

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