

Traffic Management Advisory Committee Agenda



To: Councillor Stuart King (Chair)

Councillors Jane Avis, Sara Bashford, Robert Canning, Vidhi Mohan and Pat Ryan.

Reserves:

Councillors Jamie Audsley, Simon Brew, Sherwan Chowdhury, Maddie Henson, Andrew Pelling and Andy Stranack.

A meeting of the **TRAFFIC MANAGEMENT ADVISORY COMMITTEE** which you are hereby summoned to attend, will be held on **Wednesday 5th July 2017 at 6:30pm** in **The Council Chamber, the Town Hall, Katharine Street, Croydon CR0 1NX**

JACQUELINE HARRIS-BAKER
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23 June 2017

Members of the public are welcome to attend this meeting. If you require any assistance, please contact Victoria Lower as detailed above.

AGENDA - PART A

1. Apologies for absence

2. Minutes (Page 1)

To approve the minutes of the meeting held on 9 May 2017 as an accurate record.

3. Disclosure of Interest

In accordance with the Council's Code of Conduct and the statutory provisions of the Localism Act, Members and co-opted Members of the Council are reminded that it is a requirement to register disclosable pecuniary interests (DPIs) and gifts and hospitality in excess of £50. In addition, Members and co-opted Members are reminded that unless their disclosable pecuniary interest is registered on the register of interests or is the subject of a pending notification to the Monitoring Officer, they are required to disclose those disclosable pecuniary interests at the meeting. This should be done by completing the Disclosure of Interest form and handing it to the Business Manager at the start of the meeting. The Chairman will then invite Members to make their disclosure orally at the commencement of Agenda item 3. Completed disclosure forms will be provided to the Monitoring Officer for inclusion on the Register of Members' Interests.

4. Urgent Business (if any)

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

5. Informal consultation results for the introduction of "No Entry" traffic restriction with short one way working and pedal cycle bypass in Addiscombe Court Road and Canning Road (Page 17)

This report to the Traffic Management Advisory Committee (TMAC) is to inform TMAC of the results from the informal consultation with the residents of Addiscombe Court Road, Addiscombe Grove, Addiscombe Road (part of), Ashburton Close, Ashburton Gardens, Ashburton Road, Bisenden Road, Blake Road, Brickwood Road, Canning Road, Cedar Road, Chepstow Road (part of), Cherry Orchard Road, Chisholm Road, Clyde Road, Colson Road, Crabtree Walk, Elgin Road, Fairfield Road (part of), Garrick Crescent, Granville Road, Havelock Road, Leafy Way, Lebanon Road, Leslie Park Road, Leyburn Gardens, Lower Addiscombe Road (part of), Mulberry Lane, Outram Road, Oval Road, Park Hill Road (part of), Park Hill Rise, St Claires Road, Tunstall Road, Turnpike Link. The consultation documents were delivered to residents in April 2017. Due

to a number of properties being missed off the mailing list a new consultation document was sent to all residents in May 2017.

6. Petition: Lakehall Road, Thorton Heath - Request for 7am to 7pm Residents' Parking Scheme (Page 43)

This report considers a petition received from residents of Lakehall Road requesting a residents' parking scheme operating from 7am to 7pm.

7. [The following motion is to be moved and seconded as the "camera resolution" where it is proposed to move into part B of a meeting]

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

AGENDA - PART B

None

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Traffic Management Advisory Committee

**Meeting held on Tuesday 9 May 2017 at 6:30 p.m. in the Council Chamber,
Town Hall, Katharine Street, Croydon CR0 1NX**

MINUTES – PART A

Present: Councillor Stuart King (Chair)

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

Also Present: Councillors Kathy Bee, Alison Butler, Margaret Bird, Bernadette
Khan, Maggie Mansell, Joy Prince and David Wood

Apologies: Councillor Pat Ryan

MINUTES – PART A

A09/17 Minutes

Minutes of the meeting held on 8 February 2017 were agreed as a correct record and signed by the Chair with the amendment to paragraph four of item A05/17 to read “The Chair thanked the work of the resident associations...”

A10/17 Disclosure of interest

There were no disclosures of interest.

A11/17 Urgent business (if any)

There were no items of urgent business.

A12/17 Objections to proposed Parking Restrictions

The Traffic Management Committee considered the objections received from the public following the formal consultation process on a proposal to introduce ‘At any time’ waiting restrictions in Belfast Road, Woodside; Blakemore Road, West Thornton; Fox Hill Road, Woodside and Redford Avenue, West Thornton.

Mr Brian Gregory addressed the Committee in objection to the proposals stating that it was possible to park in Fox Hill Gardens,

however he was aware of the care and attention that was required to exit the junction. It was noted that a similar proposal had been put forward in 2010 and was refused, and it was felt that nothing had changed in the intervening seven years to warrant new proposals. Furthermore, Mr Gregory noted that eight objections had been received however only two properties had been notified of the consultation.

It was stated that there had been no accidents due to the sightlines at the junction, the accidents that had taken place were due to the excessive speed of vehicles travelling down the road. Concerns were raised that double yellow lines at the junction would increase the speeds vehicles were driving at and parking stress in the area.

Mr Peter Bild spoke in support, however stated that residents were only made aware of the proposals a few days before the meeting. It was felt that it was extraordinary that only two houses were notified of the consultation while the residents of Fox Hill Gardens, who used the junction regularly, were not informed and did not see any notices in the vicinity of the junction. It was confirmed that excess speeds were an issue on Fox Hill, however it was felt that as cars did not drive slowly when the road was full of parked cars double yellow lines would not exacerbate the issue.

It was noted that the Highway Code stated that cars should not be parked within ten meters of a junction and the proposal was for seven meters; which residents in support of the proposal felt was a suitable compromise.

Councillor Bee informed the Committee that as a ward councillor she had received a high volume of correspondence regarding the proposals and had tried to exit the junction herself on two occasions. On the first occasion the sight lines were poor despite no vehicles being parked at the junction, whereas on the second occasion it was stated to be incredibly difficult to exit the junction as parked vehicles were obstructing the sight lines.

Officers apologised that the public notice had not been seen but confirmed one had been placed on a light column, and notices were posted in local newspapers and on the council's website. It was further stated that it was normal procedure to only notify the residents directly affected as there was not sufficient resources to notify all local residents. Officers informed the Committee that the proposals would lead to the loss of two parking spaces and it was felt the restrictions were necessary to improve sight lines for those using the junction.

The Committee stated that road safety was important and it should not require an accident to occur for restrictions to be implemented, where necessary.

The Committee queried whether Veolia had raised concerns regarding manoeuvrability of vehicles in Redford Avenue, and were informed that a resident of Grove Road had experienced damage to his vehicle which he felt was due to a refuse truck. It was suggested that parking at junctions made it difficult for refuse trucks to navigate the road, however Veolia had not raised concerns regarding the junction.

The Committee stated that if Veolia had not raised the concerns then the decision should be deferred until a view had been received from Veolia or London Fire Brigade. It was noted that Veolia had access to smaller vehicles and should be recommended to use them to access this area. Officers were further requested to provide details on the difficulties and accidents experienced in the area that would require restrictions at the junction.

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

1. Consider the objections received to the proposed parking restrictions and the officer's recommendations in response to these in:
 - Fox Hill / Fox Hill Gardens, South Norwood
 - Blakemore Road / Silverleigh Road, West Thornton
 - Redford Avenue junctions with Fairlands Avenue, Ashley Road, Goldwell Road and Grove Road, West Thornton
 - Belfast Road junctions with Albert Road, Aylett Road, Brocklesby Road, Napier Road, Notson Road and Seymour Place, Woodside
2. Agree the following, for the reasons set out in this report:
 - Fox Hill, South Norwood – proceed with the proposal as shown in plan no.PD-323e.
 - Blakemore Road / Silverleigh Road, West Thornton – proceed with the proposal as shown in plan no. PD-323c.
 - Belfast Road junctions, Woodside – proceed with the proposal as shown in plan no. PD-323b.
3. Delegate to the Highway Improvement Manager, Highways, the authority to make the necessary Traffic Management Order under the Road Traffic Regulation Act 1984 (as amended) in order to implement recommendation 2 above.
4. Inform the objectors of the above decision.
5. Defer the proposal for Redford Avenue junction, West Thornton as shown in plan no. PD-323d.

A13/17

The Crescent Area – Objections to the proposed extension of the Croydon CPZ (East Outer Permit Zone)

The Traffic Management Advisory Committee considered the objections received from the public following the formal consultation process on a proposal to extend the existing Croydon Controlled Parking Zone (East Outer Permit Area) to Beaconsfield Road, Bullrush Close, Gloucester Road (from the existing CPZ boundary to Selhurst Road), Guildford Road, Northcote Road, Owen Close, The Crescent, Tugela Road, Selhurst Road, Saracen Close and Sydenham Road (between the boundary of the existing CPZ and Selhurst Road) with a combination of shared-use Permit/Pay & Display bays (8 hour maximum stay) and single yellow lines operating 9am to 5pm, Monday to Saturday.

Mr John Shaw addressed the Committee in objection to the proposals stating that residents of The Crescent wanted one way traffic, not a Controlled Parking Zone which it was stated would create further speeding along the road. Parking and traffic issues had increased with the rise in the number of students attending schools in the local area, however parking spaces remained available. It was stated that only a limited number of people were in favour of the proposals and that it was residents of Gloucester Road who had requested a CPZ, not those in The Crescent.

Ms Tarnya Cook addressed the Committee in support of the objections and stated that the petition had been started due to the parking stress experienced following introduction of parking permits for residents in Selhurst Place. Residents had calculated that they had spent more money on Pay & Display than would have been spent on a permit and welcomed the extension of the CPZ and the opportunity to purchase a permit. It was stated that a number of residents had mobility issues and children and parking a distance from their homes was causing issues. Furthermore, some residents had had their vehicles vandalised when they had been required to park away from their home.

Councillor David Wood spoke in favour of the proposals stating that he was frequently contacted regarding introducing a CPZ in the area, with many residents not feeling they were able to move their vehicle out of fear of not being able to park when they returned. It was noted that there were issues around parking at school hours, however the primary school was in favour of introducing restrictions as the school was continuing to expand. Councillor Wood stressed it was important to still consider one way traffic in future to alleviate traffic issues in The Crescent, however as a number of surrounding roads were in the CPZ it was right to expand it to cover these roads. The quality of life of residents in CPZs was improved following the introduction of

restrictions and it was suggested that arguments between neighbours decreased.

Officers stated that one way working on The Crescent was being reviewed, however it was felt that controlled parking would resolve many of the issues experienced by residents, particularly in Beaconsfield Road. It was further noted that often those who objected to proposals saw the benefits of controlled parking once it was introduced.

In response to Member questions, officers stated that a 30% response rate to a consultation was considered good as consultations received on average a 25% response rate, however the volume of responses did vary by road.

The Committee noted that restrictions could be removed and if it was felt by residents to not be appropriate then a further report would be brought to the Committee, however this had not previously been required.

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

1. Consider the objections to extending the existing Croydon Controlled Parking Zone (East Outer Permit Area) to Beaconsfield Road, Bullrush Close, Gloucester Road (from the existing CPZ boundary to Selhurst Road), Guildford Road, Northcote Road, Owen Close, The Crescent, Tugela Road, Selhurst Road, Saracen Close and Sydenham Road (between the boundary of the existing CPZ and Selhurst Road) with a combination of shared-use Permit/Pay & Display bays (8 hour maximum stay) and single yellow lines operating 9am to 5pm, Monday to Saturday.
2. Agree for the reasons detailed in this report to extend the Croydon Controlled Parking Zone into the above roads as shown on drawing no. PD – 319
3. Inform the objectors and supporters of the above decision

A14/17

Croydon Area-Wide 20mph Speed Limits – Areas 3, 4 & 5 Statutory Consultation - Report on objections

The Traffic Management Advisory Committee considered the objections received in response to the statutory (formal) consultation for the introduction of a maximum 20mph speed limit for the Croydon Areas 3, 4 & 5 which were detailed in the plans HWY-MPH-0000-005, 006 & 007 at Annex 1 of the report.

The Chair informed the Committee that he had used his discretion as the Chair to introduce a revised speaking procedure for this item only. The intention of the speaking procedure was to enable more people to address the Committee than would have ordinarily been allowed under the Part 5H of the Council's Constitution. The Chair further stated that given a small number of people had registered to address the meeting he would allow each speaking slot to be extended to five minutes.

Officers introduced the report outlining that the proposal was for the introduction of 20mph speed limits on roads across Areas 3, 4 and 5, not including main roads. A consultation had been undertaken with 1,500 public notices posted across the Areas and 90,000 leaflets delivered to the properties within the Areas. The consultation had been extended to be seven days longer than was statutorily required in light of the large area which had been consulted. Objections had been received in response to the Traffic Management Order (TMO) which had been reviewed and grouped within nine main headings which were outlined within the report. However, many of the comments received suggested roads that should be included or excluded from the scheme, as outlined within Annex 3 of the report, but officers recommended that the roads outlined within the TMO should be the ones where a 20mph speed restriction was introduced.

The Chair invited those who had registered to speak in regards to Area 3, with Mr Peter Morgan speaking in objection to the proposals. It was stated by Mr Morgan that the report contained a number of statements; many of which were not true.

Mr Morgan discussed Article 6 and the need for a fair hearing and suggested that a Public Inquiry should have been called for the TMO as the consultation process had not been acceptable. It was noted that for the extension of a Controlled Parking Zone there was a two stage process that members of the public understood and had been followed for the proposals for Areas 1 and 2, despite the low turnout of 6 – 8%. However, it was noted that a different procedure had been followed for Areas 3, 4 and 5 as it was stated that the Council felt that the two stage process was too complicated. Mr Morgan felt that the reason for the change in process was to enable the implementation of 20mph speed limits across the borough before the 2018 Local Elections and stressed that residents felt insulted by the change in process and perceived lack of interest in their views.

Mr Morgan stated that the process that had been followed by the Council was not a consultation, rather it was an opportunity to object, and under "the 1985 ruling" there was a requirement for local authorities to consult. Consultation, it was stated, should take place during the initial stages of the development of proposals. The second requirement outlined within the ruling was that sufficient opportunity

should be provided for the public to understand and respond to the proposals. Mr Morgan stressed that 28 days was not enough time to consider the complexities of each of the roads within the three Areas.

Councillor Maggie Mansell addressed the Committee in support of the proposals noting that 20mph speed limits were first proposed six years before in Norbury and was supported by three of the resident associations. Councillor Mansell noted that 20mph speed limits in Area 2 had been popular and that the most frequent query she received from residents was why it was taking so long to implement in Area 3. While some people would continue to speed a lower speed limit was a deterrent and on many roads it was not possible to drive faster than 20mph due to the density of parking.

Councillor Mansell noted that it often took a period of time for behavioural change to take place, as had happened with the requirement to wear seatbelts, but a reduction in speed was welcomed by residents as it would reduce the damage to parked cars and accident levels. A programme of speed checks and work with the Police once the speed limits were implemented was requested.

Officers stressed that traffic speeds would be monitored by the council before and after implementation and discussions were being held with the Police regarding enforcement.

Mr Chris Hicks addressed the Committee in objection to the proposals for Area 4 noting that 103 people had responded in support of implementing speed limits, however the majority were against the proposals. It was suggested that if 20mph speed limits were imposed then it would be similar to "Big Brother" telling residents what was good for them; rather than what was necessary. Mr Hicks stated that his experience was that drivers did not take notice of the reduced speed limits and that it would be pertinent to evaluate Areas 1 and 2 before implementing across the rest of the borough.

The visual harm of additional signage was also raised as a concern as Areas 1 and 2 had excessive signage which had made the areas less attractive. Mr Hicks noted that inner London boroughs had not used as much signage and queried why Croydon had introduced so much. It was stressed that Mr Hicks was not opposed to 20mph speed limits in sensitive areas, such as outside schools and hospitals, however he opposed the proposed approach that all roads become 20mph.

Mr Peter Morgan, speaking in objection to the proposals for Area 4, informed the Committee that a consultation should include alternative options, as stated by the Supreme Court in 2014, which it was suggested had not been the case in the 20mph consultation. Mr

Morgan stressed he felt that the process had been handled in an irresponsible way by the Council.

In addressing the Committee, Mr Morgan, raised that some evidence suggested that signage only led to a 1mph reduction in speed and that many motorists would travel at 24mph, but by lowering the speed limit to 20mph the Council would be knowingly leading people to break the law.

Mr Morgan further stated that there was an assumption by the council that there would be a similar affect as had been seen in Portsmouth, however it was noted that Croydon was not a homogenous borough and that the north was very different to the south. It was suggested that officers had refused to attend a site visit or take part in community engagement in regards to the proposals.

It was noted by Mr Morgan that in the eight years to 2015 there had been a big reduction in KSIs in the borough whereas in Islington, which had 20mph speed restriction in the same period, there had not been a significant decrease. As such, it was stated that it was not 20mph speed limits that caused better road safety; it was other factors that influenced fewer incidents.

Queries were raised by Mr Morgan as to why the consultation process was changed as the previous approach was considered reasonable. It was suggested the change was due to having small majorities in Areas 1 and 2 and the Council being concerned that there would not be sufficient support for 20mph speed limits in the remaining Areas. Mr Morgan stressed that the change was not fair and proper.

Officers thanked Mr Morgan for raising the reduction in KSIs that had been experienced in recent years, however noted that the reduction was often due to expensive measures and there were few remaining that could be implemented. It was stated that the only option to reduce KSIs further was through implementing extensive policies, such as 20mph speed limits, and that a 1mph reduction in speed would still create a casualty saving.

In response to concerns that 103 residents had responded in support, officers confirmed that 90,000 leaflets had been delivered and only 3,000 responses had been received, a number of which had been sent in by the same individuals. The TMO only requested objections and it was considered to be a positive response to receive support.

The concerns regarding the signage in Area 2 were addressed by officers who agreed that it had been excessive and would be reviewed. Assurances were provided that Areas 3, 4 and 5 would not

suffer in the same way, however some signage would be required to notify drivers of the speed limit.

Mr Peter Morgan spoke to the Committee in objection to the proposals for Area 5 raising concerns that there were a mass of unstructured responses and objections which were hard to analyse, and that the Council was required to analyse all responses and to not to create objection categories. Furthermore, concerns were raised by Mr Morgan that a number of his submitted objections had been lost and queried how many submitted objections in total had been lost.

Mr Morgan went on to query why individual objections were not listed in the report as he had raised substantive objections which had not been addressed. It was further suggested that "false objections" had been included in the report which was disingenuous.

The background document to the report was discussed and Mr Morgan suggested that the comments should be provided within this spreadsheet; that suggestions from officers that comments were identifiable were incorrect. In addition, it was suggested that there had been 3355 objections and not the 3357 as stated in the report. Mr Morgan went on to say that there was no categorisation of those who wrote in to support the scheme and there was no rationale on why people had suggested roads for inclusion or exclusion.

Mr Morgan finally claimed that the Council had not followed government guidelines when carrying out the consultation. Furthermore, the authority did not know the current speed that vehicles travelled along the road and so were not aware of what the natural speed limit of the roads was.

Ms Helen Redfern addressed the Committee in objection to the proposals as it was felt that it would not improve road safety due to an anticipated lack of enforcement. Ms Redfern wanted to see children walk to school and friends' homes independently but felt that this would still not be possible due to reckless drivers who would continue to speed.

The statement from the Metropolitan Police Service was felt to not contain specific information, and Ms Redfern stated that she had spoken with the Borough Inspector, Jeff Boothe, who she claimed had indicated that the Police were not enforcing 30mph speed limits and so would not enforce 20mph. It was stated that it was important to know what had been agreed with the Metropolitan Police Service with regards to enforcement.

Councillor Margaret Bird addressed the Committee in objection to the proposals stating that residents were concerned that there was a lack of enforcement at 30mph and that reckless drivers would not

drive with greater care if the speed limit was 20mph. It was claimed that road rage would only get worse.

Coulsdon East was noted to be a hilly ward and that it would be difficult to drive at 20mph when going uphill and pollution levels would increase as a consequence. Furthermore, buses often travelled down the hills at 30mph due to momentum.

Councillor Bird raised concerns that residents would be unable to drive without constantly having to check their speed as some roads were more appropriate at 30mph. Following discussions with the Safer Neighbourhood Team it was clear that the Police required the assistance of the council to enforce speed restrictions, and Councillor Bird stressed that it was important that the authorities worked collaboratively.

In response to the points raised, officers stated that they understood the concerns raised regarding enforcement, however stressed that discussions had been held with the Police and confirmation had been received that the speed limit would be enforced. Discussions were ongoing with the Police as to how the Council could further assist, such as the introduction of new technology. It was felt that the workload of the Police would not be increased as there was only a need to recalibrate the speed guns.

In regards to the concerns raised around pollution, officers noted that there was different evidence on what caused higher levels of particulates, however it was their view that acceleration and deceleration caused more particulates and so higher levels of pollution would be caused by cars travelling at 30mph.

The Chair confirmed that on Rectory Park and Mitchely Hill, the council were working with the Police to consider both physical measures and enforcement to improve road safety. The Director of Streets went on to say that the council was reviewing accident hotspots and considering appropriate measures to reduce incidents.

In response to Member concerns, officers informed the Committee that for most consultations a limited number of responses were received which were included in reports, however given the number of objections provided it would not be possible for Members to read all of the individual objections. It had been considered appropriate to hone down on what the objections covered. Officers stated they were confident that all representations had been received, and that concerns raised by residents were in relation to it having sometimes taken officers a few days to confirm receipt.

Officers confirmed that the number of representations did not correlate to the number of individuals objecting as some people had submitted a number of representations and a number were also

submitted anonymously. It was stressed that it was difficult to know how many people had participated in the consultation and so an estimate had been provided. The Chair further stated that he was confident that the Council had acted entirely properly and legally.

Councillor Avis commented that it was important to ensure the safety of children was kept in mind and that the map contained within the report was a convincing argument for introducing 20mph speed limits as a 1km radius from the schools covered the majority of the area under consideration. Councillor Avis went on to express concerns that there was an acceptance that children should not play on the streets and should be kept in cages as cars had priority. Some Members noted that the Police had stated the speed limit would be enforced and that the estimated inconvenience to drivers was around 20 seconds.

Councillor Canning further went on to comment that it was felt that the approach taken was an improvement on Areas 1 and 2 where there had been suggestions of disinformation having been circulated. It was suggested that public perception was that 20mph speed limits would be introduced unless there was a good reason to not implement restrictions in particular areas.

Councillor Bashford stated that the change in process from that followed in Areas 1 and 2 was due to the desire of the administration to implement the speed restriction by the 2018 Local Elections and expressed concerns that the public notices were inadequate, placed too high up lampposts or wrapped around, and so were difficult to read.

It was stated by Councillor Bashford that it was irresponsible of the Council to have proposed implementing further 20mph zones when the experiences of Manchester and Areas 1 and 2 had not been fully assessed. Concerns were also raised that the Council was imposing speed limits that would not be complied with as motorists were more likely to adhere to speed restrictions outside sensitive locations than on normal residential roads.

Councillor Bashford also expressed concerns that the statement from the Metropolitan Police at paragraph 3.5.2 suggested that there would not be any enforcement as it mentioned Roadwatch, a group which did not issue fines and could only give advice to those speeding. It was stated that the Police should concentrate on serious crime.

In response Councillor Pelling noted that people dying or being seriously injured was a serious matter that needed to be addressed by all, and that the Police should enforce speed limits as saving lives was important. It was further noted by Councillor Pelling that the map

contained within the report did not include private schools which would cover even more of the borough.

Councillor Canning confirmed that it was essential that enforcement took place but compelled Members to not consider all motorists as speeders as the vast majority of drivers complied with speed limits. Furthermore, it was noted that many speed limits became self-enforcing as other motorists would also follow the lower speed limits driven by others on the road.

Councillor Avis reiterated the need for enforcement however noted that Members were able to purchase technology through the ward budgets, such as Councillor O'Connell who had purchased a speed visor which had been welcomed by residents. It was suggested by Councillor Avis that the 20mph speed limits would be enforced by the Council, the Police and local residents.

The Chair agreed with Members that the map within the report was very compelling as following the suggestion that speed restrictions should only be in place around sensitive locations would lead to the majority of the borough covered by 20mph speed limits as it was important to consider children's safety not just outside the school but also their journey to school. The Chair further noted that the map did not include schools that were just outside the borough boundary.

In response officers agreed that there would be ongoing enforcement issues, however stated that should not mean that the council should shy away from making a positive change. Behavioural change took time to take effect, as had happened with seatbelts, however road safety was important and should be a priority.

Officers confirmed that notices were placed on light columns in a similar manner as planning application notices were posted, and apologised if some were placed too high. It was confirmed that 1,500 notices were placed around the areas in places where it was felt people would notice them. While Manchester had chosen to remove the speed limits, many places had felt the restrictions had worked and officers had visited Portsmouth and inner London which had areas that were very similar to Croydon. As such, it was felt that 20mph speed limits would work in Croydon.

Councillor Bashford noted that 90,000 leaflets had been printed, however raised concerns that not all residents had received the leaflet and not all roads had had the leaflets redelivered. It was noted that while the consultation was an opportunity for residents to raise objections, Councillor King had recommended people submit positive responses also and only 103 representations in support had been received. Concerns were again raised regarding the change in process from Areas 1 and 2 and that residents had not had a fair chance to express their views.

Councillor Vidhi Mohan noted that the point of a consultation was to listen to what people had to say and modify plans, if necessary, which it was stated had not happened and that residents' concerns had been disregarded. It was suggested by Councillor Mohan that the policy was ideologically driven and not driven by need, and the consultation had been a box ticking exercise only as there was no intention to change the plans.

In response Councillor Canning suggested that Members should concentrate on the outcomes of the proposals and the reported drop in KSIs seen in other areas once a speed restriction had been implemented. Councillor Canning stressed that councillors should concentrate on improving road safety and supported resident's requests that Southbridge Road should be 20mph also.

Councillor Pelling further supported the request to make Southbridge Road 20mph as it was a heavily used road on which some drivers drove recklessly. It was noted that an added benefit of 20mph speed limits was the improved quality of life and the Waddon Estate was noted as an example for this benefit.

Councillor King recognised the difficulties of Southbridge Road, however noted that it was not possible to add additional roads that were not included within the TMO. It was suggested, however, that it may be pertinent in future to consult on implementing 20mph speed limits on this road. It was proposed that the recommendations should be agreed and additional roads should be reviewed in future.

The Director of Streets confirmed that the statutory process had been complied with and extended, as the statutory requirement had been for 21 days whereas the consultation had been over 28 days. Furthermore, the Committee were informed that there was no requirement for all residences to receive leaflets as had been done.

It was noted by the Committee that the decision to change the consultation process had been the subject of a decision of the Cabinet, at which meeting no objections were raised. The Chair further noted that Councillor Mohan had voted against proposals for Areas 1 and 2 when residents had voted in favour.

Councillor Mohan queried where the accident hotspots were in Croydon and suggested that the council should concentrate on these areas as blanket proposals did not target areas that required interventions, such as the main arteries, and was not a good use of public money. It was further suggested that an option to improve road safety would be to resurface the roads and fill the potholes, which would make the roads safer for cyclists.

All Members agreed that there was a need to ensure the safety of children and noted that there was a difference in the level of injury when a person was hit by a car at 20mph as opposed to 30mph, however Councillor Bashford stated that it was necessary that targeted schemes were implemented as opposed to blanket proposals. Councillor Canning suggested, however, that 20mph speed limits were one measure that could be taken to improve road safety along with filling in potholes and improving street lighting.

Councillor Bashford queried the evidence that suggested that congestion would not get worse on the main roads and queried the need to spend £1.5million if people were already travelling at 20mph. It was suggested that this sum could be used on other targeted measures to improve road safety. In addition, Councillor Bashford queried the level of enforcement and the number of speeding fines issued, as stated at paragraph 5.5.2 of the report.

In response officers confirmed the figures at 5.5.2 of the report covered Police speed offences and did not include speed cameras, however it was anticipated that officers would gain more of an understanding as further discussions were held with the Police. It was further noted that implementing speed restrictions in smaller areas cost more money as an increased volume of signage was required to notify drivers when entering and exiting different speed zones, and thus the proposal was considered to be the most cost effective means of introducing speed restrictions. The Chair reiterated the need for consistency when implementing speed restrictions as it would enable drivers to know the speed limit of the roads they were driving on and would not require constant changing of speed to adhere to the speed limit.

Officers stated that the majority of drivers travelled on the main road network, which would remain at 30mph, and so would only be travelling at 20mph while driving on the local roads en route to the main roads. It was not anticipated that congestion would be significant on the main road network.

The differing views on what caused a higher level of particulates was discussed by the Committee, however officers reiterated their view that a greater volume of particulates was created from harsh accelerating and braking, and so higher speeds would cause more pollution.

While it was noted by the Committee that there was no assessment of Areas 1 and 2, due to wanting to allow a reasonable length of time to pass to enable the change to be embedded, it was felt by some Members that this should not stop the implementation of speed restrictions in Areas 3, 4 and 5. It was stated by Councillor Canning that residents' safety should be put first.

In response to Member queries officers informed the Committee that Annex 3 outlined the roads that respondents had suggested remain at 30mph or roads that should be 20mph. Officers had reviewed all the suggestions however felt that the rationale of local roads being 20mph and the main road network retaining a 30mph speed limit remained sound, and so did not recommend any changes to the initial proposal. The areas and roads outlined in Annex 3 were listed as resident's had written them and so did not always relate to specific roads.

The Chair concluded that it was not possible to please everyone with the proposals, however stressed that the evidence showed that 20mph speed limits did reduce road accidents and KSIs. With over 40% of roads in London having a 20mph speed restriction it was felt that this figure would only rise given that Department for Transport guidelines suggested that local authorities should consider 20mph zones in urban and built up areas.

The Chair noted the concerns regarding enforcement, however confirmed that following discussions with the Borough Commander there was a clear commitment to work together. Finally, the Chair noted there had been over 3,500 submissions to the TMO, however given the population in this part of the borough was around 150,000 adults this equated to around 2% of the population of Areas 3, 4 and 5, which it was suggested did not show a high level of dissatisfaction to the proposals.

The Committee voted on the recommendations contained within the report and voted:

In support (4): Councillors Stuart King, Jane Avis, Robert Canning and Andrew Pelling.

Against (2): Councillors Sara Bashford and Vidhi Mohan.

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

1. Consider the objections received in response to the statutory (formal) consultation and the officer comments in response to the objections within this report and agree, that the Highway Improvements Manager, Streets Division, be authorised to make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended) so as to
 1. Implement the maximum 20mph speed limit for North-West Croydon Area 3 as identified on plan HWY-MPH-0000-005.

2. Implement the maximum 20mph speed limit for South-East Croydon Area 4 as identified on plan HWY-MPH-0000-006.
 3. Implement the maximum 20mph speed limit for South-West Croydon Area 5 as identified on plan HWY-MPH-0000-007.
-
2. Consider the representations received concerning other roads to be included or excluded from the 20mph speed limits in Areas 3, 4 & 5 and authorise the Highway Improvements Manager, Streets Division, to issue any notice required and make any necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended) after determination of any objections received.
 3. Inform the objectors and those who responded in support of the decision

A15/17

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

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

The meeting ended at 9.29 pm

For General Release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 5 JULY 2017
AGENDA ITEM:	5
SUBJECT:	INFORMAL CONSULTATION RESULTS INTRODUCTION OF “NO ENTRY” TRAFFIC RESTRICTIONS WITH SHORT ONE WAY WORKING AND PEDAL CYCLE BYPASS IN ADDISCOMBE COURT ROAD AND CANNING ROAD
LEAD OFFICER:	Shifa Mustafa Executive Director Place
CABINET MEMBER:	Councillor Stuart King Cabinet Member for Transport and Environment
WARDS:	Addiscombe, Fairfield
CORPORATE PRIORITY/POLICY CONTEXT: This project addresses the corporate policies adopted in the Corporate Plan 2015-2018 to enable Growth, Independence and Liveability. This report helps address the Growth and Liveability strategy of the Plan with particular emphasis on the Transport vision to: <ul style="list-style-type: none">• Implement the 20-year Transport Vision to improve safety and access for all road users, particularly pedestrians, cyclists and people travelling by public transport.• Creating a place where businesses and people want to be.• To create a place that communities are proud of and want to look after as their neighbourhood.• To build a place that is easy and safe for all to get to and move around in.	
FINANCIAL IMPACT: The cost of implementing this proposal is estimated to be £35,000 to be met from the Casualty Prevention and Congestion Relief allocation secured through the Local Implementation Plan (LIP) for 2017/2018 which is provided by Transport for London (TfL).	
FORWARD PLAN KEY DECISION REFERENCE NO: Not a key decision	

1. RECOMMENDATIONS

That the Traffic Management Advisory Committee (TMAC) recommend to the Cabinet Member for Transport and Environment that they:

- a) Consider the responses to the informal consultation from local residents.
- b) Agree to proceed with the Statutory (formal) Consultation for the introduction of a short section of one way working with pedal cycle bypass in Addiscombe Court Road and Canning Road.
- c) Report any objections to the statutory consultation to a future meeting of the TMAC for their consideration and decision

2. EXECUTIVE SUMMARY

- 2.1 This report to the Traffic Management Advisory Committee (TMAC) is to inform TMAC of the results from the informal consultation with the residents of Addiscombe Court Road, Addiscombe Grove, Addiscombe Road (part of), Ashburton Close, Ashburton Gardens, Ashburton Road, Bisenden Road, Blake Road, Brickwood Road, Canning Road, Cedar Road, Chepstow Road (part of), Cherry Orchard Road, Chisholm Road, Clyde Road, Colson Road, Crabtree Walk, Elgin Road, Fairfield Road (part of), Garrick Crescent, Granville Road, Havelock Road, Leafy Way, Lebanon Road, Leslie Park Road, Leyburn Gardens, Lower Addiscombe Road (part of), Mulberry Lane, Outram Road, Oval Road, Park Hill Road (part of), Park Hill Rise, St Claires Road, Tunstall Road, Turnpike Link. The consultation documents were delivered to residents in April 2017. Due to a number of properties being missed off the mailing list a new consultation document was sent to all residents in May 2017.
- 2.2 The majority of respondents in Addiscombe Court Road, Addiscombe Grove, Ashburton Close, Chepstow Road and Tunstall Road were in favour of the proposed one way working in Addiscombe Court Road and Canning Road. The majority of respondents in remaining roads were not in favour of one way working.
- 2.3 The report seeks a recommendation to carry out statutory (formal) consultation for a no-entry restriction with a short length of one way working at the southern ends of both Addiscombe Court Road and Canning Road. In order to maintain cycling provision the Council would implement these with a bypass to allow access through the no entry and one way for pedal cycles only.

3. DETAIL

- 3.1 At its February 2017 meeting the TMAC considered a petition from the residents of Addiscombe Court Road and Tunstall Road and agreed to the

carrying out of an informal consultation with local residents on the introduction of a No Entry traffic restriction with a short one way working and pedal cycle bypass in Addiscombe Court Road and Canning Road. This was in response to reports of intolerable traffic conditions for residents of Addiscombe Court Road.

- 3.2 This report gives the findings of the informal consultation and surveys carried out with residents who would be affected by the proposal to introduce a short section of one way working in Addiscombe Court Road and Canning Road.
- 3.3 A traffic survey is currently being carried out on the affected roads and surrounding road network to assess the traffic impact on the wider road network. It will be carried out on all surrounding roads prior to the installation of any no-entry/one way working proposals.
- 3.4 The proposal is shown on the attached drawings HWY/TRS/TMAC1 & TMAC2.
- 3.5 Officer comments on the proposals are
 - a) There would need to be additional road signage including significant advanced direction signage and it is estimated that this would cost around £8,000. Agreement from Transport for London (TfL) would need to be sought where this signage is on their red route network.
 - b) Wider traffic impacts would be experienced on the main road network and adjacent residential streets. While residents of Addiscombe Court Road, Tunstall Road and Canning Road would experience their streets as quieter and more pleasant places to live, their own access and egress is impacted on. By stopping access to Addiscombe Court Road and Canning Road from the south some residents would face a longer journey to/from their homes. They would be required to use the main road network and adjacent residential roads if access from the south is restricted, as the only remaining access would then be via Lower Addiscombe Road. Please see drawing number HWY/TRS/PS2017/01 consultation area, map and drawings HWY/TRS/TMAC1 & TMAC2.
 - c) Any proposal taken forward will be subject to a Road Safety Audit to ensure that no safety issues materialise. An informal road safety review has been carried out and it is expected that a full safety audit will not find any road safety issues arising from the proposals.
 - d) The reduction in motor vehicle traffic in these streets resulting from introducing no-entry, one-way (part or in whole) will provide a better environment for vulnerable road users and in particular for cyclists as it allows them to travel part of their journey on quieter back streets and provides links to and between other roads which are more suitable for cycling.
 - e) Traffic displacement onto other neighbouring roads is likely and it is envisaged that some through traffic previously using Addiscombe Court Road northbound will displace onto the next available route to Lower Addiscombe Road. Streets affected could be Elgin Road, Havelock Road, Outram Road and Ashburton Road. Some of the traffic would remain on the main roads or find other routes through as the above four

- roads all have traffic calming.
- f) It must be accepted that there is no generally acceptable highway engineering solution available which can resolve the problem of high volumes of through traffic using residential roads in this area, without impacting on the access to and from homes for local residents. To effectively remove through traffic would require a new roadbuilding scheme to provide a local bypass for vehicles travelling north/south in this area. Obviously this would require a major investment which is not currently available to the Council.

4. CONSULTATION

Informal consultation

- 4.1 In April 2017 an informal consultation document was sent to residents of the wider area who would be affected by the proposal to introduce a short section of one way working in Addiscombe Court Road and Canning Road.
- 4.2 A number of residents contacted the Council stating they had not received the consultation documents. This was looked into and it was found a number of addresses had been missed from the mailing list. It was decided to send the consultation document again to all residents in the area.
- 4.3 In the past it has been the practise of the Council to engage only with those directly affected in informal consultation about the implementation of one way streets to alleviate traffic problems. "Directly affected" in this context means those who have to travel along the street in question to have access/egress to their homes. Given the amount of correspondence received from neighbouring streets in the process of making Lebanon Road one way, officers sent questionnaires to the wider neighbourhood to obtain views on the proposal. A plan showing the distribution of consultation material is attached to this report as drawing HWY/TRS/consultation area.
- 4.4 Questions asked of residents via the consultation document are below.
- 4.5 Respondents were asked to give a yes or no answer to each question.
1. *Do you support the Councils plans to introduce no-entry restrictions on Addiscombe Court Road.*
 2. *Do you support the Councils plans to introduce no-entry restrictions on Canning Road.*
 3. *Would you support the Councils plans to introduce no-entry restrictions on Addiscombe Court Road if Canning Road was made no-entry.*
 4. *Would you support the Councils plans to introduce no-entry restrictions on Canning Road if Addiscombe Court Road was made no-entry.*

The results of the informal consultation are shown below

Road Name	Sent	Retu- rned	% returns	Q 1 Yes	Q 2 Yes	Q 3 Yes	Q 4 Yes	Aga- inst all
Addiscombe Court Road	142	95	55%	77	56	69	54	10
Addiscombe Grove	128	5	3%	4	3	3	3	1
Addiscombe Road	459	67	14%	23	20	19	18	35
Ashburton Cl	6	4	66%	3	3	3	3	1
Ashburton Gardens	8	3	37%	1	1	1	1	2
Ashburton Road	279	20	7%	8	8	7	7	10
Bisenden Road	38	16	42%	3	2	2	2	13
Blake Road	34	10	29%	2	1	1	1	8
Brickwood Road	32	9	28%	1	1	1	1	7
Canning Road	348	97	27%	33	28	31	32	54
Cedar Road	95	17	17%	5	3	3	3	13
Chepstow Road	40	7	17%	5	4	4	4	2
Cherry Orchard Road	165	11	6%	4	4	4	4	7
Chisholm Road	69	18	26%	7	5	4	4	7
Clyde Road	244	31	12%	8	9	9	10	20
Colson Road	22	4	18%	0	0	0	0	4
Crabtree Walk	1	0	0%	0	0	0	0	0
Elgin Road	199	32	16%	5	4	4	4	26
Fairfield Road	28	1	3%	0	0	0	0	1

Garrick Crescent	41	7	17%	1	1	1	1	6
Granville Road	139	12	8%	6	5	5	5	5
Havelock Road	139	25	17%	10	8	9	8	15
Leafy Way	73	22	30%	13	12	9	10	8
Lebanon Road	167	44	26%	19	3	4	1	20
Leslie Park Road	121	19	15%	4	8	5	5	11
Leyburn Gardens	38	5	13%	3	2	3	2	2
Lower Addiscombe Road	428	47	10%	14	9	9	9	30
Mulberry Lane	9	3	33%	0	0	0	0	3
Outram Road	220	20	9%	4	4	5	3	13
Oval Road	270	21	7%	4	7	4	4	14
Park Hill Road	49	7	14%	1	3	1	1	4
Park Hill Rise	21	3	14%	2	2	2	2	1
St Claire's Road	41	5	12%	2	1	1	1	3
Tunstall Road	117	57	48%	32	24	29	23	19
Turnpike Link	270	51	18%	18	9	11	9	29
Total	4,480	795	17%	322	250	253	235	404

Informal Consultation results and observations

- 4.1 Total for no-entry measures in Addiscombe Court Road 322.
Total for no-entry measures in Canning Road 250.
Total for no-entry measures if Canning Road and Addiscombe Court Road made one way 253
Total for no-entry measures if Addiscombe Road and Canning Road made one way 235
Total against no-entry measures in both Addiscombe Court Road and Canning Road 404
- 4.2 Addiscombe Court Road, Tunstall Road, Lebanon Road and Canning Road residents returned the greatest percentage of survey questionnaires
- 4.3 Respondents of Addiscombe Court Road and Tunstall Road showed a large majority in favour of both Addiscombe Court Road and Canning Road being made no entry from the south.
- 4.4 Respondents from Canning Road showed a majority against the introduction of one way from the south for both Addiscombe Court Road and Canning Road.
- 4.5 Percentage response rates from the other roads invited to take part in the informal consultation were varied, but on average much lower than the roads in paragraph 4.2 above. The general trend from these respondents is that the majority are not in favour of any of the no-entry measures proposed.
- 4.6 Three local residents associations have discussed traffic issues with their members/residents and sent through their views and suggestions on what the problems are and how to resolve them. The correspondence received is attached at the end of this report, and the main points raised are in the following paragraphs.
- 4.7 Tunstall & Addiscombe Court Road Residents Association (TACRA). This report describes the traffic problems experienced by residents of these roads and asks the Council to resolve the problems. Meetings with the residents, officers and ward councillors took place and a proposal was put forward which would make Addiscombe Court Road no entry at its junction with Addiscombe Road. TACRA also highlighted a road safety issue where motorists overtake stationary trams (this is a prohibited manoeuvre for vehicles on Addiscombe Road) whilst not being able to see oncoming traffic, including vehicles emerging from Addiscombe Court Road. Some motorists also overtake the stationary tram in order to then turn immediately into Addiscombe Court Road.

4.8 Canning and Clyde Road Residents Association expressed concerns about making Addiscombe Court no entry from the south and that the residents had a majority not in favour of introducing a no entry restriction in Canning Road. The report received from them also says that residents do not want to have traffic displacement as a result of restrictions on adjacent roads, and many residents with cars do not want to have a longer journey when driving to or from their homes.

4.9 H.O.M.E Residents Association (Havelock Road, Outram Road, Mulberry Lane, Elgin and Ashburton Road/Close/Gardens) say the proposal will simply displace traffic onto one or more other roads further to the east of Canning Road and Clyde Road. They request a traffic study and ask that the Council also look to TfL to come up with other measures including improvements to the main road network. Another concern was that motorists might find themselves heading towards a part time restriction with no means of exit.

4.10 Comments received from residents regarding the proposed one way working are discussed here.

4.10.1 Comment: *It will increase journey times for local residents.*

Response: It is acknowledged that there will be increased journey times for some but not necessarily all journeys. However the importance of quality of life and road safety for residents and all are paramount.

4.10.2 Comment: *Canning Road should remain 2 way working as it is a lot wider and can accommodate traffic flow in both directions. It has traffic calming.*

Response: Officers have measured carriageway widths in both roads and there is no significant difference in road widths which could make Canning Road any more suitable for two way traffic, compared with Addiscombe Court Road and Lebanon Road. The matter of traffic calming is not considered to make Canning Road any more viable or suitable to carry large traffic volumes, however it does deter speeding. Addiscombe Court Road, along with other local residential roads has traffic calming, this was introduced in the past to mitigate the effect of speeding through traffic. More importantly, if Canning Road were to remain two way with Addiscombe Court Road made no-entry from the south it would quickly experience the same traffic issues that residents of Addiscombe Court Road feel to be intolerable, it then being the only northbound route readily available for through traffic.

4.10.3 Comment: *Traffic will be forced to use adjoining roads meaning an increase in traffic on these road especially Elgin Road.*

Response: It is likely that some displaced traffic will use nearby residential roads if Addiscombe Court Rd and Canning Road are made one way. It is also likely that some traffic will remain on the main road network or disperse via other alternative routes. The main road network is available, no-one is forced to drive on Elgin Road or other residential roads. Should the proposals be agreed to proceed then pre- and post-implementation monitoring of traffic flows will take place.

4.10.4 Comment: *This will create problems at the junction of Addiscombe Road and Chepstow Road due to restrictions at peak times crossing the tram line.*

Response: Signage will be provided well in advance warning drivers of any potential changes or new restrictions. Drivers may take a short time to be accustomed to the new layout but over time they will become familiar with new routes. Meetings with TfL are underway to discuss any issues affecting their road network, and how to improve traffic flows on the through routes.

4.10.5 Comment: *Make access for local residents difficult to access Lower Addiscombe Road area.*

Response: Residents living to the north of Addiscombe Road will still be able to access Lower Addiscombe Road, those to the south will need to remain on the main roads or use alternative available routes.

4.10.6 Comment: *Canning Road should be made one way south to north.*

Response: This would focus all northbound traffic on Canning Road and not solve the problems of keeping through traffic on the main road network.

4.10.7 Comment: *Lower Addiscombe Road will be cut off.*

Response: Access to Lower Addiscombe Road would be via the main road network or other alternative routes. A road signage drawing is included attached to this report which shows how access would be maintained should the proposal be taken forward.

4.10.8 Comment: *Lebanon Road should made two way working.*

Response: This would increase traffic using Lebanon Road and not solve the problem in the area. Again, through traffic would not remain on the main road network if offered a shortcut through residential roads.

4.10.9 Comment: *This will cause an increase in pollution.*

Response: It is more likely that there will be local changes in pollution levels, rather than any net increase. On an area wide basis it is not envisaged that there would be any increase in pollution. If more traffic remains on the main roads then the residential roads currently carrying large traffic volumes would benefit from reduced emissions.

4.10.10 Comment: *Speeds will increase on Addiscombe Court Road and Canning Road*

Response: The council will monitor speeds in these roads and pass any data concerning excess speeding onto the police for their attention and action. Canning Road and Addiscombe Court Road have traffic calming in place so this would help to deter speeding.

4.10.11 Comment: *Increase traffic on main routes.*

Response: Traffic will increase on main routes, but these routes are more able to cope with extra traffic. The main road network is intended for through traffic.

4.10.12 Comment: *At least one road should remain two way working.*

Response: This will increase traffic on the remaining two way working road and not resolve the traffic problems for residents.

4.10.13 Comment: *Road layout in this area is confusing, this will add to the confusion.*

Response: It is agreed that the current road layout is complicated, with the trams running along Addiscombe Road and the part time access restrictions at East Croydon and Chepstow Road junctions. New road signage will be provided informing drivers of changes and advising them of their route through the area.

4.10.14 Comment: *Canning Road only busy at peak times.*

Response: This is true of the area as a whole; however it is at exactly these peak times that the traffic conditions for residents are felt to be intolerable.

Statutory Consultation

4.11 The Council as Highway Authority is required to undertake a Statutory Consultation and consider any representations received objecting to such a traffic restriction when taking a decision whether to implement the measures or not.

4.12 For introducing new traffic restrictions, such as the proposed no-entry restrictions, a formal (statutory) consultation takes place in the form of Public Notices published in the London Gazette and a local paper (Croydon Guardian). Although it is not a legal requirement this Council also fixes street notices to lamp columns in the vicinity of the proposed scheme.

- 4.13 Official bodies such as the Fire Brigade, Cycling UK (formerly known as Cyclists' Touring Club), The Pedestrian Association, Age UK, The Owner Drivers' Society, The Confederation of Passenger Transport and bus operators are consulted under the terms of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. Additional bodies, up to 27 in total, are consulted depending on the relevance of the proposals.
- 4.14 Once the notices have been published the public has 21 days to comment or object to the proposals. If no relevant objections are received, the Traffic Management Order is then made. Any objections received will be reported back to a future meeting of the TMAC for a decision whether to proceed or not.

5. FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS

5.1 Revenue and Capital consequences of report recommendations

	Current year	Medium Term Financial Strategy – 3 year forecast		
	2017/18 £'000	2018/19 £'000	2019/20 £'000	2020/21 £'000
Revenue available				
Expenditure				
Income				
Effect of decision from report				
Expenditure				
Income				
Remaining budget				
Capital available	120			
Expenditure				
Effect of decision from report	35			
Expenditure				
Remaining budget	85			

5.2 The effect of the decision

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

5.3 Risks

There is a risk that if the proposed scheme is not approved, the allocated £35,000 may not be fully spent. Any unspent monies will need to be reallocated to other highways projects or returned to TfL.

5.4 Options

Should this recommendation not be agreed then the alternative would be to either do nothing, or look to other options to solve the traffic problems.

5.5 Future savings/efficiencies

Although there will be no direct savings and efficiencies as a result of this scheme there may be indirect savings within the Council and with partner organisations if casualty rates are reduced as a result of implementation.

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

6. COMMENTS OF THE COUNCIL SOLICITOR AND MONITORING OFFICER

6.1 The Solicitor to the Council comments that Section 6, 124 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (as amended) provides powers to introduce, vary and implement Traffic Management Orders. In exercising this power, section 122 of the Act imposes a duty on the Council to have regard (so far as practicable) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

6.2 The Council must also have regard to such matters as the effect on the amenities of any locality affected.

6.3 The Council needs to comply with the necessary requirements of the Local Authorities Traffic Order Procedure (England and Wales) Regulations 1996 by giving the appropriate notices and receiving representations. Such representations must be considered before a final decision is made.

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

7. HUMAN RESOURCES IMPACT

7.1 There are no human resources implications arising from this report

Approved by Jason Singh, Head of HR Employee Relations, for and on behalf of Director of HR, Resources department.

8. EQUALITIES IMPACT

8.1 The proposals in this report could improve road safety through a reduction in likelihood of injury collisions, encourage walking and cycling. This will make a positive contribution to improving health and tackling obesity, improving air

quality, improving accessibility, improving the local environment, improving the quality of life for all groups (including those that share a protected characteristic) and strengthening community cohesion.

- 8.2 The proposal is likely to improve conditions for all the protected groups in the streets with new no entries and has the potential to ease community severance by aiding the development of healthy and sustainable places and communities. In reducing the perception of road danger the scheme could enable the protected groups to make more and better use of their local streets.
- 8.3 The proposal is likely to benefit in particular, certain groups that share a “protected characteristic” such as people with a disability, older people and children in providing additional road safety (as pedestrians), whilst in comparison the more able pedestrians would benefit to a lesser degree.
- 8.4 An initial equalities impact assessment has been carried out on this proposal and it is considered that a full assessment is not necessary at this stage, as the changes are likely to benefit a number of groups that share a “protected characteristic” as detailed in the initial assessment. However the scheme if implemented should be monitored as it progresses and if any negative impact on the protected groups do emerge, a full assessment will be carried out to identify any mitigating actions that may be required.

9. ENVIRONMENTAL IMPACT

- 9.1 The reduction in through traffic will benefit residents of Addiscombe Court Road, Tunstall Road and Canning Road, by improving the local environment, making these streets a more pleasant place to live. There will be a reduction in traffic and associated noise, improvement in local air quality and it will be easier for people to move around within the area.
- 9.2 By restricting traffic movements at access/egress points local residents 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.
- 9.4 It is possible that the scheme will support people to choose more physically active lifestyles by opting to make healthier active travel choices such as walking and cycling which in turn will help to reduce emissions and improve air quality by reducing congestion.

10. CRIME AND DISORDER REDUCTION IMPACT

10.1 There are no direct implications arising from the proposals.

11. REASONS FOR RECOMMENDATIONS

11.1 The proposed scheme should assist the Council in encouraging more sustainable transport use such as walking and cycling, by reducing vehicle speeds and improving safety and the perception that the streets are safer and more user friendly. Any modal shift to more sustainable transport achieved as a result of the scheme will also assist in improving air quality and reducing carbon emissions contributing to the Council's objectives. The roads made "no entry" by deciding to implement the scheme will become quieter and more pleasant places to live.

12. OPTIONS CONSIDERED AND REJECTED

- 12.1 Other options considered and not taken up at this time are summarised here.
1. Reversing the direction of the one way system in Lebanon Road, which was implemented in January 2015. This would result in the traffic transferring back onto this road, thus reintroducing the same problems as are currently being experienced in Addiscombe Court Road.
 2. Removal of most or all one way or no-entry restrictions in the roads running north-south between Lower Addiscombe Road and Addiscombe Road between Cherry Orchard Road and Ashburton Road. This would not resolve the issues of high traffic flows travelling through the area. Indeed, this could lead to a further increase in such traffic if the movements are perceived to be easier.
 3. Making each of the north-south roads in paragraph 12.1 (2) above one way in alternate directions. Making these roads alternate one-way would also lead to an acceptance of the high traffic volume using the residential roads as through routes and could lead to these roads becoming the default route for all north and south bound traffic to the east of the town centre.
 4. Carry out alterations to the junction of Cherry Orchard Road with Lower Addiscombe Road to take north-south through traffic. This junction has been studied recently with a view to improving road safety for pedestrians and two wheeled vehicles and it was found that this junction at peak traffic times is already at full capacity carrying east-west traffic. A scheme to provide a north-south through route would need a major investment of the order of millions of pounds and purchase of land/buildings would also be necessary. Accessing Cherry Orchard Road would need to be via the junction with Addiscombe Road at East Croydon and this is already very congested at peak times.
 5. Improve the junction at Chepstow Road. This is under discussion with TfL and is being looked at as part of the wider area. TfL have been approached and the problems residents in the Addiscombe area face with through traffic was highlighted. The matter regarding improvements

to the existing main road network in order to reduce peak time congestion was discussed. TfL confirm that they are willing to work with the borough to look at the TfL/borough main road network, with a view to seeing what improvements could be made to the junction of Addiscombe Road/Chepstow Road to reduce queuing at peak times. TfL have also suggested a review of the wider main road network in conjunction with borough officers, to see what measures are possible to facilitate improved traffic flows on arterial routes in the area in general, including the town centre.

CONTACT OFFICER:

Mike Barton – Service Manager Highway Improvements x61977.
Sue Ritchie – Senior Engineer Highway Improvements x63823

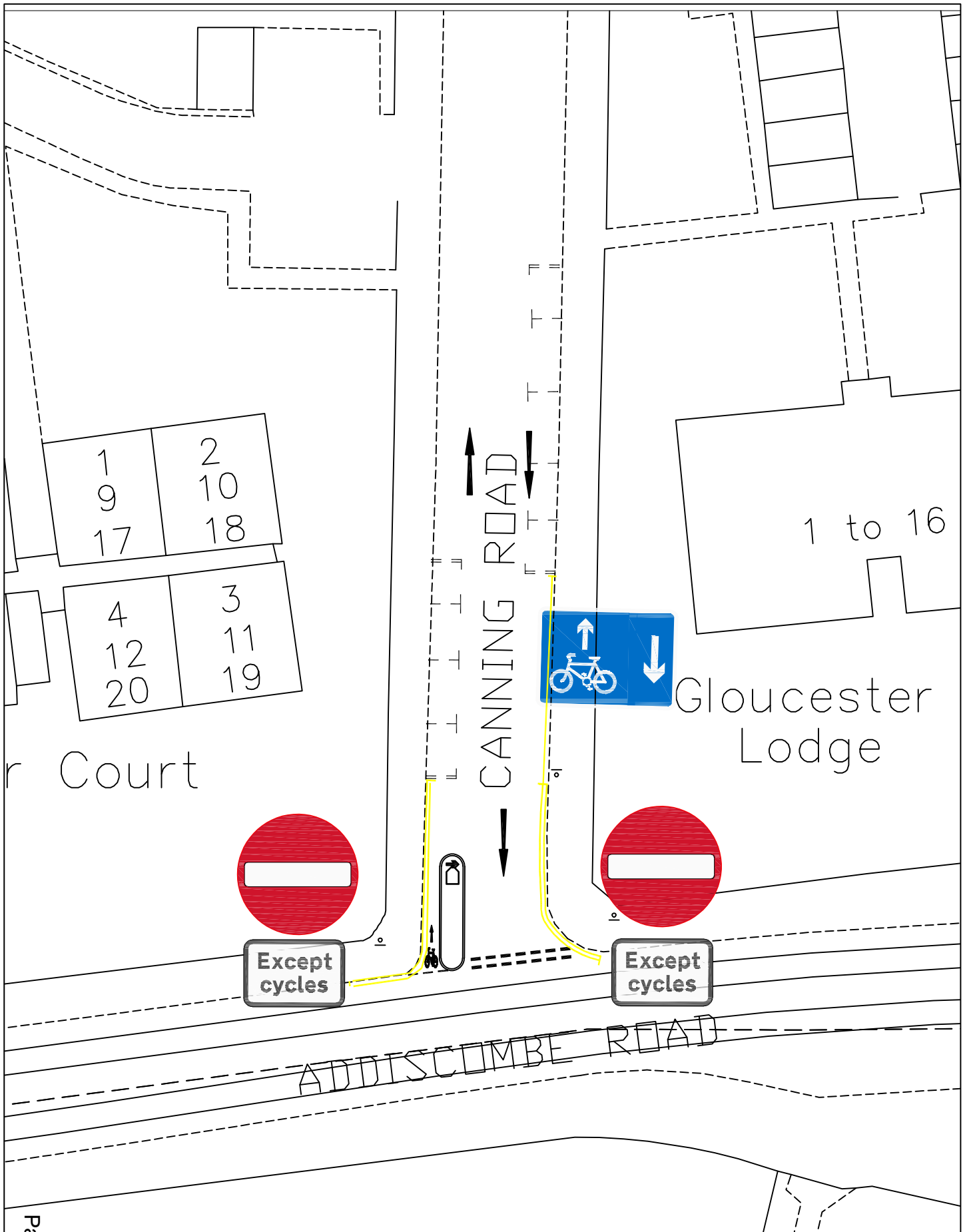
BACKGROUND PAPERS:

Tunstall & Addiscombe Court Road Residents Association Report (TACRA)
Canning & Clyde Road Residents Association Report
H.O.M.E residents Association Letter

APPENDICES:

Appendix 1 – Drawing HWY/TRS/TMAC1
Appendix 2 – Drawing HWY/TRS/TMAC2
Appendix 3 – Drawing HWY/TRS/PS /2017/01 (signage)
Appendix 4 – Drawing WY/TRS/consultation area
Appendix 5 – Informal consultation documents

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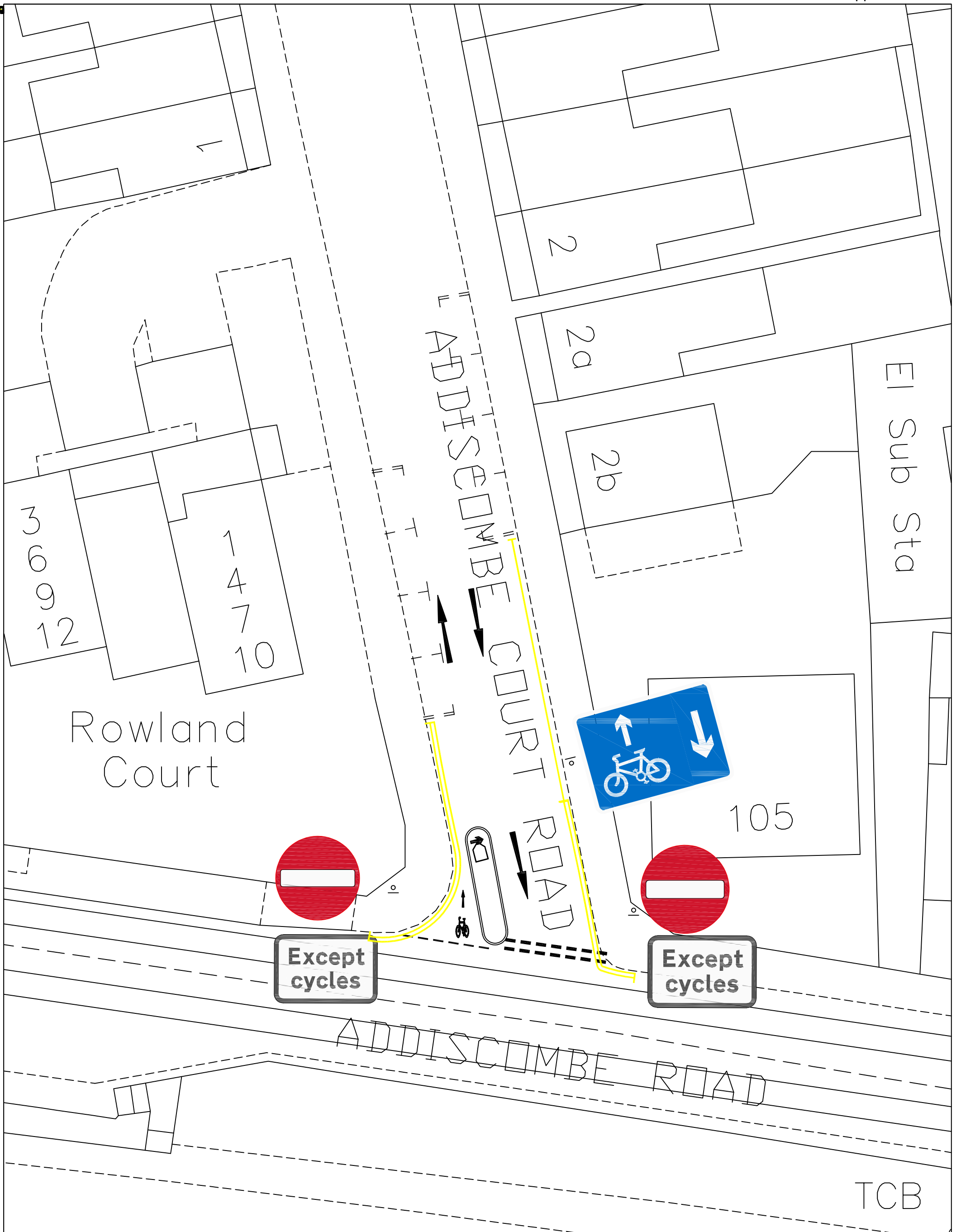


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CANNING ROAD				PLACE DEPARTMENT STREETS DIVISION DIRECTOR - STEVE ILES		DRAWING NO HWY/TRS/TMAC1	REVISION -
PROPOSED PLUGGED NO-ENTRY				HIGHWAY IMPROVEMENTS		STATUS -	
DESIGNER RB	VERIFIED XX	SCALE AT A4 NTS	DATE 11/01/17	CROYDON www.croydon.gov.uk			

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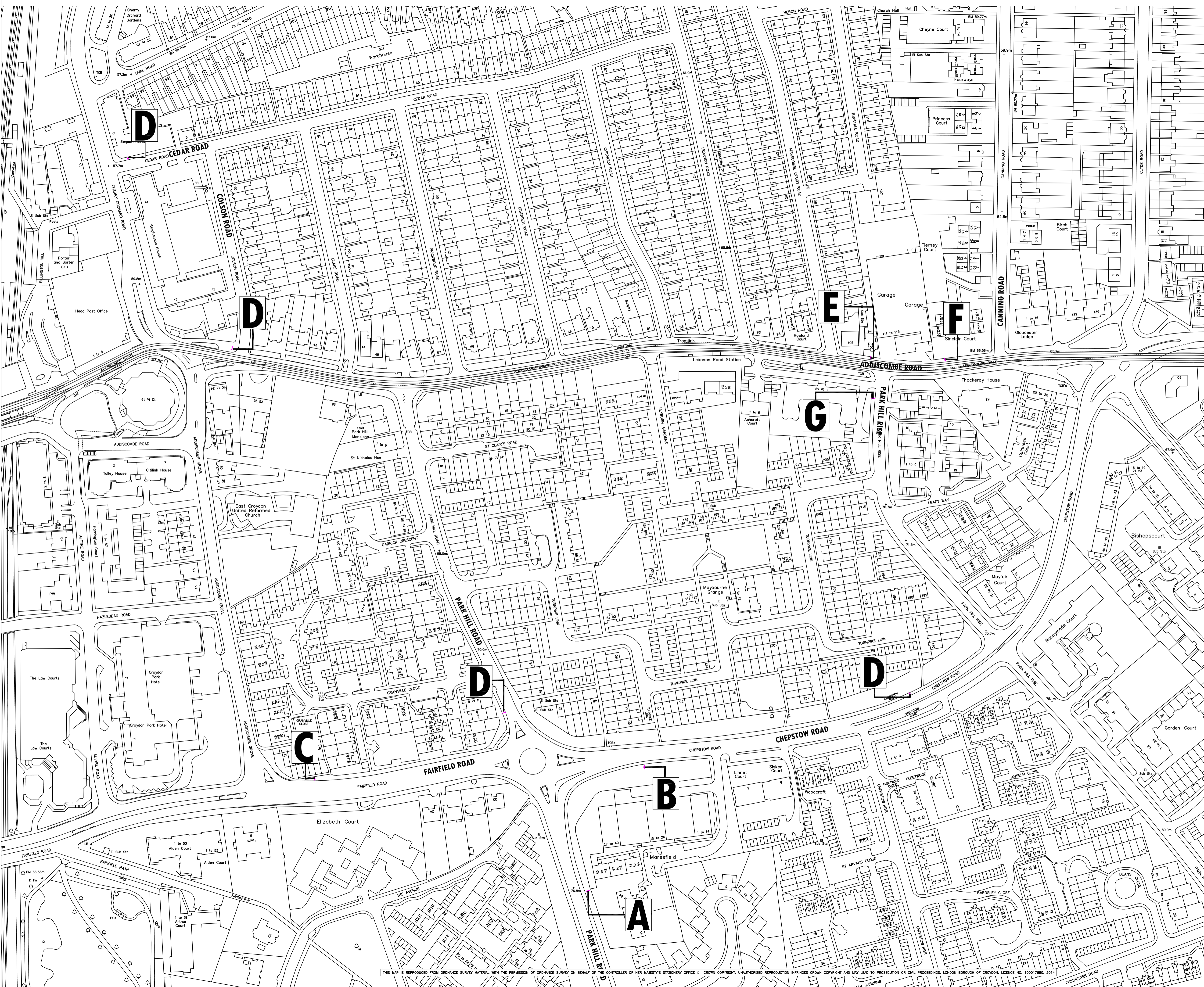
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NOTES

JOB NAME ADDISCOMBE COURT ROAD		PLACE DEPARTMENT STREETS DIVISION DIRECTOR - STEVE ILES		DRAWING NO HWY/TRS/TMAC2	REVISION -
DRAWING TITLE PROPOSED PLUGGED NO-ENTRY		HIGHWAY IMPROVEMENTS		STATUS -	
DESIGNER RB	VERIFIED XX	SCALE AT A3 NTS	DATE 11/01/17		

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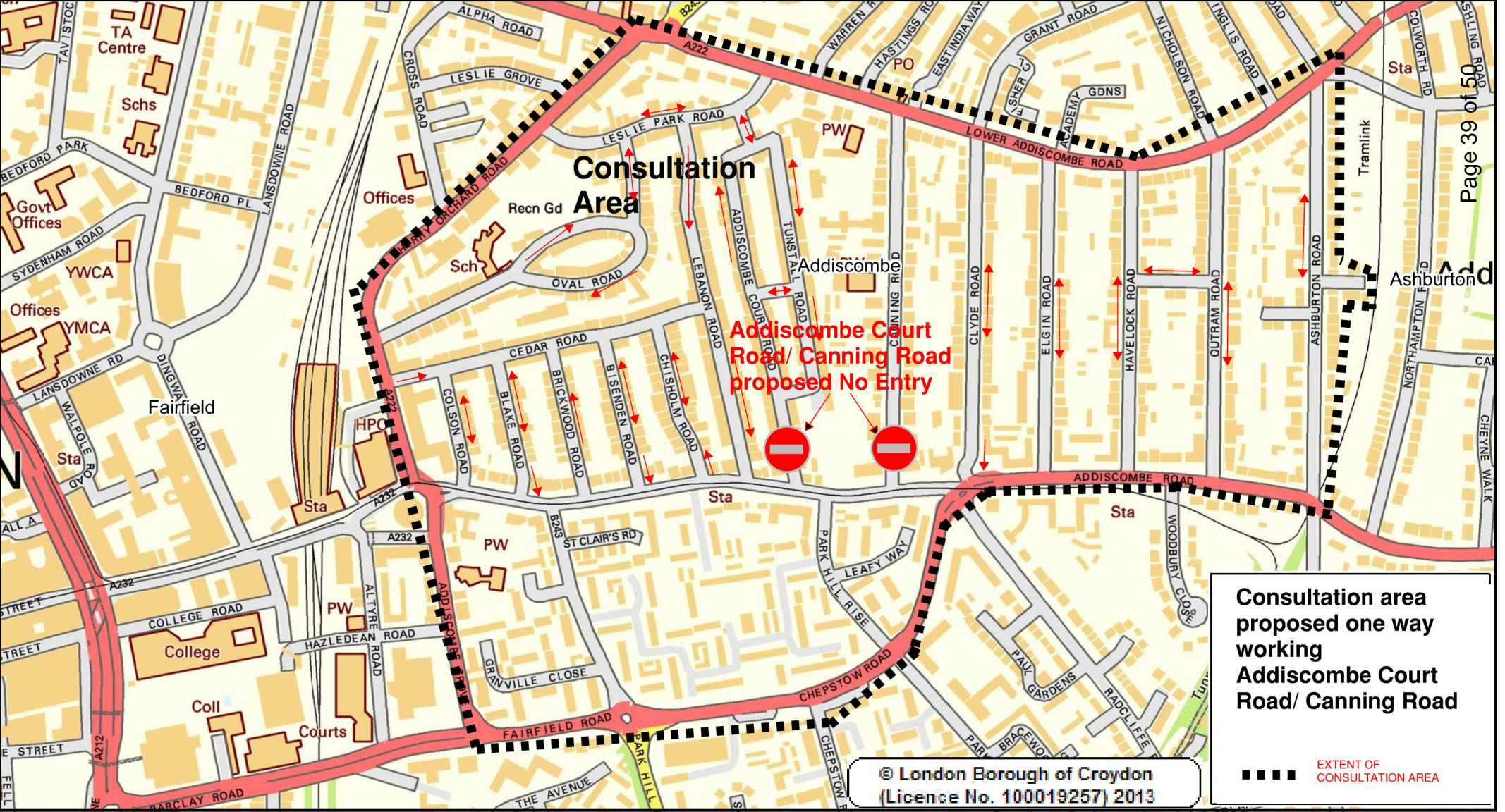
NOTES

<p>A</p>	<p>E</p>
<p>B</p>	<p>F</p>
<p>C</p>	<p>G</p>
<p>D</p>	

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JOB NAME			
Park Hill Road area			
DRAWING TITLE			
indicative signage upgrade			
DESIGNER	VERIFIED	SCALE AT A1	DATE
BF		1:1250	22/06/2017
PLACE DEPARTMENT			
STREETS DIVISION			
DIRECTOR - STEVE ILES			
HIGHWAY IMPROVEMENTS			
DRAWING NO			
HWY/TRS/PS/2017/01			

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Appendix 5
Place department
Streets(6C)
Bernard Weatherill House
8 Mint Walk
Croydon CR0 1AE

Tel/Typetalk: 020 8726 6000 Ext. 62178
Fax: 020 8760 5486
Mincom: 020 8760 5797
Email: Russell.birtchnall@croydon.gov.uk

Croydon Council Consultation

Please ask for/reply to Russell Birtchnall

Our Ref:

Date: 08/05/17

Dear Resident/Occupier

ADDISCOMBE COURT ROAD / CANNING ROAD – PROPOSED ONE-WAY WORKING

It has been realised that some properties did not received the previous consultation documents. To ensure that this consultation is as full and accurate as possible, it has been decided to write to every property within the area again. If you have responded to the previous consultation already, you do not have to respond again.

The Council is considering the introduction of one-way working for a section of Addiscombe Court Road and Canning Road. The proposal being considered is to make Addiscombe Court Road and Canning Road no-entry at their southern junctions with Addiscombe Road.

Whilst this proposal may lead to a detour when entering or leaving your road, one-way working would resolve the problems caused to residents by heavier traffic and head to head vehicular conflicts in the above mentioned roads.

Please tell us your views

The Council wishes to know your views on this proposal before any decision is made on the introduction of a scheme. If the results show that there is general support for the proposal it could be introduced later this financial year. I would ask that you indicate your support or opposition on the attached questionnaire and return it to me in the pre-paid envelope provided, by the 12/06/17
If you have any comments please include them as part of the questionnaire.

The outcome of the consultation will be discussed with your local ward councillors and the Cabinet Member for Transport and Environment ahead of subsequent consideration at a future meeting of the Traffic Management Advisory Committee. In the meantime, should you require any further information, please do not hesitate to contact me via email on Russell.birtchnall@croydon.gov.uk or by telephone on 020 8726 6000 ext. 62178.

Yours sincerely,
Russell Birtchnall, Engineer.

Addiscombe Court Road/ Canning Road Croydon One-way working

1. Do you support the council plans to introduce no-entry restriction on Addiscombe Court Rd as shown on the attached plan?

YES NO

2. Do you support the council plans to introduce no-entry restriction on Canning Rd as shown on the attached plan?

YES NO

3. Would you support the council plans to introduce no-entry restriction on Addiscombe Court Rd as shown on the attached plan if Canning Rd was made no entry?

YES NO

4. Would you support the council plans to introduce no-entry restriction on Canning Rd as shown on the attached plan if Addiscombe Court Rd was made no entry?

YES NO

Comments

.....
.....
.....
.....
.....
.....
.....
.....

Name.....

Address.....

.....

Croydon Council

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 5 JULY 2017
AGENDA ITEM:	6
SUBJECT:	PETITION: LAKEHALL ROAD, THORNTON HEATH – REQUEST FOR 7AM TO 7PM RESIDENTS’ PARKING SCHEME
LEAD OFFICER:	Mike Barton, Highway Improvement Manager
CABINET MEMBER:	Councillor Stuart King, Cabinet Member for Transport and Environment
WARDS:	Bensham Manor Ward
CORPORATE PRIORITY/POLICY CONTEXT:	
<p>This report is in accordance with objectives to improve the safety and reduce obstructive parking on the Borough’s roads as detailed in:</p> <ul style="list-style-type: none"> • Croydon Local Plan – Nov 2015 • Local Implementation Plan 2; 2.8 Transport Objectives • Croydon’s Community Strategy 2013-18; Priority Areas 1, 2 & 3 • Croydon Corporate Plan 2015 – 18 • www.croydonobservatory.org/strategies/ 	
FINANCIAL SUMMARY:	
These proposal can be contained within available budget	
FORWARD PLAN KEY DECISION REFERENCE NO.: Not a Key Decision	

<p>1. RECOMMENDATIONS</p> <p>That the Traffic Management Advisory Committee recommend to the Cabinet Member for Transport and Environment that they:-</p> <p>1.1 Note a petition from residents of Lakehall Road, Thornton Heath, requesting a residents’ parking scheme operating from 7am to 7pm.</p> <p>1.2 Consider introducing parking controls operating from 7am – 7pm, Monday to Saturday subject to consultation with residents in the Lakehall Road area as shown on Plan No. PD – 332.</p>
--

2. EXECUTIVE SUMMARY

- 2.1 This report considers a petition received from residents of Lakehall Road requesting a residents' parking scheme operating from 7am to 7pm.

3. DETAIL

- 3.1 A pro-former type petition signed by 72 residents, representing 66 (or 58%) of the 114 households in Lakehall Road was received in May 2017. The petition is accompanied by a letter from the lead petitioner which indicates that they are requesting parking controls operating from 7am to 7pm as:

“a) our road is parallel to Bensham Lane and people from Bensham Lane park on our road and walk through the alleyway when they come back from work and b) on top of our road there is a church hall where most evenings people arrange their parties and from 5pm till 9pm the whole road is filled with cars”.

- 3.2 Lakehall Road is close to the Croydon Controlled Parking Zone boundary (North Permit Zone) and situated in the area between the North Zone and Thornton Heath Controlled Parking Zone. In June 2015, residents and businesses in four roads adjacent to Lakehall Road were consulted on a possible extension to the North Permit Zone, following a petition from the area. Of 287 addresses, 101 questionnaire responses were received, of which only 43 were in favour of parking controls. Controls were proposed to be introduced into the two roads where the majority were in favour of them, but the scheme was subsequently abandoned due to objections at formal consultation stage (minute A6/16 of the Traffic Management Advisory Committee meeting on 09 February 2016 refers).
- 3.3 However, it is recognised that parking in the area between two Controlled Parking Zones may be made more difficult by displacement parking from those zones, in addition to the more immediate parking problems caused by those attending events in the Church Hall in Lakehall Road. In view of this it is proposed that residents and businesses in the Lakehall Road area should be consulted on the introduction of parking controls operating from 7am to 7pm, Monday to Saturday as shown on Plan No. PD – 332.

4 CONSULTATION

- 4.1 The purpose of this report is to consider a petition from residents of Lakehall Road requesting a residents' parking scheme operating from 7am to 7pm.
- 4.2 It is proposed to informally consult occupiers of the Lakehall Road area as to whether they would support the introduction of 7am to 7pm, Monday to Saturday controls. The consultation is likely to take place towards the end of this or possibly next financial year due to the current programme of CPZ undertakings.
- 4.3 Results of this informal consultation will be considered through delegated authorisation via the Director of Streets and Executive Director of Place and a decision will be made on whether parking controls should be introduced into the area and a formal consultation take place to allow residents and businesses to object to the making of Traffic Management Orders to introduce the scheme.

- 4.4 For introducing new parking schemes, formal consultation takes place in the form of Public Notices published in the London Gazette and a local paper (Croydon Guardian). Although it is not a legal requirement this Council also fixes street notices to lamp columns in the vicinity of the proposed scheme and writes to occupiers who are directly affected to inform as many people as possible of the proposals.
- 4.5 Official bodies such as the Police, Ambulance Service, Fire Brigade, Cycling UK (formally known as Cyclists' Touring Club), The Pedestrian Association, Age UK, and TfL are consulted under the terms of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. Additional bodies, are consulted depending on the relevance of the proposals.
- 4.6 Once the notices have been published the public has 21 days to comment or object to the proposals. If no relevant objections are received, subject to agreement to the delegated authority sought by the recommendations, the Traffic Management Order is then made. Any relevant objections received following the giving of public notice will be considered by the Executive Director of Place and may be referred to the Traffic Management Advisory Committee if the Executive Director in consultation with the Cabinet Member for Transport and Environment considers it appropriate for any other reason.

5 FINANCIAL CONSIDERATIONS

There is a capital allocation of £70k funded from the Council's 2017/18 TfL Local Implementation Plan (LIP) allocation for parking activity (including CPZ undertakings). In addition there is a £100k budget within the Council's overall 2017/18 revenue budget to support this activity.

5.1 Revenue and Capital consequences of report recommendations

	Current Financial Year	M.T.F.S – 3 year Forecast			
		2017/18	2018/19	2019/20	2020/21
		£'000	£'000	£'000	£'000
<u>Revenue Budget available</u>					
Expenditure	100	0	0	0	0
Income	0	0	0	0	0
<u>Effect of Decision from Report</u>					
Expenditure	3	0	0	0	0
Income	0	0	0	0	0
Remaining Budget	97	0	0	0	0

<u>Capital Budget available</u>	70	0	0	0
Expenditure	0	0	0	0
<u>Effect of Decision from report</u>				
Expenditure	0	0	0	0
Remaining Budget	70	0	0	0

5.2 The effect of the decision

5.2.1 The cost of informally consulting residents and businesses on a possible introduction of parking controls as outlined in this report is estimated at £2,600.

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

5.3 Risks

5.3.1 Whilst there is a risk that the final cost will exceed the estimate, this work is allowed for in the current budgets for 2017/18.

5.4 Options

5.4.1 Not consulting occupiers in these areas would not appease petitioners who may feel that the Council is not taking their concerns seriously.

5.5 Savings/future efficiencies

5.5.1 The current method of introducing parking controls is very efficient with the design and legal (Traffic Management Order) work being carried out within the department.

5.5.2 The marking of the bays and the supply and installation of signs and posts is carried out using the new Highways Contract and the rates are lower than if the schemes were introduced under separate contractual arrangements.

5.5.3 Although unquantifiable at this stage there would be additional income from Pay & Display bays and permits in the Lakehall Road area should a parking scheme be introduced.

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

6. COMMENTS OF THE COUNCIL SOLICITOR AND MONITORING OFFICER

6.1 The Solicitor to the Council comments that Sections 6, 124 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (as amended) provide powers to introduce and implement Traffic Management Orders. In exercising this power, section 122 of the Act imposes a duty on the Council (so far as is practicable) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. The Council must also have regard to matters such as the effect on the amenities of any locality affected.

6.2 The Council must comply with the necessary requirements of the Local Authorities Traffic Order Procedure) (England and Wales) Regulations 1996 by giving the appropriate notices and receiving representations. Such representations must be

considered before a final decision is made.

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

7. HUMAN RESOURCES IMPACT

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

Approved by: Jason Singh, Head of HR Employee Relations on behalf of the Director of HR.

8. EQUALITIES IMPACT

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

9. ENVIRONMENTAL IMPACT

9.1 Introducing a CPZ in the area should result in easier access to parking for residents, their visitors and businesses and reduce the incidence of drivers attempting to find parking in the local streets increasing journey times and pollution.

10. CRIME AND DISORDER REDUCTION IMPACT

10.1 There are no crime and disorder reduction impacts arising from this report.

11. REASONS FOR RECOMMENDATIONS

11.1 The recommendations are to consult residents of the Lakehall Road area (shown in Plan No. PD - 332) to determine the level of support for possible 7am to 7pm, Monday to Saturday controls.

12. OPTIONS CONSIDERED AND REJECTED

12.1 The alternative options would be not to consult residents and businesses. However, this is unlikely to be acceptable as they are likely to feel that their petitions have been ignored by the Council.

REPORT AUTHOR:

Clare Harris, Parking Design
Senior Traffic Orders Engineer

CONTACT OFFICER:

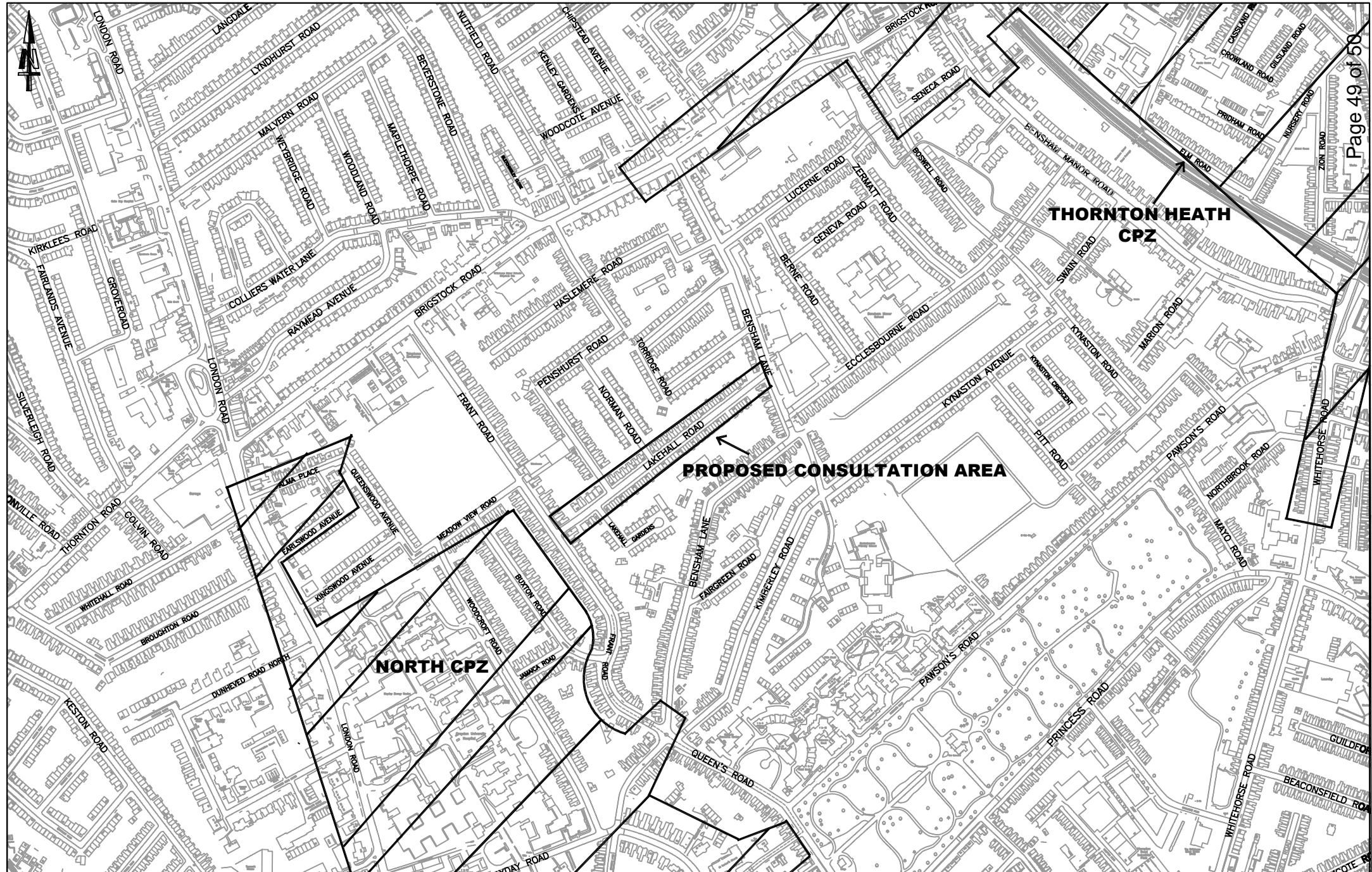
David Wakeling, Parking Design
Manager, Highway Improvement
020 8726 6000 (Ext. 88229)



BACKGROUND DOCUMENTS:

None

APPENDICES:

Appendix 1 – Lakehall Road proposed
consultation area



Lakehall Road area	
	Proposed consultation boundary
	Existing Controlled Parking Zones

PLACE DEPARTMENT
 JO NEGRINI - EXECUTIVE DIRECTOR
 PO BOX No. 1462
 CROYDON
 CR9 1WX

INFRASTRUCTURE - TRAFFIC DESIGN			
Scale: NTS	Drawn PT	Checked PT	Rev. 00
Date:	Drawing Ref.		
June 2017	PD-332		

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