

**Traffic Displacement from Lebanon Road to Addiscombe Court & Tunstall Roads
Responses to Croydon Council's proposal for Addiscombe Court and Canning Roads to
be exit only at the Addiscombe Road (south) end of the road**

To: Cllr Stuart King, Cllr Sean Fitzsimons, Cllr Patricia Justice-Hay, Cllr Mark Watson

CC: Mike Barton

From: Tunstall & Addiscombe Court Residents Association (TACRA)

Date: June 2017

Summary

This report provides a synopsis of the views of residents living in Tunstall and Addiscombe Court Road on the consultation resulting from the decision taken by Croydon Council to introduce one-way traffic in Lebanon Road. As previously stated, this displaced over 2000 northbound cars per day into adjacent roads; creating a significant increase in traffic, vehicular conflicts, noise and air pollution, and congestion. In addition to transferring the problems experienced in Lebanon Road to Addiscombe Court Road, there is an increased risk to the safety of the public (pedestrian, cyclists and drivers) around Lebanon Road tram stop. The over-riding message from residents is that they want immediate action to mitigate the impact of the Council's decision.

1. Background

- 1.1 Following the introduction of Lebanon Road one-way system in January 2016 a petition signed by 129 residents in Tunstall and Addiscombe Court Roads was received at the January 2017 Council meeting presented by Cllr Sean Fitzsimons and his support in doing so is appreciated. The petition statement is included at Appendix A and is in line with the stated manifesto aims of Addiscombe Ward Councillors at the last election.
- 1.2 At the TMAC meeting in February 2017, we appreciated the support of all 3 ward Councillors. As Cllr. Sean Fitzsimons stated, residents should not experience the impact of the Lebanon Road decision (300-400% increase to over 1,500 cars per day based on Council figures) for even 1 year and it has already been 18 months. Long term residents with children are already selling their homes and moving for the safety and health of their families.
- 1.3 Resident's welcomed TMAC member's recognition of the impact of displacement of the majority of cars using Lebanon Road and the significant increase in risk from driver behavior around the Lebanon Road tram stop resulting from changes in traffic flows as a consequence of the Council's decision. As Patricia Hay-Justice stated at the TMAC in February 2017 "Lebanon Road tram stop is an accident waiting to happen".

- 1.4 While the majority of the displaced traffic is using Addiscombe Court Road an additional amount is likely to be using Canning Road, although the Council chose not to measure traffic in this road. This makes it difficult to assess the full impact of the change to Lebanon Road and any subsequent changes to traffic flows on Canning Road.
- 1.5 The change to Lebanon Road continues to result in a significant rise in noise and environmental pollution, damage to parked vehicles and speed humps, traffic congestion, residents not being able to pull out from a parking space into the road in their cars, vibration especially in homes adjacent to road humps, long wheel based commercial lorries using the road, and greatly worsened road safety.
- 1.6 Head to head traffic conflicts formerly associated with Lebanon Road continue to occur frequently in Addiscombe Court Road. A Freedom of Information request to the Metropolitan Police shows an increase in reported traffic incidents (damage only and personal injury) in Tunstall Road in 2016 rising from none in the previous 3 years to 4 in 2016, while Lebanon Road has remained at 1 incident per year. This may be due to congestion, overtaking or Tunstall Road being used to travel northbound; it is a southbound one-way road. Full detail can be found at:
https://www.met.police.uk/globalassets/foi-media/disclosure_2016/december_2016/information-rights-unit---rta-road-traffic-accidents-that-have-happened-on-5-specific-roads-in-london-in-the-last-10-years
- 1.7 The increased risk to the general public continues as vehicles overtake the tram at the Lebanon Road tram stop and turn sharp left, without visibility of on-coming traffic, into Addiscombe Court Road. A family living at the very top of Addiscombe Court Road have recently moved because of 3 very near misses whilst crossing to their front door and the noise associated the traffic.
- 1.8 TACRA undertook an informal door knocking exercise on options identified during a walkabout and stated that residents had an expectation for Croydon Council to carry out its own comprehensive option appraisal. They also asked that a formal consultation to gather the views of resident on any proposals they chose to take forward to be undertaken, and to include a wider area of fellow residents likely to be affected by any change so as not to replicate the failures of the consultation process associated with decision to make Lebanon Road one-way.
- 1.9 Of the 118 households that were available to provide feedback, the overriding message was for a change to be made to reduce the flow of traffic with 85% of the total number of households wanting to return to pre-change levels of traffic.

2. Issues identified with the Lebanon Road process that continue to be a problem for residents

2.1 A number of issues continue to be raised by residents:

- Officers failure to carry out adequate analysis in regards to the displaced traffic associated with the introduction of the Lebanon Road one-way system. This is in part demonstrated in the report to the Traffic Management Advisory Committee (TMAC) in July 2016, in which it is stated that *'This will encourage motorists to use the arterial routes and not use side roads as short cuts.'* (paragraph 2.1), an assumption that has subsequently proven to be incorrect.
- The increase in displaced traffic has resulted in risks to public safety because of the positioning of Lebanon Road tram stop. Since the introduction of the Lebanon Road one-way system there continues to be a substantial increase in the numbers of vehicles overtaking the tram to turn blind into ACR.
- It is understood that factually incorrect information was presented by officers as part of their submission to the Traffic Management Advisory Committee (TMAC); Members were advised that all surrounding roads were one way which is not true – Addiscombe Court Road is two-way working at the top and bottom of the street. As a direct consequence, Members made decisions on the basis of erroneous information.
- Although it was recognised that households living in Addiscombe Court and Tunstall Roads would be negatively impacted by the change, as demonstrated by the traffic flow monitoring carried out in Addiscombe Court Road, and the report submitted to the Traffic Management Advisory Committee (TMAC) in July 2015 stating that an informal consultation in March 2015 had included *'residents of Lebanon Road and surrounding roads that could be affected'*, Croydon Council **failed** to notify and consult with residents on Addiscombe Court Road, Tunstall Road and Canning Road of the proposed change. This is despite a formal request by the Secretary of Canning and Clyde Roads Residents Association on the 5th July 2015 asking for officers to consult with these affected roads.
- Residents have expressed that they have felt totally excluded from the process and that responses to the complaints, which they have received from council officers and individual members, have been generic in nature and have not addressed concerns raised; a number of residents have not received a response at all. We welcome that in undertaking this consultation the Council have responded positively to Canning & Clyde's and TACRA's residents request for a wider consultation, as they do not want other residents to be treated in the same way.

3. Overview of the options on which Croydon Council is consulting

3.1 The Association delivered a newsletter and carried out a subsequent door knocking exercise between the 6th May and 1st June 2017, to actively inform all residents of what was happening with regards to the traffic management consultation and Croydon Council's proposals and to hear some of the reasons for responses to the consultation.

3.2 For the purpose of proper representation this report represents all views expressed during this exercise.

3.3 During the door knocking 38% (94) of households were available for conversations and overall there was a strong and continuing commitment to the request in the petition with a range of views about the proposals on which the Council is consulting, these include:

- Action is needed to reduce the risk to people accessing and leaving Addiscombe Court Road at the junction with Addiscombe Road (adjacent to the tram stop); 'it's dangerous', 'it's scary crossing the road', 'my child is terrified', 'it's a nightmare'.
- Many residents said they were willing to say 'Yes' to closure and reduced freedom of access to address the consequences of the displacement of traffic from Lebanon Road but do not believe this is either the best option or a fair aftermath of a flawed decision. There remains a high level of frustration and anger at the original decision and the process leading up to it, for which there has been no apology to residents for the impact on their lives.
- Of the 12% (11/91) of households recorded as expressing a definite No, some said they were saying 'No' despite wanting the traffic reduced; wanting to retain access, a better/more comprehensive solution, a cul-de-sac and not wanting to shift the problem to others. Some of those saying 'Yes' have a similar view; 'not an ideal solution'. This reinforces the finding in the original canvassing, in which around 25% (27/118) residents expressed a wish for alternative solutions; ranging from revising the decision made on the Lebanon Road one-way system to creating a cul-de-sac, all with varying impact to residents. A full list is included at Appendix B. This has been expressed as wanting the Council to see changes to ACR and Canning Roads as part of a continuing process towards a comprehensive solution rather than being satisfied with piecemeal responses to residents' distress.
- For a number of car drivers, the restriction in access, being forced to drive a longer way to get home, frustration with traffic flow on the arterial roads not being resolved are reasons for saying 'No'. For a resident on Tunstall Road, their expectation that they would have more traffic because of ACR residents needing to use their road was something that they wanted reported.
- A small number of people expressed some confusion with the options being proposed and found a conversation about the Council's proposals helpful in ensuring greater clarity.

- Of those neighbours that were available 59% (55/94) said 'Yes' on the door step with one mother saying that her child is terrified of crossing the Road and she just want the traffic stopped, a mother whose baby is disturbed in the evening by traffic backing up at the exit onto Leslie Park Road, and others saying they wanted the traffic back to normal as it was dangerous. Of the remaining 12% (11/94) were undecided or not sure; 9% (8/91) were agnostic; not interested 'we're moving' or not affected; and 8% (8/94) unrecorded.
- 3.4 It is unfortunate that the Council did not undertake the exploration of traffic options that was requested in the previous submission and dismissed other options without any statistical evidence or traffic modelling to support their assumptions.
- 3.5 Also, concerns raised about the incorrect representation of local roads that continued in the Feb 2017 report to the TMAC meeting, where in para 12.1 it states 'reversing the direction of the one way on Lebanon will reintroduce the same problems that we (ACR) are experiencing'. This doesn't recognize the 'head to head' and public safety risks being experienced, which would not happen in Lebanon Road in this scenario. We implore the Council to be accurate in its representations on this issue going forward.
- 3.6 Effective monitoring will be key to understanding the impact of further changes in the area and will also be important in understanding the medium to longer term issues that the residents of these streets and the wider area will face as a result of development in Central Croydon. To date, we are unaware that any traffic monitoring has taken place and will soon be entering a period of different traffic patterns over the summer period.

4. Way Forward - Next Steps

- 4.1 The introduction of the one-way system has improved the quality of life for people in Lebanon Road by reducing the problems they previously experienced. However, it has simply displaced the traffic (2,000 cars per day) primarily to Addiscombe Court Road with an unknown number using Canning Road, and has greatly increased the road safety risk to residents and the general public in the area around Lebanon Road tram stop. This resulted in the TMAC (February 2017) decision to consult on changes to Addiscombe Court and Canning Roads. It is unacceptable that any road should experience what residents in Addiscombe Court Road have been living with for the past 18 months.

On behalf of the residents of Tunstall and Addiscombe Court Roads, the Residents Association requests:

- The TMAC note the contents of this report, continue to work to address the traffic problems created, and reach a decision that fulfills the request in the residents' petition submitted in January 2017.

- In addition to addressing the immediate needs, the Council commit to working with TfL to address the bigger picture of traffic management issues in the surrounding area.
- Officers submit a paper to the July 2017 Traffic Management Advisory Committee (as agreed by Cllr Stuart King, Chair of TMAC), with viable smart solutions which will mitigate against the continuing traffic problems described in this report, to put in place arrangements for effective and regular monitoring, together with dates for implementation of actions to significantly reduce traffic flows.

Appendix A

Addiscombe Court Road and Tunstall Road Traffic Petition

The statement that 129 people have signed their names to is:

We the undersigned request that Croydon Council reviews and actions changes, in the short term to reduce the high levels of non local traffic using Addiscombe Court Road and Tunstall Road as a rat run, caused by the recent changes in making Lebanon Road one way. In order to return our residential roads to pre-change levels of traffic and to remove the potential risks associated with traffic overtaking and cutting across the Tram into Addiscombe Court Road.

We also request that these issues are brought before the Traffic Management Committee at the next available meeting and that all decisions and options are discussed openly and fully with ALL residents in the surrounding are not just those requesting the change.

Appendix B

Alternative options for addressing the problem created by the decision to make Lebanon Road one-way northbound offered by residents during the public meetings and the informal consultation were:

The following are presented in no specific order or preference

Changes to other roads:

- No entry from Leslie Park Road to Lower Addiscombe Road.
- Make changes to Park Hill Rise/Park Hill Road to prevent northbound rat running (direct northbound traffic down Addiscombe Grove).
- Review and improve the junction of Addiscombe Road and Cherry Orchard Road to improve traffic flow, so it is a more desirable northbound route.

Changes to Lebanon Road:

- Reverse Lebanon Road direction of travel to northbound one way.
- Lebanon Road split with the one-way direction changing at the Cedar Junction / Reverse Lower Section of Lebanon Roads One way (make it Exit only onto Leslie Park).
- Reverse Lebanon Road, making lower section 2-way (leading to Leslie Park).
- Reverse the decision to make Lebanon Road one-way, return to being two-way traffic.

Changes to Addiscombe Court Road:

- Turn Addiscombe Court Road/Tunstall into a Cul-de-sac (closing one end completely).
- Make Addiscombe Court Road, One way from junction of Tunstall Road to Addiscombe Road.
- No right turn from Addiscombe Court Road into Leslie Park Road.

Traffic Reduction Measures:

- Addition of Barriers.
- Use of AMP/CCTV cameras to monitor passing traffic and issue tickets for moving traffic violations.
- More Speed Humps.
- Higher Speed Humps within the legal maximum in accordance with the Highways (Road Humps) Regulations 1999.

Other:

- Anything that resolves the traffic issues.