

To: Councillor Stuart King
London Borough of Croydon's Traffic Management Committee
Cllr Sean Fitzsimons, Cllr Patricia Hay-Justice, Cllr Mark Watson
Mike Barton (Service Manager, Highway Improvements)
Sue Ritchie (Senior Engineer, Highway Improvements)
Russell Birtchnall (Engineer, Place Department, Streets)

From: Canning & Clyde Road Residents Association

Date: 31 May 2017

**Traffic Management Advisory Committee Meeting Wednesday 5 July 2017
Response from Canning & Clyde to Croydon Council's proposal for
ADDISCOMBE COURT ROAD / CANNING ROAD – PROPOSED ONE-WAY WORKING**

Following the Lebanon Road one-way imposition in January 2016, something now needs to be done about the traffic hazard the Council has created at the Lebanon Road tram stop and about the number of cars using Addiscombe Court Road as a cut through. Many of our residents understand the difficulties in Addiscombe Court Road and we support Tunstall & Addiscombe Court Residents Association (TACRA) in their call to have the situation alleviated. A number of Canning Road residents have also noticed an increase in traffic since January 2016.

We in Canning & Clyde have actively informed all residents of what is happening as regards local traffic management and Croydon Council's proposals. We have done this by newsletters and a questionnaire, all hand delivered through each door. Being a relatively small organisation in terms of number of roads, albeit with a high density of residents, we feel confident that we communicate well with individual households and have given everyone an opportunity to express their own personal opinion. Because of this individual contact we are confident that, as far as is possible, we understand how residents are thinking and are here accurately representing the variety of views fairly in a representative way.

In summary

On the one hand, if the Council were to contemplate making Canning Road the only road from Colson to Canning Roads running between Addiscombe and Lower Addiscombe Roads with northbound traffic - residents in Canning Road do not necessarily want an extra 1,600 cars (Croydon Council figures January 2016) on top of those already using it as a cut through for the following reasons:

- Canning Road has the highest density and number of residents in the roads from Colson to Ashburton Road;
- There is already a significant and increasing number of families with children living in the many two bedroom flats owing to the cost of housing;
- There are a number of older people living in the road, both in the sheltered housing complex with over 40 flats and in privately owned or rented flats;

- Canning Road is the same width as Lebanon Road. The Council would simply transfer the head to head problem, cited as a major reason for the Lebanon Road one-way imposition, onto the more densely populated Canning Road;
- Front gardens are small so car noise is intrusive;
- Buildings are tall and close together on at least one side or other of the road along the full stretch - noise reverberates;
- Residents do not want the detrimental health effects of extra pollution, especially with the number of children and older people in Canning Road.

On the other hand, a number of drivers are strongly (vehemently even) opposed to the proposal for the following reasons:

- They do not want to be forced to drive a longer way round;
- Longer journey times will mean more petrol used and time wasted;
- Malfunctioning road junctions on Chepstow Road and on Cherry Orchard Road / Lower Addiscombe Road can lead to slow traffic queues;
- Drivers do not want further delays and increased frustration.

All comments from drivers were fully presented to the Traffic Management Advisory Committee on 8 February 2017. For ease of reference we attach these again to the email to the Traffic Management Advisory Committee in which we submit this response to the consultation.

There is no credible justification in sending all the traffic displaced from Lebanon Road down Addiscombe Court Road or Canning Road. They are no wider than Lebanon Road. There can be no justification in Croydon Council choosing to send an extra 1,600 cars down densely populated Canning Road. It is more heavily populated than Lebanon Road and is no wider.

We do not know of a single resident in either Canning or Clyde Roads who actively wants what Croydon Council is suggesting. The response to a questionnaire we delivered to all homes in Canning and Clyde Roads in October and November 2016 showed an even split between those who expressed a preference for Canning Road being made no entry, those who opposed this and those who opted for a wait and see approach. In our experience, those who are expressing an opinion in the Council consultation are selecting what to them is the least bad of a bad choice. What a significant number of residents have told us over the last few months is that they want the Council to sort out properly a road system between Cherry Orchard and Ashburton Roads so there is an even distribution of traffic between all the side roads. They also want the junctions in Chepstow and Cherry Orchard Roads functioning better and traffic moving more smoothly along main roads.

The current situation, created by Croydon Council's decision to make Lebanon Road one-way southbound, has come about in part through false information, false assumptions, lack of data and lack of traffic modelling. Two pieces of false information were repeated verbally during the time of the Lebanon Road one-way imposition process. Firstly one or two interested parties in Lebanon Road repeatedly stated verbally that Canning Road could take extra traffic because it is wider than Lebanon Road. This is false. When we measured both roads, Lebanon Road is 7.40 metres (24' 4") wide, Canning Road is 7.44 metres (24' 5 3/8"). This is a difference of 4 cm (1 3/8"). In effect they are the same width. Secondly it was stated at the time that Addiscombe Court Road is one-way. In fact it is two-way at the top and bottom. This is another false piece of information.

We call on the Council to be prepared to go back to the drawing board and come up with a more efficient and fair approach to traffic management for all roads from Cherry Orchard Road to Ashburton Road that is based on accurate and honest information and divides the traffic not kept to the main roads evenly between the side roads. Quality of life for residents should come ahead of party political concerns.

More detailed information and observations

Here is a more detailed overview of what people are saying and a description of Canning Road and what it is like to live in it.

Views of car drivers

First of all, here are the main reasons expressed by some of those car drivers who do not want Canning Road made no entry from Addiscombe Road. A number of car drivers have cited the same reasons, hence the list being relatively short. Despite being few in number, the arguments are, however, very valid and sometimes vociferously expressed. Some have expressed very strong opinions on the inconvenience they would experience at being forced to go a longer way round through malfunctioning junctions at Chepstow Road and either end of Cherry Orchard Road.

- This is the last chance for people to turn off before going through the restricted junction with Chepstow (7-10:00 and 16-19:00).
- Clyde Road would become inaccessible, by car, for many residents, without them going all around the houses.
- I do not want to enter Canning Road the long way around and getting stuck in traffic coming down Cherry Orchard Road after a long day at work and when I have already driven 50 miles. Putting any restriction on the traffic will result in delays, congestion, frustrations, anger and finally more accidents.
- The more roads that have restricted access the more traffic has to drive longer routes round, adding to congestion elsewhere and that includes longer routes for residents.

In the Council Officers' Report to the Traffic Management Advisory Committee of 7 July 2015 AGENDA ITEM: 19 SUBJECT: CONSULTATION RESULTS ONE WAY WORKING WITH CYCLE CONTRAFLOW LEBANON ROAD - the Council Officers recommend that Lebanon Road be made one-way southbound. In section 2.1 they say a reason in favour of making Lebanon Road no entry from Addiscombe Road is as follows. '*This will encourage motorists to use the arterial routes and not use side roads as short cuts.*' The Council needs to be consistent and fair in its decisions. It needs to ensure that traffic runs smoothly on the arterial roads if it wants car drivers to use them.

Description of Canning Road and what it is like to live here

So far residents of Canning Road have been less vocal than some car drivers. This is probably for two main reasons. Firstly we have a number of residents on short-term lets who broadly speaking - but with notable exceptions - tend to be less engaged with what is going on locally. This is not an excuse for Councillors of any party to push through something that may have a negative impact on people living in the road, both short and long-term, thinking they will suffer fewer electoral consequences. Residents expect their well-being to come ahead of party politics. Secondly fewer people in Canning Road own cars than in the past, as evidenced by an increase in empty garages and road parking spaces in the centre and top end of the road. Although we don't have a statistic for car ownership in Canning Road, we can confidently say it would be under half of residents. This means that non driving residents tend to have a less clear idea of how traffic moves locally and the potential impact of changes until after they have happened. They are less inclined to comment - but only so long as the impact on Canning Road remains limited.

Some residents of Canning Road, however, have expressed that they do not want up to an extra 1,600 cars (Croydon Council figures, January 2016) coming along Canning Road. Some, especially those who live near road humps, have complained about the increase in traffic since January 2016 following the Lebanon Road one-way imposition. Although the impact has been less marked than on Addiscombe Court Road, for some this has included having to shut windows at the front during the evening in mild weather.

The following description of Canning Road aims to give a voice for Canning Road residents who so far have been less vocal.

To explain Canning Road –there 248 households in the road. These are mainly flats with only seven houses. It has – we are reliably informed - the highest density of residents in the area between Colson and Ashburton Roads and the highest number of residents in any of these roads. There is a complete mixture of ages, nationalities, occupations, single people, couples, families with children living in the many two-bedroomed flats in the road, older people living in the 40+ flats of the sheltered housing block and in other flats. It is very feasible that Canning Road has the highest number of children of these roads.

The houses and blocks are not set back that far from the road. Although the front gardens are not as tiny as in Lebanon Road, they are still small front gardens, especially in terms of traffic noise. Most of Canning Road has fairly

high buildings on at least one side. For stretches they are attached or close together. This results in reverberation of noise, something you have to live there to understand.

Canning Road has the activities at the busy church, including week-daily pre-school Monday to Friday, weekly 0-5 group, evening groups of Rainbows, Brownies and children's Indian dance classes. The church hall is let out regularly on a Saturday afternoon for children's parties.

The road has speed humps with associated scraping and acceleration noises. People's perception of how busy and noisy the road is influenced by how close they live to a speed hump, which part of Canning Road they live in and whether their flat is on Canning Road or at the back of a block. As already stated, Canning Road is the same width as Lebanon Road. Choosing to send more cars down Canning Road would simply transfer the head to head traffic problems onto the more densely populated Canning Road where in a lot of places there is not enough space for cars to pass two-way, especially from the church down to the Lower Addiscombe Road. Canning Road is not wide enough to allow two-way traffic throughout its length. Currently in the middle and lower end of the road cars have to try and weave in and out of parked cars. The lower end of Canning Road has more parked cars than the top. This cannot be changed for the following reasons. The traders along that part of Lower Addiscombe Road do not have parking outside their shops (single yellow line) so rely on customers being able to park in the lower part of Canning Road and nipping across on foot to them. Bellmore Court, the block of twelve flats on the corner of Canning Road and Lower Addiscombe Road, has only two off road parking spaces; any other car owners park in that lower part of Canning Road.

The road has traffic on and off throughout the day but is generally busier in the evening, between approximately 5.00 and 10.00 pm. The earlier part of this timescale is because of the evening rush hour, just when some of the children's groups meet; the later part is because it's easier for cars to get out onto Lower Addiscombe Road later in the evening than during the day. Similarly in the morning there seem to be more cars between approximately 6.45 and 7.15 am than later in the morning rush hour. Cars can experience delays in turning out of Canning Road onto the Lower Addiscombe Road because of the volume of traffic at that point and it frequently being held up at the junction with Cherry Orchard Road.

There can be no justification in Croydon Council choosing to send an extra 1,600 cars down densely populated Canning Road. It is more heavily populated than Lebanon Road and is no wider.

Croydon Council's approach

It is lamentable that for the statutory consultation ahead of the flawed Lebanon Road one-way imposition Croydon Council chose not to include the three roads that most stood to be affected: Addiscombe Court, Tunstall and Canning Roads.

We welcome, however, that this time the Council has heeded Canning & Clyde's and TACRA's call for a proper, wider consultation. We would not wish other residents to be treated in the same way as we were treated.

It is to be greatly regretted, however, that Croydon Council still has not given time or proper consideration to other traffic management options in the area. In the report to the Traffic Management Advisory Committee of 8 February 2017, the Council has summarily dismissed other options without any statistics or traffic modelling to support their assumptions.

Whilst different people have differing views on the proposed solutions, residents do not want a significant increase in displaced traffic with the impact this will have on the quality of life of residents and people, including childrens' groups, who use the church which functions as a local community centre, families with children who live in Canning Road and older residents in the sheltered housing and private flats.

There is a general view in Canning and Clyde Roads that Croydon Council made a fundamentally flawed and bad decision with the Lebanon Road one-way imposition, especially as it was made partly with a background of false information. Moreover the Council so far has chosen not to address the fundamental causes of the problems at Lebanon Road tram stop and in Addiscombe Court Road. The Council needs to take a fresh look at the traffic flows between Cherry Orchard and Ashburton Roads and come up with a solution that does not send a whole load of extra traffic down just one or two roads.

We note that Croydon Council, when imposing the Lebanon Road one-way system, chose for some reason (yet to be explained) not to measure traffic levels in Canning Road. This means the current consultation does not address the original baseline pre Lebanon Road changes so the increase as a result of those changes is unknown and the impact already on residents of Canning is similarly unknown.

There is no credible justification for the Council to continue sending traffic displaced from Lebanon Road mainly down Addiscombe Court Road, nor in deciding now to send an extra 1,600 cars down Canning Road which has the highest number of residents in the local side roads. Neither road is any wider than Lebanon Road.

For as long as the displacement of traffic from Lebanon Road continues to affect disproportionately only one or two roads – it will remain the Lebanon Road one-way imposition issue. The Council cannot use the recent consultation as a way of 'brushing it under the carpet' and blaming residents for subsequent Council decisions. Croydon Council created this situation with the Lebanon Road one-way imposition. Whatever decision Croydon Council now makes – Croydon Council will remain solely and wholly responsible for the outcome.

There is no point in the Council compounding one bad decision by making another bad decision of continuing to send displaced traffic down only one or two roads.

Traffic Questionnaire October – November 2016

Option Responses – Sections 1 and 2

Questionnaires delivered to all houses and blocks in Canning and Clyde Roads.
47 responses received, 37 from Canning and 10 from Clyde. (Yellow questionnaires were delivered to Canning and white ones to Clyde.)

Section 1

Some people ticked only one option which counted as a first choice.
Three people didn't want any of the three options.

Section 2

Not everyone expressed an opinion.

Section 1	Canning		Clyde		Totals	
	1 st choice	2 nd choice	1 st choice	2 nd choice	1 st choice	2 nd choice
1. Make southern (i.e. Addiscombe Rd) end of Canning one-way southbound	14	4	3	1	17	5
2. No change	10	4	5	0	15	4
3. Wait & see	13	17	1	6	14	23

Section 2	Canning	Clyde	Totals
Reverse direction of Lebanon Rd one-way?			
Agree	18	4	22
Disagree	0	1	1
Neither agree or disagree	14	4	18

See over for Section 3 – Any other comments

Section 3 – any other comments

Resident 1

It would be a bloody nightmare to make Canning no entry from Addiscombe Road – this is the last chance for people to turn off before going through the restricted junction with Chepstow (7-10:00 and 16-19:00). There will be loads of idiots doing three-point turns when they finally realise that they cannot proceed across the junction. This would be regardless of how many road signs are posted along Addiscombe Road.

Surely it is easier to make alternate roads twixt Addiscombe and Lower Addiscombe alternate directions by simply restricting entry at one end of each road. So the road remains two-way for residents' traffic, but one-way as a cut through. Given that all of these roads are too narrow for cars to pass without pulling in, this could be an improvement to traffic flows. This is similar to what already exists twixt Bingham and Lower Addiscombe Roads.

This scheme could easily be extended along LAR/AR to include Elgin/Outram/Havelock up to Northampton. Such a scheme would surely naturally spread the traffic loads across the various side streets.

Would it help if all the roads were renamed Lebanon Road?

Would it help if each road had a councillor living in it?

It would certainly help in Croydon Council were totally abolished – would we really notice?!

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Resident 2

Would it not be best to go back to two-way traffic in Lebanon Road? Personally I would prefer if entry from the south end of Canning Road was 'access only' although I don't think it would be possible to police this option.

It would be very inconvenient to have to go down to the Lower Addiscombe Road every time I return from South Croydon. However I would support this if the traffic becomes too bad.

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Resident 3

Last week I was returning home by tram from Croydon. Getting off the tram stop at Lebanon Road I had just crossed the top of Addiscombe Court Road on foot when I heard the oncoming tram going into Croydon honk for several seconds.

As I looked around to see why that tram was honking I saw a large Mercedes car turn quickly into Addiscombe Court Road in front of the stationary tram from which I had descended. He had been passing the stationary tram by driving over the two central white lines on Addiscombe Road and then had to escape an accident with the moving tram by quickly turning into Addiscombe Court Road. Fortunately there was no accident but this was a reminder to me of the great danger of cars passing a stationary tram to get down Addiscombe Court Road.

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Resident 4

Top end of Lebanon Road Friday 4.11.16. Driving back from Croydon between 12 and 1.00 pm I was behind a tram which stopped at the Lebanon Road Tram stop. As I stopped as well, the driver of a car behind me put their foot down and accelerated past me and the tram at great speed.

I dread to think what would have happened had a car come up out of Addiscombe Court Road turning right to go towards Croydon.

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Resident 5

There is no clear cut solution. Already there is often 9 or so cars queuing to filter in to the Lower Addiscombe Road. Soon we may need a pedestrian crossing to get across Canning Road.

Whatever solution is imposed there must be serious enforcement.

Remedial action may require a widening of the area being surveyed and the availability of considerable funds.

There will be winners and losers whatever is undertaken.

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Resident 6

I can understand the worries about getting easily to Clyde Road, Elgin Road and so on, by car, for users of Addiscombe Road, if Canning Road is to be shut off to northbound traffic, per choice 1 above, but can we look at these things only from a 'wot's innit fer me?' position? Food for thought.

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Resident 7

Choice 1 ruled out because, whilst it might help Canning Road residents, Clyde Road becomes inaccessible, by car, for many residents, without them going all around the houses.

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Resident 8

I don't see how the flow of traffic into Canning Road from Addiscombe Road can be changed due to the prohibition of traffic through the junction of Addiscombe Road and Chepstow Road at 7 am – 10 am and 4 pm – 7 pm. If the traffic is prevented from turning left into Canning Road (i.e. northbound) it would have to find somewhere else to go.

This is not just 'rat-runners' causing the increase in traffic flow and noise but residents using their cars to leave or return home from all the streets affected by Lebanon Road being one-way.

The more roads that have restricted access the more traffic has to drive longer routes round, adding to congestion elsewhere and that includes longer routes for residents.

I strongly disagree with reversing the direction of Lebanon Road one-way as this would tempt drivers to use Tunstall Road from North-South. Tunstall Road is a narrow road with a busy Nursery School.

There is no easy answer. Probably just have to learn to live with it.

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Resident 9

Thanks for the opportunity to try to provide helpful suggestions to the Lebanon Road change. I am only voting for one option.

Reversing flow in my view is a non starter now that drivers know about Addiscombe Court Road. Reversing the flow would mean that Tunstall Road (where the school is) would have increased traffic up from Leslie Park Road. Restricted exit at the western end of Addiscombe Road means that drivers from Colson, Blake, Brickwood, Bisenden, Chisholm, Cedar and Lebanon Roads all now have to opt for Addiscombe Court Road or Canning Road if travelling north.

Realistically Canning Road will have to accept an increase in usage. Prohibition of access from Addiscombe Road is a non starter. TfL already prevents exit at the eastern end between 7 & 10 am and 4 & 7 pm so already these are peak times of access to Canning, so where would cars go?

Any alteration to Addiscombe Court Road will have a further adverse effect on Canning Road.

As you know we have lived in Clyde for over 30 years (and in Tunstall before that for 9 years) so are familiar with the extra mileage entailed with these restrictions so I would not like to get any change to Canning Road.

For preference going north, I use Canning Road rather than Elgin simply because after 10 am before 4 pm and after 7 pm it is easier to get on to Lower Addiscombe Road because of the pedestrian crossing (sometimes) hence my objection to any prohibition at the southern end.

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Resident 10

While I don't know the reasons why Lebanon Road was made a one way street, it seems that if this is where the issues began the council should consider returning it to two-way traffic.

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Resident 11

Main problem why cars use our roads more is due to 2 give ways at bottom of Cherry Orchard and St James's Road. Stupid! All traffic on St James's Road waits for a few cars coming out of Cherry Orchard Road.

I drive very occasionally to Mayday going from here but NEVER drive back this way due to the backlog over the bridge coming this way, all due to the give way on St James's Road. This needs to be erased ASAP. Two give ways giving way to each other, result ... no moving traffic!!!!

To come back here from Mayday I would go to Lombard roundabout up to flyover and past Fairfield Halls or up Wellesley Road to underpass and past Fairfield Halls.

I cannot be the only one using this approach, hence rat running from Addiscombe Road to Lower Addiscombe Road, all because of St James's Road which is a main road, so why have a give way junction on it?

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Resident 12

Whilst the process to make Lebanon Road one way smelt quite badly in my opinion reversing the decision would impact Lebanon Road badly as well so this is a neither agree or disagree from both of us.

As both of us access Canning Road from Addiscombe Road on a daily basis rather than the other way round our preferred solution would be to make Canning Road one

way with no entry from Lower Addiscombe Road the same as Clyde Road and then make Elgin Road and Havelock Road one way in the opposite direction. Is there any information on why people use the side roads at all rather than using the main roads?

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Resident 13

If cars are no longer allowed to travel north from Addiscombe Road through Lebanon Road, Addiscombe Court Road, or Canning Road, where will they go? Would there not be more displacement of traffic, eg to Elgin Road? I think that I would like to see a study of how best to manage traffic flows through the local area. Would it be helpful to divert vehicles to Cherry Orchard Road in order to reduce the impact on residential streets?

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Resident 14

I was a resident of Canning Road for almost 5 years until mid October and now I'm a resident of Clyde Road, I just recently moved there. The traffic problems always frustrated me but I didn't think I should raise my voice or tell my opinion about it. Until today.

Yesterday evening I found this Questionnaire left in my postbox. After reading it I became even more frustrated and sad.

This is the first time in my life to write this type of email so sorry for my unacceptable language.

First of all residents of Lebanon Rd, Addiscombe Court Rd, Tunstall Rd, Canning Road and Clyde Rd should also think about why drivers (actually they are humans as well just like any resident in these so called streets) want to cut down their route, cut down their time of travel resulting to go through these streets. It's easy....they don't want to spend long hours in the overcrowded traffic on A232, A222 and Cherry Orchard Road in the peak hours, because of the shitty road traffic management what Transport for London and Croydon Council is providing. You or actually any of the residents would understand it after sitting into the car and try to go 50m on A222 or A232 between 7:30-9:00. I assure you everyone would try to find the rat-route. There is nothing wrong with it. These so called drivers wants to go home to their families, they are hungry, they are tired, want to see their kids earlier, or simply they have to take a shit quickly but they prefer to do it at home...whatever the reason there is always a reason. The problem is not the extra 1500+ cars the problem lies with the bad decision made by Council regarding to traffic management. (Lebanon Rd)

Secondly, you also have to understand that there are residents WITH CARS not just residents without cars in the streets I mentioned above. Residents with cars obviously have to leave their home with car in order to go for work (not all of us

can manage to go work with bus or tram or train) and also they have to COME BACK somehow to the same home.

Well, after reading the 23/09/2016 Newsletter, seems that Council Officer who made a suggestion clearly didn't consider this. And you wonder why the Council doesn't want the "possible simple solution" (reversing Lebanon road one-way traffic) to happen? Well, if they accept that idea it clearly means that they would acknowledge their mistake when they introduced their stupid one-way system in January. They don't want to acknowledge that hence they came up with some stupid excuses to reject the proposal....well as the Meerkat says in the advert: Simple!

Thirdly, 248 household wants to decide the faith of 1500+ drivers. 248 household wants to live in an isolated island without having any car traffic in the heart of a city which has a population over 10million people. Congratulations :)

Is there any person who studied Transportation Engineering and Vehicle Engineering at the University and has gained experience in designing highways and urban traffic roads that we could raise this problem to? Is there any out there? I guess there are. Why this question has to lie on Council Officers (who clearly ignorant in this topic after reading his suggestion in the 23/09/2016 newspaper) or why even residents making a decision about the cars route??? It's like I'm telling to my doctor how to cut out my brain tumor without having any knowledge about it.

Seems noone realized so far that putting any restriction on the traffic will result in delays, congestion, frustrations, anger and finally more accidents. The smart brains at Croydon Council figured out that changing the originally two way traffic on Lebanon Rd to one-way will be great.....they must be thinking that. Changing any two way directional road to a one-way system is a restriction. As I said restriction always leads to something wrong....so the drivers had to re-route their ways to Addiscombe Court Rd and Canning Rd (absolutely logically, I agree them). Now the Council wants to apply even more restriction and suggested to make the end of Addiscombe Court Rd and Canning Rd one-way directional. Well done, another idiot decision. Why they not closing all the streets and banning all the cars from the roads, then demolish all the roads completely and we can go back to the stone age, having no traffic, no pollution and everyone will be happy....at least from Lebanon Rd upto Clyde Rd. I think it will be a brilliant idea just like what Council did with Lebanon Rd.

Now it's the time to wake up and OPEN (make the 2 directional) the roads instead of restrict them. And I'm saying this even I was a resident of Canning Rd and now resident of Clyde Rd.

The traffic is like water and the end of each street is like a tap valve. If you pour the water on A232 the water-flow wants to go to A222 but it can't because the tap valves are closed on Lebanon Rd, will be closed on Addiscombe Court Rd, will be closed on Canning Rd and it's already closed on Clyde Rd. What will happen with the water then? It will try to find its way to A222 but everything is closed so it will start to back-flow.....causing more pain, more damage to A232.

Well done Council and residents, you are a brilliant plumber! You just fucked up thousands of drivers life in the peak hours.

You have to realise this city is not the same as it was 5 or 10 years ago. It's growing, modern sky scrapers are growing from the ground, more and more shopping centers are opening, more and more people and cars are coming. Croydon is getting more crowded and more bigger, it's a fact, can't change it. Unless you destroy all the new buildings, demolish the new East Croydon station extension, demolish the new Boxpark, demolish Whitgift centre and so on.....then you will get back your calm and relaxed lifestyle of Croydon as it was before.

To sum up: the Council Officer's suggestion; changing the end of Addiscombe Court Rd and Canning Rd to one-way directional (for experimenting...hahaha...are the drivers rats to experiment on them???) is the worst, lunatic idea I ever heard, which is against any logical, engineered solution, having no supporting evidence of resolving the problem in fact will cause more severe damage on A232 and A222.

Reversing the one-way direction in Lebanon Rd is a better idea, I agree with that.

But I even have a better idea: make two-way direction in Lebanon Rd as it was before, remove the one-way system from the end of Cedar road (at Cherry Orchard Rd) and do not close or modify any street to one-way directional ever. This way the traffic flow will evenly spread between the streets....and the noise (you must be joking) and pollution will be under an acceptable limit.

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Resident 15

I agree that reversing the current direction of the Lebanon Road one way would be sensible.

If the Council are adamant that they will not reverse the direction of the Lebanon Road one way, then I feel that consideration should be given to reversing the direction of the Clyde Road one way, so that it becomes northbound. I have already suggested this to Gordon Thompson.

At present, out of four adjacent roads (Lebanon, Addiscombe Court, Canning and Clyde), two are one way southbound. If restrictions are imposed regarding Addiscombe Court and Option 1 is adopted for Canning, then it will not be possible to travel northwards along any of the four roads.

The traffic has to go somewhere and in those circumstances it will all be forced onto Elgin Road and Havelock Road.

Somehow I think that HOME Residents Association will be less than ecstatic about that suggestion.

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Resident 16

I selected Option 2 in section 1 as it is easy to come to Canning Road from Purley Road and I do not want to enter Canning Road the long way around and getting stuck in traffic coming down Cherry Orchard Road after a long day at work and when I have already driven 50 miles.

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