

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