

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

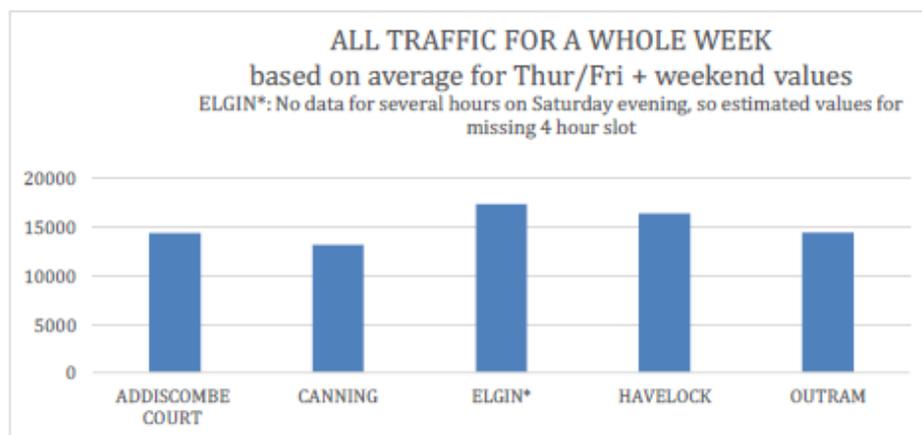
PROPOSED ONE-WAY WORKING AND CYCLE CONTRA FLOWS – ADDISCOMBE COURT ROAD AND CANNING ROAD, CROYDON

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.