

Statutory Consultation

Introduction of "No Entry" traffic restriction with short one way working and pedal cycle bypass in Addiscombe Court Road and Canning Road

Response from Canning & Clyde Residents' Association 31 July 2017

In July 2015 Croydon Council decided to make Lebanon Road one-way southbound with no entry from Addiscombe Road. Despite our making a formal complaint about the lack of inclusion, the Council refused to include the three roads most affected, Addiscombe Court, Tunstall and Canning, in the statutory consultation for this. The one-way system started in January 2016. Their decision created a serious and ongoing traffic hazard at Lebanon Road tram stop, a significant increase in traffic in Addiscombe Court Road (and - so far - to a lesser degree) in Canning Road.

It is to be greatly regretted that Croydon Council decided to change Lebanon Road but still has, despite the obvious difficulties and unwanted consequences arising from that decision, 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 summarily dismissed other options without any statistics or traffic modelling to support their assumptions.

Response-rates to the Council's informal consultation in Canning Road reflect the fact that we have a significant number of people for whom English is a second language, who are on short-term lets and who are not car drivers so do not feel qualified to comment on traffic flows. No response/low response from some residents does not however denote (or allow the inference of) an agreement by all the residents to have a lot of extra traffic.

No one in our two roads actively wants what the Council is proposing. Where people have responded to the consultation, they are voting for the least-bad option.

A number of drivers in Canning Road and in Clyde Road do not want Canning Road made no entry from Addiscombe Road for the following reasons:

- Clyde Road would become inaccessible, by car, for many residents, without them going all around the houses. To access Canning and Clyde Roads from central Croydon, they would either have to wait at the junctions with Addiscombe Grove and then at the mini roundabouts at Cherry Orchard Road/Lower Addiscombe Road, or they would have to go along Chepstow Road and down Elgin Road;
- Drivers 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 along main roads;

- Having a left-turn available at Canning Road provides the last chance for drivers heading eastwards along the Addiscombe Road to turn off northwards ahead of the restricted junction with Chepstow Road.

If Addiscombe Court Road were to be made no entry from the Addiscombe Road (for doing which there is a reasonable case, given the acute peak-time problems there and also the associated consequential hazard at the tram stop) but Canning Road were to be left open, this would mean that **Canning is the only road off this stretch of the Addiscombe Road, between Colson and Canning Roads, for northbound traffic**. Please note, especially, that the Council's own monitoring-figures (Site 20, 15 – 18 June) are inaccurate. They are missing 8 hours' day-time data for Sunday, 18 June. These inaccurate figures have been widely circulated without correction by the Council. According to even these incomplete/inaccurate figures, **there would be around 4,000 cars a day using Canning Road**. This is around 1,000 more cars a day than for which Lebanon Road was made one-way. That would be an injustice and absurd. Canning Road residents do not necessarily want this 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 young 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 simply not a "big, wide road" (as is/was so often assumed/alleged) but is, more or less, the same width as Lebanon Road.** When we measured the width of the actual carriageway in both roads, we found that Lebanon Road is 7.40 metres (24' 4") and Canning Road is 7.44 metres (24' 5 3/8"). This is a difference of 4 cm (1 3/8"). The Council would simply transfer the situation of cars and vehicles meeting head-to-head (something cited and relied on as a major reason for the Lebanon Road one-way imposition) onto the more densely-populated (but same width) Canning Road;
- Many domestic front-gardens are small, some only a car's length, so car/road noise would be intrusive for those living there;
- Buildings are tall and close together on at least one side or other of the road along the full stretch - the noise reverberates;
- Residents do not want the extra risk of traffic-accidents or the detrimental health-effects of extra pollution, especially with the number of children and older people in Canning Road.

To summarise:

- Canning & Clyde Road RA is unimpressed by either the Council's past performance or the current proposals, but does not formally object to the proposed closures of either Addiscombe Court Road or Canning Road (notwithstanding the fact that some residents/drivers would be inconvenienced) --- many other residents would, in fact, welcome the closure of Canning Road just to prevent its becoming an Addiscombe-Court- Road-with-knobs-on, 4,000-cars-a-day, rat-run;
- Canning & Clyde Road RA is not happy with the action that Croydon Council took on the improperly-consulted, ill-considered and imposed decision to make Lebanon Road a one-way street southbound. That decision (while no doubt applauded by those who had demanded it) created an unacceptable win-lose balance and served only to interrupt a vital northbound traffic-route, to cause problems in other roads, and to bring about the need for the current proposed mitigation/remedial-action;
- **Canning & Clyde Road RA, along with others, sees no reason why the said decision (being such a palpably poor and partial one) cannot be revisited (and revised, if appropriate);**
- Canning & Clyde Road RA has great sympathy with those people upon whose roads the displaced traffic (and all the associated hazards and problems) will now be visited as a direct (or indirect) result of the current mitigation, and therefore implores the Council to reconsider its whole improvident, unsustainable and divisive strategy;
- Canning & Clyde Road RA believes that none of these urban/suburban side-roads can take the full, safe and free movement of two-way traffic, especially at peak times, and therefore implores the Council to investigate the introduction of a fully-integrated system of one-way streets.

This response delivered by Gordon Thompson, Chairman, after due consultation with residents and with the authority of the Committee.

31 July 2017