



Addiscombe Labour Councillors

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Traffic on Addiscombe Court Road

33 Lebanon Road

May 2016

Dear neighbour,

I am aware that there has been an increase in traffic on Addiscombe Court Road (ACR) since Lebanon Road became one-way. We have been monitoring the impact of the change and research taken just before and after implementation (table below) showed that some north bound traffic was displaced to ACR, although not all was. Prior to the changes over 2000 vehicles were traveling north on Lebanon Road, after the one-way was introduced ACR received around 1122 extra vehicles (the other 1000 found alternative routes). **However we are in total agreement that rat running on our residential roads is unacceptable and we will work with residents to reduce this.**

Lebanon Road

Northbound vehicles Nov 15	2084
Northbound vehicles Jan 16	one way
Southbound vehicles Nov 15	880
Southbound vehicles Jan 16	979

Addiscombe Court Road

Northbound vehicles Nov 15	376
Northbound vehicles Jan 16	1498
Southbound vehicles Nov 15	365
Southbound vehicles Jan 16	358

As you might expect south bound traffic on Lebanon Road has increased slightly and it is still a high traffic road, with almost a 1000 cars a day. **To be clear the changes were not motivated by reducing traffic on Lebanon Road – but because head to head traffic was the problem –** you cannot have a high traffic road (3000 cars a day) on a narrow residential road with few passing places. This led to conflict and very dangerous conditions, especially around the nursery. Drivers became frustrated which often ended in altercations and fights, some of which required the police to be called.

Residents on Lebanon Road have been campaigning for over 12 years on this issue and lobbied both their councillors and MP. In June 2010 I conducted a survey of all residents, which was included on our website and circulated via our newsletter, suggesting a number of options for change. I also initiated a meeting with representatives of Addiscombe Court Road, Lebanon Road and Canning and Clyde Road, to discuss a solution. At the time residents from ACR, were not overly concerned about Lebanon Rd being one way as they thought that the natural (it being wider, more direct and generally more suitable) route would be Canning Road. However the intention was not to displace traffic but encourage drivers to use the main roads, instead of our residential streets.

Residents then petitioned the council, via the MP, for one way working on Lebanon Road. In March 2015, as a result of this petition, an **informal consultation** document including a questionnaire and

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plan were delivered by council officers to residents of Lebanon Road and those who might have to use Lebanon Road to access their homes. The document was also available on the Council's website, inviting views and representations on the introduction of one-way working in the above roads and was circulated by the local Resident Associations.

The results of this was that residents on Lebanon Road and surrounding roads overwhelmingly wanted Lebanon Road one way (details are on our website at www.addiscombe.info). The council then undertook a **formal statutory consultation**, including public notices, which anyone could make representations too. The nature of this is statutory, so again would be on the same basis as any other statutory consultation undertaken by the council. Any resident or community group could make representations; I believe that Canning and Clyde Residents Association made representations against, whilst the East Croydon Community Organisation, who took up the campaign, made representations for.

The issue was then sent to the Traffic Management Committee for consideration. This is a public meeting that anyone could attend. At the meeting all three ward councillors supported the scheme. A member of the public also attended and spoke in favour, another attended and suggested a different solution. The cross party committee considered the evidence, impacts on surrounding roads and responses from residents and voted in favour of a one-way system (I believe unanimously). I declared my own interest throughout the process and have taken care not to be involved in the council procedures, decision making or consultation on this issue.

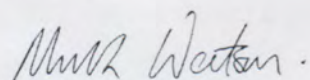
I will however support all residents in my ward if they want to improve their area, and have supported similar schemes in other parts of the ward in exactly the same way. I think all our residential roads have too much traffic and tackling rat runs has been an issue across the ward. The 20mph zones will help this by encouraging road users to use main roads, but more needs to be done generally to keep traffic on the main roads.

As your councillors we would be willing to work with residents to improve ACR. Although there are not high levels of south bound traffic it might help if ACR was one-way the whole distance? Another option, presented by a local resident at the Traffic Management Committee, was to prevent traffic turning right on leaving ACR into Lower Addiscombe Road. I will also ask if the one way signage can be improved and will also talk to TFL to see if the traffic restrictions on Addiscombe Road are really necessary and if they can improve the traffic flow around the tram stop.

We believe that 20mph zones will help reduce traffic on Addiscombe Court Road and keep drivers on the main road however we will continue to monitor the impact of the changes and work with residents to improve our residential streets. There is more information on our website and I would also encourage you to sign up to our newsletter.

If you would like to discuss further or have any questions or suggestions for improving your road please contact me.

Kind regards



Cllr Mark Watson (mark.watson@croydon.gov.uk)