercation I witnessed resulted from a near collision between two cars, one travelling northbound and another that had pulled out from Tunstall Road onto ACR. I was frightened it was going to come to blows but as I was late for an appointment, I hurried away from the scene not knowing what the outcome was. However, I was left feeling vulnerable as the incident was metres from my front door step.

The increase in traffic on ACR has also made it a danger for pedestrians as it is almost impossible to cross the road safely due to the constant stream of vehicles turning into the road. Where we live, not far from the junction with AR, the problem is particularly acute. It is tricky enough as an adult to dodge heavy traffic but when you consider that many children must cross the road to and from school, it is a matter of grave concern, particularly as children may be distracted by mobile devices and such like. As the mother of a 12- year-old, who this year started secondary school, it is something that weighs heavily on my mind. I would like to think that my daughter could cross her own road safely.

However, it is not only for these reasons that we urge you to implement the change. There is also the problem of severely increased noise pollution since the traffic changes to Lebanon Road were introduced. The noise level is such that it has not been possible to open windows, even in the hottest weather of the kind we have experienced in recent months. Add to that the vibrations felt in the house, particularly when heavy freight vehicles pass our door, as they so often do now, and it would not be an exaggeration to say it almost feels like the house has been invaded by traffic. Residents' quality of life has been severely affected.

We believe it is only a matter of time before there is a serious incident leading to injury or even loss of life.

We urge the Council to implement this vital safety measure immediately.

Support 2

Dear Sir/Madam,

Ref: PD/CH/B16: Addiscombe Court Road/ Canning Road – Proposed One-Way Working

I am writing to support the above proposal, which is currently subject to a statutory consultation by Croydon Council.

Since January 2016 the volume of traffic travelling northbound on Addiscombe Court Road (ACR) has increased dramatically with additional vehicles, I would estimate measured in thousands rather than hundreds per day, using the road throughout the day, with particularly high volumes during the rush

hours. This increase in traffic volume has been the result of the change made around the same time to make the adjacent Lebanon Road one way southbound. It appears that, not unexpectedly, the majority of the rat running traffic that previously used that road has joined the pre-existing traffic using ACR.

This has had a detrimental impact on the quality of my life, with additional noise and air pollution. I work part time and the noise impact is such that I now have to wear ear plugs if I wish to sleep during the morning rush hour, whilst the proximity of the traffic means that opening our bedroom window during the summer is particularly unpleasant and we now have to avoid this even in hot weather.

I have personally experienced several motor vehicle related incidents in the last year (compared with none that I can readily recall in my previous twenty odd years of living in ACR) which I believe are linked to the increase in traffic volume.

Therefore I fully support the council's plan to introduce a no-entry restriction on ACR at its junction with Addiscombe Road. This would resolve the issues I have described above, although I recognise that it will lead to me having to make a detour in order to enter ACR northbound. This is a price worth paying. It will also remove the dangerous situation around Lebanon Road tram stop which was created when Lebanon

Road was made one-way, with vehicles overtaking stationary trams and turning "blind" into ACR. My view is that, unless resolved, this will lead to a serious accident involving oncoming vehicles or, worse, disembarking tram passengers. This is a regular occurrence which I witnessed only yesterday when, as I waited in my car behind a tram that had pulled up at the stop, another car overtook both me and the tram, before turning left into ACR. At the recent meeting of Croydon Council's Traffic Management Advisory Committee it was clear that this proposal had the support of our local Councillors as well as the Committee. It was also made clear that, if implemented, it would return traffic to the main roads, such as Chepstow Road, that were designed to take through traffic when the trams were originally introduced.

Removing this traffic from both ACR and Addiscombe Road would remove the risk of a road traffic accident and improve air quality for the large numbers of pedestrian commuters and school children who use these roads, as well as restoring the quality of life for ACR residents. I hope that this proposal is implemented as soon as possible.

Support (Tunstall & Addiscombe Court Residents Association TACRA) 3

PD/CH/B16 – Statutory Consultation on Traffic Displacement from Lebanon Road to Addiscombe Court & Tunstall Roads. Response to Croydon Council's proposal for Addiscombe Court and Canning Roads to be exit only at the Addiscombe Road (south) end of the road

Summary

We are writing to express our support for the Councils proposal to introduce one-way working in Addiscombe Court Road and the similar considerations that are being made for Canning Road. This report provides additional information to ensure clarity of the views of residents living in Tunstall and Addiscombe Court Road and in response to additional views expressed during the Statutory Consultation period at the meeting chaired by Cllr. Patricia Hay-Justice and in subsequent emails. We will not restate points provided in previous reports.

1. Overview

1.1 The sharing of traffic figures that will be used as the basis for monitoring changes is welcomed and the transparency of Council Officers in doing so. These confirm the extent of the shift in traffic to Addiscombe Court Road is greater than first measured (almost 400%) and the significantly high number of HGVs using these roads.

1.2 We want to highlight that there are gaps in these figures, ones for our roads and also for Canning Road as have been highlighted to Officers. There are also gaps in the figures for Addiscombe Court and Tunstall Roads as a result of not measuring the entry and exit point with Leslie Park Road. There is an internal loop within our roads with people using this entrance to access Tunstall Road and then travelling via Heron Road to exit back onto Leslie Park, which will not have been recorded. This extra traffic is shown in the data collected in November 2015 and January 2016.

1.3 Resident's welcome and appreciate the time and attention that members and officers have invested in understanding the significant negative impact of the changes to traffic flows arising from the decision to make Lebanon Road oneway southbound and in:

- o Addressing the need for short term action to return our roads to prechange levels of traffic
- o Removing the serious public safety risk at Lebanon Road tram stop
- o Reaching the decision that is currently out to statutory consultation.

1.4 We welcome the wider consultation that has taken place with options being discussed openly and fully with ALL residents in the surrounding area as our residents did not want to treat others as we have been treated.

1.5 We very much appreciate our residents giving a clear steer on what they are willing to accept as demonstrated in the very high response rates (ACR – 67%/ Tunstall – 49%) and large majority voting yes (ACR – 81%/ Tunstall – 56%). As stated at the TMAC in July 2017, the strength of feeling and the intolerable impact on people's lives is demonstrated in residents' willingness to accept further restrictions to already restricted roads.

1.6 Recognition of the impact on resident's as demonstrated in the apologies received at the TMAC meeting on the 5th of July for the process and negative impact on resident's lives was appreciated by those attending the meeting.

1.7 We look forward to the opportunity to engage with the Council in exploring the possibilities for the medium term potentially arising from the Mayor of London's current consultation, which includes the development of Liveable Neighbourhoods.

2. Engagement and consultation

2.1 The following is in response to views expressed at the meeting chaired by Patricia Hay-Justice at the Council Offices on Monday 31st July 2017 and the subsequent flow of emails. We have not previously felt the need to share this but believe it would be helpful to provide a summary of the engagement we have participated in that has taken place alongside the official consultation process run by the Council. This is shown in the table below.

Date	Engagement Activity
July 2016	Cllr Stuart King chaired a meeting at which residents from Addiscombe Court Road, Canning & Clyde RA, Lebanon Road (ECCO), Cedar Road (ECCO) and HOME attended

19th September 2016	Council, Ward Councillors and RAs (Canning & Clyde, TACRA, HOME and ECCO) walkabout to identify and address short term needs. As a result, white lines were painted on Heron Road within a few days. Council identified making Addiscombe Court and Canning Roads one-way at the south end as an option to mitigate the impact of the traffic
9th October 2016	As a result of the HOME resident's response during introductions at the July 2016 meeting (not a direct quote - I'm not sure why we are here, it doesn't affect us) Canning & Clyde and TACRA hosted an informal meeting with HOME in Canning Road to share what was happening, for which appreciation was expressed
18th November 2016	An initial meeting held at Clyde Hall between residents of ECCO (Lebanon Road and Cedar Road), Canning & Clyde, TACRA and HOME to begin exploring the implications of development in Central Croydon on the local area. As an introduction to this meeting it was explained that the immediate needs and risks arising from the changes to Lebanon Road would not be a focus for the meeting. The meeting was run as a workshop and the output was shared with all.
21st January 2017	A second meeting of the group that met in Clyde Hall with the addition of Park Hill RA was kindly hosted by one of the group members at their home in Elgin Road. The chair of HOME was able to attend the first part of this meeting, at which the proposals that had been submitted to the February 2017 TMAC meeting were explained in response to their request. The TACRA petition, the public safety risk at Lebanon Road tram stop and the Council's proposed options that were to be discussed at the meeting were covered.
February - July 2017	TMAC meetings in February and July 2017. 30th March – 2nd June 2017 Croydon Council informal consultation process (including the reissuing of letters and extended deadline as a result of notification of problems with the initial distribution by residents and RA's) and the current statutory consultation.
15th – 18th June 2017	Monitoring of 28 junctions to provide baseline monitoring data.

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3. In conclusion

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

- The contents of this report are noted and that residents are informed of the decision following the Statutory Consultation at the Council's earliest possible convenience; one that fulfills the request in the residents' petition submitted in January 2017.
- If the proposals currently out to statutory consultation are passed that residents are informed of the implementation date at the Council's earliest convenience.
- In addition to addressing the immediate need TMAC support continued work to find a solution that is better for ALL rather than these piecemeal ones, however challenging and potentially costly they may be – ones that also address the medium to longer term consequences of the developments in central Croydon.

Support 4

I wholeheartedly support the proposal to introduce a one way system on the above road because of the dangerous drivers overtaking the tram.

Every morning, I take my nieces to nursery in a double buggy, and the journey is perilous because of the way the traffic is working.

Support 5

After many months of discussion it was decided that Addiscombe Court Road should be unidirectional in a Southerly direction in order to improve the safety of the road. I understand that others, who do not live in the road, are objecting to this. Surely the opinions of those who live on the road should take precedence over those who only use it, frequently badly and illegally. The road is not suited to dual traffic, several cars have been damaged {including mine}, because of the too high speed of the racing drivers.

The one way system including Tunstall Road is frequently ignored if the traffic is otherwise blocked, again causing accidents. The problem arising from a tram stop just ahead of the Southern entrance has caused damage to at least one car and near misses to several pedestrians when a car has overtaken a stationary tram and then turned rapidly into the road.

Apart from possible injuries there is the considerable noise disturbance of those who race down the road, (the 20 mph signs might as well be invisible) often with windows open and radios blaring. On more than one occasion I have had a fist shaken at me together with (inaudible) obscenities for having the temerity to reverse my car into a parking bay and hold up two or three cars.

I realise that in an area that seems overcharged with inconsiderate drivers not a lot can be done about them, but I fail to see why those who live elsewhere and do not have to suffer as we do should have a say in trying to prevent the present (best available) ideas from ameliorating the difficulties in our road.

Support 6

I really support the proposed closure on traffic traveling north in to Addiscombe court road

I have lived here 6 years and the amount of traffic taking a short cut is now very disruptive and often aggressive making the road dangerous and unattractive.

Traffic overtakes the tram at the tram stop and turns left in front of pedestrians making this extremely dangerous

What was a pleasant road to live in is now not peaceful and depressing

Please consider thus request to ban traffic traveling north in Addiscombe court road and implement as a matter of urgency

Support 7

I write to you with support over the No Entry into Addiscombe Court Road due to the following reasons:

Road safety – I see car after car over-taking trams and turning blindly into Addiscombe Court Road. Where this is a danger to on-coming traffic from both Addiscombe Court Road and those already travelling along Addiscombe Road, the main danger is to pedestrians who are coming off the tram and walking over the road at the entrance to Addiscombe Court Road. This is a disaster waiting to happen; someone will be run over or potentially killed here never mind the near misses and minor car accidents that have already happened. I have even seen a BUS overtaking the tram. This is a red hot accident hot spot.

Rat run – Addiscombe Court Road (ACR) has turned into a heavy rat run since Tunstall Road was made one way. There are streams of cars passing down the road at speed. Very few vehicles take note of the new 20MPH speed limit. You can see by the damage done to the speed bumps that cars and other vehicles hit them at speed and need repair. This is a residential road, not an A Road which many cars treat it as such. With cars parked on either side a car travelling at 30 MPH even will not see a child or even a pet coming out into the road.

ACR is now not only victim to increased volume of cars but now heavy vehicles. Lorries/ mini vans/ transits regularly speed down the road and/or up Tunstall Road where many cars stop to drop off children at the Primary School; again, it's only a matter of time before an accident will occur here. We are experiencing what feels like a ten-fold impact on noise and pollution. This is unacceptable for a road like ACR.

A consultation has taken place with over-whelming support to making the right decision and making the southern entrance no entry. Residents of ACR were NOT consulted when Tunstall Road was made one-way against the council's better judgement and now we are trying to make a very bad decision into the right one for we residents of ACR and Tunstall Road as well as Canning Road. The road is simply not wide enough at the top for two-way traffic (which I believe was the main reason Tunstall Road was made one way). There is already an increased incidence of accidents and near misses, I also see cars turn down Tunstall Road either ignoring that it's one way or trying to avoid traffic jams on ACR, the whole area between E Croydon station and Canning Road has become completely chaotic since Tunstall Road's change in car traffic.

Please make the right decision and approve the no-entry.

Support 8

We are writing in support of the proposal to close Addiscombe Court Road to northbound traffic. As residents of the road we have seen numerous incidents of cars overtaking trams stationary at the Lebanon Road tram stop and then making a sharp, blind turn into Addiscombe Court Road making it very dangerous for people crossing the road. As there are often many people, who can be elderly or with small children, crossing after getting off the tram it really can't be long before a very serious accident occurs.

Although we don't live in Tunstall Road we saw someone about to drive the wrong way down it only the other day in an effort to avoid a wait in Addiscombe Court Road.

The noise and fumes caused by the traffic are creating a great deal of annoyance and distress, particularly in the summer months with the windows open. Some extremely large HGVs are thundering down a road never meant to take this volume of traffic and increasing the amount of pollution in a residential road.

Support 9

We are residents of Addiscombe Court Road. We understand that Croydon Council is undertaking statutory consultation concerning whether to make Addiscombe Court Road 'no entry' to northbound traffic. We also understand that some residents' associations are actively campaigning against the proposal and are seeking to block it.

Our main concern is with the dangerous junction with Addiscombe Road, at the Lebanon Road tram stop. We have witnessed many cars overtaking stationary trams and turning sharply left into Addiscombe Court Road, while disembarked tram passengers, including schoolchildren, are trying to cross the road. At times during this manoeuvre, both car driver and the pedestrians are blind to each other. This is a tragedy waiting to happen.

Another serious problem is created by cars travelling too fast down Addiscombe Court Road: there have been near misses with cars exiting from the side roads. Also, northbound drivers, confronted by a jam, have been turning into Tunstall Road and proceeding the wrong way down it. Another tragedy waiting to happen.

Finally, the poisonous pollution produced by so many vehicles, including far too many HGVs.

For these reasons, we strongly support the plan to make Addiscombe Court Road 'no entry' at the southern end, at the junction with Addiscombe Road.

Support 10

I am writing to lend my support of the no entry to northbound traffic entering Addiscombe Court Road ("ACR").

Ever since Lebanon road was made no entry, the traffic down ACR has been excessively busy and unsafe. You are aware of the increase in traffic count as traffic counters were imposed and the increase is unacceptable.

Cars come down at speed and ACR has become a busy through road. Also, living on Tunstall Road, I have noticed the increased number of cars coming down the wrong way to get around the traffic on ACR due to more traffic on ACR as a result of the Lebanon Road move.

I fully approve the no entry in order to reduce the traffic flow down ACR which is now no longer safe for children and the elderly crossing the road. This increased traffic runs through ACR day and night (often with loud music, speeding and larger vehicles too causing much noise pollution)

I would also like to take this opportunity to ask why this no entry is not going through quickly and quietly like the Lebanon road no entry proposal did. There was no transparency with that process whereby ACR residents could object to the Lebanon no entry proposal.

Lebanon road's no entry proposal should have never gone through in isolation without consideration of parallel roads (which mean that their traffic issue was just shifted to ACR)

I would like to emphasise that canning road should also be made no entry. With Lebanon road, ACR and Canning Road all made no entry, cars will follow the main roads, which is what they are intended for, rather than going down residential roads.

In addition to the increased traffic down ACR, making Lebanon Road no entry has had another impact of cars overtaking trams at the tram stop on Addiscombe Road.

Previously cars could turn down Lebanon road from Addiscombe Road and they would not get stuck behind a tram at the tram stop on Addiscombe Road. However now cars are unable to turn down Lebanon road, they instead take the next quickest journey and turn down ACR. When there are trams at the tram stop, many impatient motorists are now overtaking the trams which as you are aware, overtaking on that section of Addiscombe Road is an illegal motoring offence.

All these cars overtaking trams on Addiscombe road right by ACR are creating a real risk and danger to on-coming traffic. This needs to with utmost importance be addressed before there is a fatality. Making ACR no entry northbound would remove this risk. Another reason for my support for no entry northbound to ACR.

Support 11

I'm a resident on Tunstall Road and I wanted to point out the importance of the proposed plans to make Addiscombe Court Road no entry.

The volume of traffic cutting through Addiscombe Court Road during rush hour is significant, consists of many large and noisy HGVs.

Moreover many drive dangerously fast. I've been nearly hit on more than occasion crossing the road by cars hurtling around the corner where ACR joins Tunstall Road.

Furthermore, some impatient drivers dangerously cut the wrong way down Tunstall Road to circumvent the inevitable build up of traffic down ACR.

I think it's vital for safety that these plans go through.

Support 12

I am writing to you to express my strong support for the no entry proposal into Addiscombe Court Road, Croydon. As an Addiscombe Court road resident I would like to express my grave concern with

the current traffic arrangements. Lebanon road was made one way in the not so distant past and this has very heavily affected the traffic on Addiscombe Court road. This decision was made without any consultation with the residents on the road in which I reside. There has been a drastic increase in traffic and I have several increasing concerns over this. The very poor and badly planned decision to make Lebanon road one way has simply moved the problem along by one street.

1 Road noise: It has become unbearable each morning and evening with the noise from the constant stream of traffic into the road. I cannot keep the windows open in the front of my house and have had to report to sitting at the back of my residence for the most part. When I move to this road the traffic was minimal and spread evening throughout the day. This is a small narrow residential road that is now being used as a 'cut through' from Addiscombe road. I have on occasion witnessed buses, vans and heavy goods vehicles speeding down the road. This noise has made living conditions very difficult for the residents.

2 Road safety: There is a constant stream of very heavy traffic and most drivers do not obey the 20mph zone. There are cars parked on either side of the road and visibility is almost zero. Crossing the road has become difficult and dangerous. This is an accident waiting to happen. Large vans and heavy goods vehicles use the road and travel at speed making it impossible for anybody attempting to cross the road to see them in time. At the top of Addiscombe court road crossing the road next to the tram stop has become impossible and dangerous. Cars overtake trams onto the road and this cannot be predicted or visualized. This is highly dangerous. I have also on many occasions seen buses also overtaking the trams. I have also witnessed cars going the wrong way both on Addiscombe court road and Tunstall road. Aggressive drivers have become common place in the quest to get from one end of the road to the other in a 'hurry'. Many families with children reside in this road and this in itself poses a huge risk with the current situation.

3 Pollution: This speaks for itself. A narrow residential street with A road volumes of traffic. This is madness.

4 A consultation took place with the residents of the Neighbouring roads and we were informed by the council that the majority of residents supported the proposal that includes also making nearby streets one way and keeping the heavy traffic away from the narrow residential streets. We have since been informed that objections have been raised by Neighbouring 'residents' associations. This again is selfishness and will in no way address the needs and wishes of all our Neighbours in the surrounding streets.

I urge you to consider this as a sensible solution that not only addresses the needs of the residents of Addiscombe Court road but of the needs and wishes of our Neighbour's with safety and living quality as the primary concerns. A sensible traffic solution plan has been proposed and I would strongly suggest that this is implemented as soon as possible.

Support 13

I am writing in support of Addiscombe Court Road to be made no entry from the North side for the reasons below. Addiscombe Court Road is unsuited to high volumes of traffic for a number of reasons and the increase in traffic has been a result of Lebanon Road being made one way.

- Parents and children access the Tunstall Road Nursery School. Alarmingly there has been a persistent behaviour of motorists who decide to drive the wrong way down Tunstall Road whenever there is a traffic jam in Addiscombe Court Road, which is dangerous for pedestrians and as well as cars travelling in the correct direction

- The small road is unsuitable for the large number of HGV vehicles using it
- Alarmingly cars are continuing to persistently overtake trams at Lebanon Road tram stop to turn into Addiscombe Court Road now that they are unable to travel southbound on Lebanon Road. This is very dangerous for people crossing Addiscombe Court Road who cannot see cars turning in past the trams. This is also dangerous for cars emerging from Addiscombe Court Road.
- A worse living environment with a negative impact on health for residents on Addiscombe Court Road in terms of traffic noise and pollution
- Increased traffic congestion increasing travelling time and making parking more difficult on Addiscombe Court Road
- Increased potential for traffic accidents on Addiscombe Court Road, which provides access to a nursery school in Tunstall Road
- More accidental damage to parked cars on Addiscombe Court Road
- Increased noise pollution, especially at night affecting sleep and health for residents on Addiscombe Court Road
- More cars parking on Addiscombe Court Road, reducing spaces for residents

Support 14

I am a resident of Lebanon Road

I do support the proposed changes to Canning Road / Addiscombe Court Road - I sympathise with their plight over the last year or so, as we have had to live with a far worse situation for 20+ years.

However there is no indication if Lebanon Road will get any bike lane 'plugs' (small bit of pavement / kerb in road with space for short cycle lane), as there are no drawings or mention in the report as far as I can tell.

Lebanon Road will defiantly need these 'plugs' at the top of Lebanon Road at the junction with Addiscombe Road and half way down Lebanon road at the Junction with Cedar road - currently there are none of the plugs, and you still get a lot of cars coming down with by accident or intentionally - and this will reinforce that Lebanon Road - along with the proposed one way working for Canning Road and Addiscombe Court Road.

At an estimate we get about 2-4 cars a day coming down the wrong way, as we need road furniture such as a plug to reinforce the signs. I have witnessed in the last two weeks altercations that almost became physical because of people going down the road the wrong way. A few weeks back I was on my bicycle and almost ran off the road by a car speeding the wrong way down Lebanon Road.

This seems to be a major omission from the plans - and I strongly insist that these are added if they are not already being planned.

Please can you acknowledge receipt of this email - and let me know if there is intent to put the two plugs on Lebanon Road

Support 14

I support the proposal of a one way road because of the hazardous driving caused by the increased number of cars I encounter when visiting my relatives in the area.

Support 15

I have heard that other residents associations are actively campaigning against the above proposal. The residents of other streets are not in a position to realise the serious problems being faced by the residents of Addiscombe Court Road since Lebanon Road was made one-way street.

I hope the Council will keep in their minds the problems discussed during the last Traffic Management Committee meeting held on Wednesday 5th July and will stick to the recommendations by the officers that ACR should become no entry.

Whereas it will greatly ease the present circumstances of the ACR residents, it will certainly help to prevent any major mishap likely to occur in future in relation to tram safety issue and the other related problems resulted in the huge increase of traffic on ACR.

I, therefore, fully support the proposal to make Addiscombe Court Road no entry as soon as possible.

Support 16

I understand there has been some opposition to the proposed change of layout to Addiscombe Court Road. It would be a gross injustice if these plans were not now implemented. We have suffered a massive increase of traffic since Lebanon Road was made one way and much more than they ever had to put up with; you have the statistics. I applaud you to listen to the vast number of people of Addiscombe Court Road who want this change and make sure it happens.

p.s. putting up a sign for no overtaking (at the tram stop) has certainly not stopped some; it is dangerous and continues to be so.

Below is my email sent to Stuart King prior to the last committee meeting which I was unable to attend.

I look forward to a positive outcome (in line with what Lebanon Road got!)

I bought my house some 12 years ago and chose this road as it was quiet and residential and of course close to East Croydon station.

Since the change of traffic flow to Lebanon Road was introduced (which ACR was not consulted on!), it has progressively got more and more busy as people have discovered this cut-through. You can follow this massive increase of traffic in particular coming down from Park Hill Road; I can only think sat-nav has exposed our road as the best route. This had led to not just extra cars but big lorries, skip lorries, etc, hurtling down our road which causes our windows to shake. This is a narrow road with the houses set close to the road. I have a small house and cannot escape the noise during the day. I have had to move into my small back bedroom in order to get some sleep; traffic doesn't stop until very late into the night and starts again early in the morning.

As suspected, the 20 mph signs have made no impression whatsoever!

The residents of Addiscombe Court Road have had enough of this traffic cut-through and this is clearly evidenced by the very high acceptance to your proposal. I have no doubt there is vastly more traffic on our road than was ever using Lebanon Road before the changes, and considerably more than the traffic they have now; it would be interesting to see the statistics.

I trust you and your Committee members will act favourably on our behalf and put your proposal into action at the earliest opportunity to end our misery. This rat-run traffic needs to return to Cherry Orchard Road, which presumably a large number of these drivers previously used.

Support 17

I am writing to confirm my support for the proposal to make Addiscombe Court Road "No Entry" to Northbound traffic.

I'm a resident of Addiscombe Court Road and have two vehicles parked outside my house. I work in the surrounding local areas driving every day so making my road "No Entry" Northbound will actually cause me hassle getting to work every day and coming home every evening after work.

Having said that, if it reduces the outrageous levels of traffic we have experienced 7 days a week since the Lebanon Road alterations to direction of traffic, then I'm prepared to add some travel time to my working day.

This has always been an extremely quiet road up until recently and I would like have the relative tranquility of my road back as soon as possible.

Since the Lebanon Road alterations, which I believe were passed by Croydon Council and went ahead without prior consultation with us and surrounding residents, there has been a sharp increase in safety issues.

Not least the traffic that continually overtakes the tram (Lebanon Road stop) and either turns into Addiscombe Court Road or far worse continues down to Canning Road. This is extremely dangerous for traffic turning right out of Addiscombe Court Road and pedestrians crossing the road.

There are still issues with foolish motorists who insist on driving the wrong way down Tunstall Road, generally at rush hour/peak times of the day, in an attempt to jump the queue onto Leslie Park Road and subsequently the Lower Addiscombe Road.

These cases were very rare prior to the Lebanon Road alterations. As you are fully aware there is a primary school in Tunstall Road which makes this terrible situation all the worse.

In addition I might add that since your introduction on the 20 mph limit, (which I have to say I totally agree with) there has been little to no change in the speed most motorists come down our road.

I am not here during the day but I see the increased volume of traffic first thing in the morning when I leave for work and at various times of day between 4pm and 8pm when I generally return home.

The majority of which are NOT driving within the 20mph limit. Many use Addiscombe Court Road as a speedway cut through and in the evenings and very late at weekends we get the booming car sound systems and youngsters racing down our road! Loud mopeds with alterations to make their exhaust noise louder and motorbikes and cars alike. Some nights this is unbearable in the summer months when we have our windows open.

To add, at considerable cost, I have recently paid for new double glazed windows in an attempt to drown out some of the increased volume of noise since the Lebanon Road alterations.

20mph Speed Limits:

I do understand that, as usual, it all a matter of finance and that your yearly capital programme most probably cannot stretch to funding surveillance systems across the borough. But it would be of at least some comfort to at know that some action was being taken to actually enforce the 20mph speed restrictions. I understand that the penalties for exceeding the 20mph limits have been set well, but as there are no procedures in place to actually catch any driver breaking these laws, (other

than the very unlikely chance of a police patrol car happening to be there at the time) they seem relatively pointless, so the likelihood of anyone taking any notice is very slim.

I can say this as I drive around the borough every day for work so am talking from first hand experience.

With car registration plate recognition systems and technology freely available these days is it not possible to work on a system that links up with local police to start actually fining motorists? I'm quite sure the volume of drivers exceeding the 20mph limits every day and the fines imposed for breaking the law would easily fund such a programme of camera link up installations across the borough. Plus you would actually achieve your safety goal of reducing accidents and improving driver awareness.

It's all very well putting 20mph signs up across the borough but to actually see it having an impact on traffic speed would be something special wouldn't it?

The alterations the make Addiscombe Court Road "No Entry" can't come soon enough!

Support 18

I write to express my full support for the Councils proposal to introduce one way working in Addiscombe Court and Canning Roads.

Since the recent changes in Lebanon Road in December 15 both streets have seen a significant increase in traffic, and Addiscombe Court particularly has been subject to nothing less than an onslaught. The proposal will help mitigate some serious road safety issues that have arisen in our street:

Firstly, cars in Addiscombe Road frequently overtake the tram to turn sharp blind into Addiscombe Court Road. This is a huge and obvious safety risk to both the tram, the large numbers of pedestrians decanting the tram on the corner and crossing Addiscombe Court Road, and other vehicles exiting ACR in the opposite direction (head on).

Secondly, whenever there is a traffic jam in Addiscombe Court drivers frequently bypass the jam by driving the wrong way down Tunstall Road.

Thirdly, large numbers of HGVs now use our street. They are so large that the speed bumps present no obstacle to them and they consequently travel extremely fast. Our houses have very small front gardens and our street is densely parked, hence our street is completely unsuited to taking vehicles of this size.

Fourthly, the speed bumps are so low that the speed ramps - where cars are restricted from parking - are frequently used to OVERTAKE slower moving vehicles.

Fifthly, the junctions with Tunstall Road, and the junction with Heron Road, mean that cars can enter ACR at multiple entry points straight into heavy northbound traffic.

These safety issues are unique to Addiscombe Court Road. No other local street has the complication of a tram stop blocking the entry point, the unique layout of Tunstall and Heron Roads, nor the lack of a weight restriction.

Leaving aside safety, other impacts upon residents have also been enormous. One of the worst impacts is the incredible noise both of the traffic itself, motorists horn blasting and stereo playing, and the verbal noise of motorists shouting at one another in the head to head conflicts.

Other negative impacts include environmental pollution, the abusive and threatening behaviour of motorists who swear at and intimidate pedestrians - and sometimes each other - and damage to vehicles (my car was smashed).

Please implement these proposals as quickly as possible.

Support 19

I would like to bring to your attention that the very heavy flow of traffic on Addiscombe Court Road is of a great concern for my family and myself.

I fail to understand that when it was decided to stop the flow of vehicles into Lebanon Road, why enough research and consultation was not carried out. You don't need rocket science to work out that all the vehicles wanting to turn into Lebanon Road are now all stuck behind trams as the tram stops and then there are a couple of buses behind cars which are all waiting to turn into Addiscombe Road which leads to long queues of cars stuck on Addiscombe Road.

The flow of traffic has damaged the Addiscombe Court Road. There is a lot of pollution, noise and lot of hooting of car horns. Vehicles are also turning into Tunstall road on a daily basis.

You have to consider all these factors and please STOP the cars turning into ADDISCOMBE COURT ROAD.

Hope you will give due consideration to the suggestions of the residents of Addiscombe Court Road.

Support 20

I would like to register my support for proposals to make Addiscombe Court Road a no-entry road to northbound vehicle traffic.

Since traffic has been diverted from Lebanon Road, this street has become more congested, with a serious impact on the quality of life and levels of pollution. In particular, the levels of noise in the very early morning are considerable, with cars using the road as a rat-run. I have seen, on several occasions, processions of bumper-to-bumper cars going nowhere, trapped behind rubbish collection lorries and pumping out exhaust. Because of the noise, it is now quite impossible to sleep with open windows in high summer.

More seriously, the potential for accidents has increased significantly around the Lebanon Road tram stop. Drivers persistently turn into Addiscombe Court Road with little regard for basic safety. It seems only a matter of time before there is a serious accident there.

Please help residents to return to something approaching a normal life.

Support 21

I wish to support no entry to north-bound traffic into Addiscombe Court Road. I attended the recent Traffic Management Committee at Croydon Council which discussed this proposal with my daughter.

I am an active member of TACRA (Tunstall Road and Addiscombe Court Road Residents Association). I agree with everything the TACRA representatives said. I welcome the support that Councillors

Fitzsimons and Hay-Justice offered for the no-entry to Addiscombe Court Road and hope the consultation will mark an end to the misery Addiscombe Court Road has faced since Lebanon Road was made one-way.

I am 78 years old and carer for my 42-year old disabled son who is autistic and has a severe learning disability. I am scared to let him cross the road alone.

The noise from the cars coming down the road means that I cannot open the front windows of my house in the summer months which means I have to turn on fans upstairs and downstairs so we have fresh air in the house.

P.S. I am copying this to my local MP, TACRA and Councillors Fitzsimons and Hay-Justice for information.

Support 22

I am writing on behalf of myself and my young children (6 and nearly 3), to respectfully request that you support making Addiscombe court Rd, no entry to north bound traffic.

These are why I want you to support my request. Firstly we have witnessed an increase of traffic from approximately 300 cars per day to an incredible 2000 cars per day. This increase can be compounded by up to ten cars coming down the rd in a line due to having waited behind a parked tram. This makes it hard to get my kids in the car in safe way and means I have to hurry them, which can be both stressful for me and them. If I don't do it quickly I'm usually greeted with abuse and bidding of horns, for not doing things quickly enough for the drivers waiting.

We also experience cars, into the early hours coming down the road at high speed and with their music being played loudly, waking me and my wife up.

All of this is a major disturbance and there is no doubt a great deal of extra pollution.

But my main concerns are when drivers due to frustration go the wrong way down Tunstall rd or speed around the parked tram and enter Addiscombe court rd at speed, blind to people crossing the road from getting off the tram. In both of these scenarios I and many fellow residents believe there will be a fatal accident, a death that was foreseen and thus avoidable. I hope you play a part in avoiding such a death, by making my road no entry to north bound traffic.

Support 23

I am writing in massive support of the no entry to northbound traffic entering Addiscombe Court Road ("ACR").

Ever since Lebanon road was made no entry, the traffic down ACR has been excessively busy and unsafe. You are aware of the increase in traffic count as traffic counters were imposed and the increase is unacceptable.

Cars come down at speed and ACR has become a busy through road.

I fully approve the no entry in order to reduce the traffic flow down ACR which is now no longer safe for children and the elderly crossing the road. This increased traffic runs through ACR day and night (often with loud music, speeding and larger vehicles too causing much noise pollution)

I would also like to take this opportunity to ask why this no entry is not going through quickly and quietly like the Lebanon road no entry proposal did. There was no transparency with that process whereby ACR residents could object to the Lebanon no entry proposal.

Lebanon road's no entry proposal should have never gone through in isolation without consideration of parallel roads (which mean that their traffic issue was just shifted to ACR)

I would like to emphasise that Canning road should also be made no entry. With Lebanon road, ACR and Canning Road all made no entry, cars will follow the main roads, which is what they are intended for, rather than going down residential roads.

In addition to the increased traffic down ACR, making Lebanon Road no entry has had another impact of cars overtaking trams at the tram stop on Addiscombe Road.

Previously cars could turn down Lebanon road from Addiscombe Road and they would not get stuck behind a tram at the tram stop on Addiscombe Road. However now cars are unable to turn down Lebanon road, they instead take the next quickest journey and turn down ACR. When there are trams at the tram stop, many impatient motorists are now overtaking the trams which as you are aware, overtaking on that section of Addiscombe Road is an illegal motoring offence.

All these cars overtaking trams on Addiscombe road right by ACR are creating a real risk and danger to on-coming traffic. This needs to with utmost importance be addressed before there is a fatality. Making ACR no entry northbound would remove this risk. Another reason for my support for no entry northbound to ACR.

I look forward to this response.

Support 24

I am writing with reference to the statutory consultant with regards to the proposal to make Addiscombe Court Road a one way traffic system.

I live on Addiscombe Court Road and support the option of making the traffic flow one way from south to north. Since the changes to the previous system, we have seen a significant increase in traffic flow. There is also increasing noise pollution and I suspect pollution from this increased traffic flow. I try not to use our car for local journeys, and when I do, helping my 6 year old, 2 year old (if the car is on the opposite side of the road) and elderly mother into the car feels like an unsafe and hurried endeavour, as we wait for a pause in the cars coming down the road at high speed. I do not cross by foot the road at the top end of Addiscombe Court/ Addiscombe Road, as I have seen countless near misses with cars and pedestrians. This is usually worse when traffic overtakes a stationary tram and turns left into Addiscombe Court Road. Even crossing further down the road feels dangerous with the cars speeding down.

I hope you take these points into consideration as the changes are affecting our family's quality of life. We wish for a long term solution but in the meantime want to go about our daily lives feeling safer.

Support 25

I am writing in response to the above consultation on proposals to make Addiscombe Court Road no entry to N-bound traffic. I wish to express my strong support for the proposals.

There are a number of reasons why I consider the no entry proposal is necessary.

Firstly on safety grounds.

Motorists regularly overtake trams that have stopped at the Lebanon Road Tram Stop. This involves those crossing double white lines, and then turning left, blind into Addiscombe Court Road. This is dangerous for motorists, the tram and pedestrians. I have witnessed this happening on many occasions, including one incident when cars making the blind turn found a parked ambulance near the junction which meant that it was difficult for them to complete the left turn and so blocked the tram.

Motorists persistently drive the wrong way down Tunstall Road to avoid traffic jams on Addiscombe Court Road.

Since Lebanon Road was made no entry to N-bound traffic the volume of traffic coming N-bound along Addiscombe Court Road has increased enormously making it difficult for pedestrians to cross Addiscombe Court Road. A quiet small suburban road has become a main through route.

The houses along Addiscombe Court Road and Tunstall Road front almost directly on to the pavement and so the increase in traffic has had an adverse effect on the quality of life in both these roads.

Support 26

I am writing in support of the no entry to northbound traffic entering Addiscombe Court Road ("ACR").

Ever since Lebanon road was made no entry, the traffic down ACR has been excessively busy and unsafe.

Not only has the traffic count increased but cars continually drive down over the 20mph speed limit at unsafe speeds, using ACR as a through road.

I find it unusual that this process has been so long and arduous compared to when the No entry/ one way proposal put through for Lebanon road.

Are you able to provide an explanation into the differences in the way both are being handled?

Lebanon road's no entry proposal should have never gone through in isolation without consideration of parallel roads (which mean that their traffic issue was just shifted to ACR)

I would like to emphasise that Canning road should also be made no entry. With Lebanon road, ACR and Canning Road all made no entry, cars will follow the main roads, which is what they are intended for, rather than going down residential roads.

In addition to the increased traffic down ACR, making Lebanon Road no entry has had another impact of cars overtaking trams at the tram stop on Addiscombe Road.

Previously cars could turn down Lebanon road from Addiscombe Road and they would not get stuck behind a tram at the tram stop on Addiscombe Road. However now cars are unable to turn down

Lebanon road, they instead take the next quickest journey and turn down ACR. When there are trams at the tram stop, many impatient motorists are now overtaking the trams which as you are aware, overtaking on that section of Addiscombe Road is an illegal motoring offence.

All these cars overtaking trams on Addiscombe road right by ACR are creating a real risk and danger to on-coming traffic. This needs to be addressed before there is a fatality.

Making ACR no entry northbound would remove this risk. Another reason for my support for no entry northbound to ACR.

Support 27

This is to confirm that I support the proposal to make Addiscombe court road a no entry. As a resident, the decision to make Lebanon road a no entry has caused our road to become unbearably busy, dangerous for children, noisy and generally unpleasant. Most concerning is the safety issue for young children. There are several issues but the most important are the volumes of traffic driving down our road. Because of these high volumes it becomes dangerous when putting children in or out of car seats. On the blind corner at the southern end of the road there have been several occasions where cars have come hurtling around the bend without considering if pedestrians are crossing. I have had two near misses whilst carrying my young son. At the northern end of the road near the tram stop, cars overtake stationary trams blindly causing potential collisions with cars coming out of the road turning right onto Addiscombe road. This has happened to me a total of 12 times now since Lebanon road has become a no entry. To be frank it's a miracle there hasn't been an accident yet. It's simply a matter of time before a pedestrian is run over or two cars collide.

Please make our road a no entry, if for no other reason than to save the council the embarrassment of having to explain a fatality in the near future due to the poorly controlled traffic.

Support 28

I am writing to SUPPORT the proposal to make Addiscombe Court Road (ACR) no entry to northbound traffic.

Since Lebanon Road was made one way last year, the traffic in ACR has increased three folds as cars now use ACR almost exclusively to turn into Lower Addiscombe Road. This amounts to a corresponding increase in congestion, noise and pollution in ACR.

Recently, as I was trying to exit ACR into Addiscombe Road, my car nearly collided with a speeding bus that was trying to overtake a tram that had stopped at Lebanon Road tram stop. This is not a rare occurrence.

I've had many such near misses as cars and vans try to overtake the tram and turn blindly into ACR. THIS IS A SERIOUS RISK AND SOMEONE WILL GET KILLED. Especially little children going to Tunstall nursery. This is a major risk to young children and parents who are on their way to Tunstall nursery.

Since last year, I have had difficulty parking in my street because of the large convoy of cars that now pass through ACR. Drivers are tailgating resident's cars and don't back up to allow us to park into the bays.

My car has also been damaged by other drivers passing through the road. This never happened previously in the 12+ years I have lived in this street. Many of the other residents have also complained about the increase in road accidents in ACR and Tunstall Road.

Many drivers turn illegally into the one way Tunstall Road when there is blockage in ACR – often on Monday's when the refuse collection is going on.

Residents of Lebanon Road are also using ACR to go into their street at the north end, thereby compounding the existing problem.

Given all these reasons and especially the reckless behaviour of drivers turning into ACR, I request the council to implement the proposal to make ACR one way.

Thank you.

Support 29

Hi there,

I'm writing in regards to the proposal reference PD/CH/B16. I've moved to Tunstall Road a few months ago and was negatively surprised to understand that traffic was allowed on from Addiscombe Road to Addiscombe Court Road.

The number of cars overtaking trams stopped at Lebanon Road and sharply turning blind to Addiscombe Court Road is staggering.

Many drivers are also constantly over the speed limits, and the noise of the constant traffic is disturbing.

Finally, there is a very high volume of HGV vehicles using our narrow streets.

The No Entry implementation on Addiscombe Court Road is vital for our community.

Support 30

I am resident of Addiscombe court road. I agree with other residents that Addiscombe Court road should be made no entry to northbound traffic.

I am really worried about trams safety as I have seen cars overtake trams to turn sharp blind into Addiscombe Court road. All the traffic jam recently into our road affected us specially the noise, pollution and especially with the children if you are crossing the road.

I will really appreciate if the council will consider and help the residents.

Support 31

I'm emailing to ask you to agree to make Addiscombe Court Road and Canning Road one way only as was discussed at the Traffic Management Committee in July. I agree with everything that the Tunstall Road and Canning Road residents association said on our behalf.

I live with my dad, 78, and my little brother who is 42, autistic and has a severe learning disability.

Since the decision was taken to close off Lebanon Road to two-way traffic, I have witnessed the stress and anxiety it has caused my dad and little brother. I am autistic and this causes me further

worry as well. My dad won't open the windows at all in the front of the house. He is worried about the pollution from all the cars that come down the street.

Postponing the decision not to make Addiscombe Court Road and Canning Road one-way will continue the misery they and all the other residents in our two roads. Please do the right thing and introduce one-way traffic.

Support 32

We have heard that other people are trying to block our proposal re: THE ABOVE REFERENCE OF making Addiscombe Court Road a NO ENTRY FROM ADDISCOMBE ROAD

Please could I remind you on the below:

Cars are still BLINDLY overtaking the trams at the Lebanon Road Tramstop and cars coming up Addiscombe Court Road (which is two way at the top) who are waiting for the tram to pass are greeted head on with other cars, it is also impossible at busy times to cross the road to get to the bus stop which is opposite the tram stop. If our proposal is rejected, you must change the position of the tram stop and bus stop to save a fatal accident occurring.

Cars are still turning up from Heron Road and coming up the road, it is good that the council have put up 20 mph signs, but some drivers are taking no notice of them - where are the speed cameras? some drivers are also driving the wrong way down Tunstall Road to avoid the pile up of traffic along Addiscombe Court Road.

My road has turned from a quiet residential road into a rat race - It took me 3 minutes to cross over to the other side of the road yesterday I am timing it now with HGV lorries, volumes of white vans and cars coming down it.

PLEASE DO NOT BLOCK OUR PROPOSAL AND LET US HAVE OUR SAFE ROAD BACK

Support 33

As a resident of Addiscombe Court Road, I would like to confirm that I fully support the measures outlined in Croydon Council's statutory consultation on the one way system.

Support 34

Dear Croydon Council team,

We have lived at Addiscombe Court Road for the past 9 years and write in continued support of making Addiscombe Court Road no entry from the south entrance at the junction with Addiscombe Road and the top section of our road one-way.

We would like to again thank Croydon Council for their continued attention to this matter and for its time at the very productive TMC meeting on Wednesday 5 July.

It has come to our attention that during the statutory consultation that has been launched following that TMC, residents from other streets may be rallying to object to the proposals.

Whilst we of course remain aware of the wider traffic issues in our area we would request that the council maintain its position conveyed at the TMC.

In particular we would like to repeat the key reasons for the proposal to take immediate urgent action to change the traffic flow of our road which we do not think could possibly be confounded by residents on other roads, namely;

- * road safety - since the change to Lebanon Road we have experienced a startling increase in traffic often travelling at high speeds and it seems only a matter of time before a potentially fatal accident occurs at the junction

- * road safety - the unique positioning of our road adjacent to the Lebanon Road tram stop which means this increased fast traffic not only swings around the road but also has to manoeuvre any parked trams at that tram stop, again raising fears that an accident is waiting to happen

- * road safety - whilst cognisant of the argument that traffic will be displaced as a result of the change, our road is narrower than the following roads (Canning, Elgin) and the pavement narrower, increasing the impact of the traffic for residents of ACR and TR

- * quality of life - this traffic increase seems spread across the day, not just around "working day" hours creating noise and disturbance in what was, when we bought our house considerably quieter. If we did have children or had an elderly relative living with us we would be apprehensive of them being near the road and as I raised at the TMC the increased traffic has made me very wary of crossing at the top of our road.

Thanks for your continued attention to this matter.

We remain available to discuss further at your convenience and look forward to a positive outcome.

Support 35

I am contacting you concerning the statutory consultation in respect of the proposal to make Addiscombe Court Road No Entry to Northbound traffic.

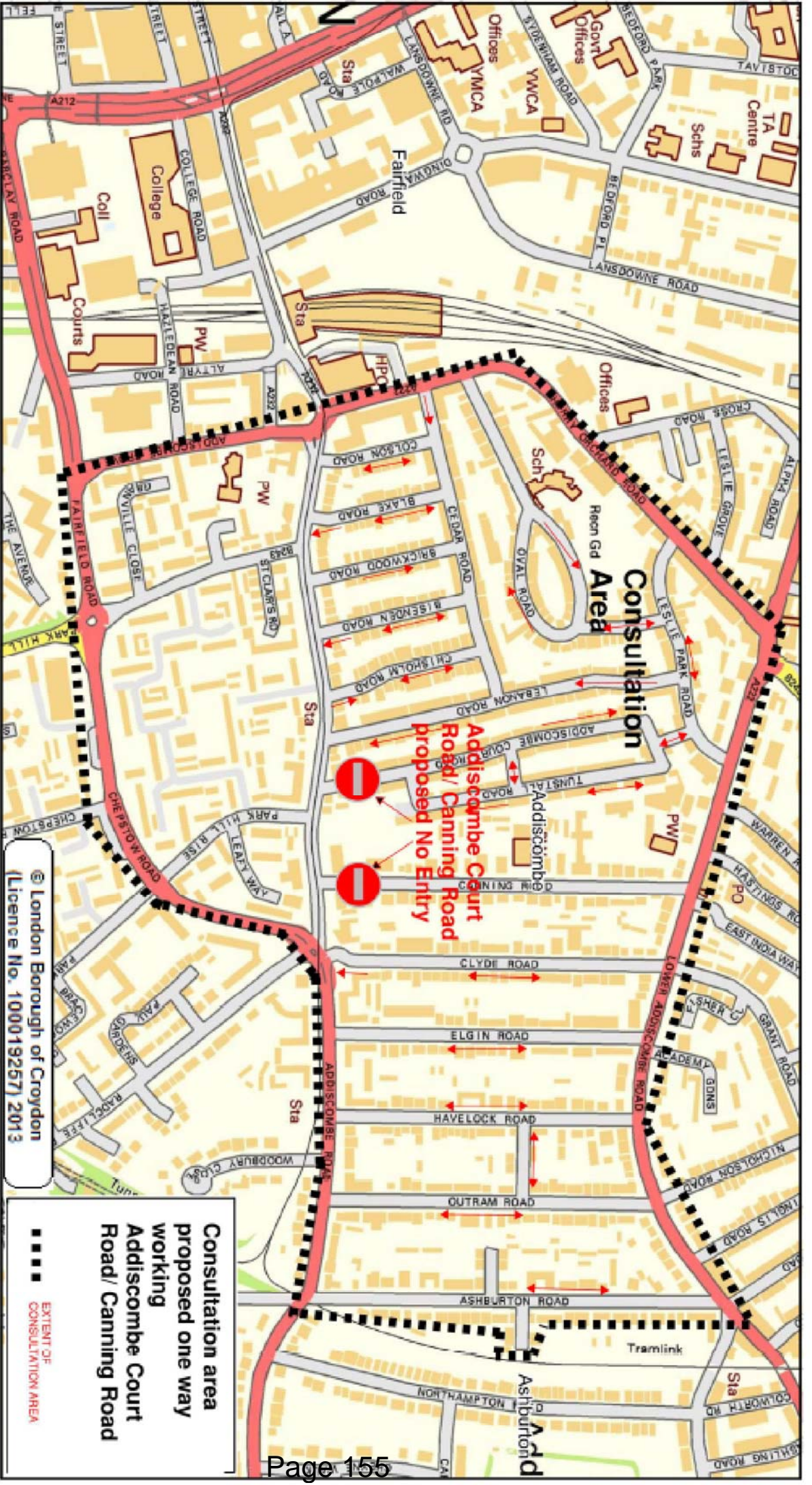
I attended the council's traffic management committee meeting recently to support this proposal and would like to explain my reasons for this, which are:-

1. Very serious concerns regarding safety at the Lebanon Road tram stop. On numerous occasions I have seen cars overtaking the tram when it has stopped to allow passengers to disembark. The cars then turn a blind left into Addiscombe Court Road (ACR) in front of the tram, directly into the path of the pedestrians who are crossing over ACR.
2. The overwhelming increase in traffic using this small residential street, all day, everyday when ACR was simply not constructed with this purpose in mind as the terraced houses are so close to the road. The increase in noise is unbearable. I have the option to work at home but can no longer do so as I am unable to concentrate. The problems are exacerbated in the summer when the car windows are down with music blaring out at all hours. Large numbers of vans and lorries now pour down this narrow residential street too. I walked home from work last night, turned down into ACR at 7.15pm and in the 90 seconds it took me to get to my front door I counted that 8 cars and 2 vans passed me, travelling down towards Lower Addiscombe Road and this was supposed to be after 'rush hour'.
3. There is also an issue with cars travelling the wrong way down Tunstall Road when the traffic has backed up down ACR. Dangerous under any circumstances but there is a nursery school on Tunstall Road, which makes this behaviour even more worrying.

I have lived in ACR since 1998 and was very happy here until the changes to the traffic flow on the neighbouring street, Lebanon Road. I now find living on this road unpleasant and really stressful.

I cannot imagine the traffic management committee envisaged their decision to make Lebanon Road no entry to northbound traffic would have such a negative impact. I would ask them to consider the safety issues mentioned above and the disruption to the day to day lives of the residents of ACR and to make our road No Entry to Northbound traffic as soon as possible.

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Consultation area
proposed one way
working
Addiscombe Court
Road/ Canning Road

■■■■■ EXTENT OF
CONSULTATION AREA



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