

## **HOME RA's submissions for the points set out in the Agenda for meeting on 21/7/20**

### **1) Arcadis Report**

**(A) The Background:** HOME roads have a rat running problem that has been made worse by “no entry ACR/ Canning Road”. This was foreseen by the Council at the decision making meeting on 11/10/17: *“It was noted that there would be some displacement of traffic and that it might be necessary for further schemes to be brought to the Committee in order to mitigate any significant negative impact of the proposals felt by residents in the surrounding area. Members stressed that it was essential for the impact of implementation was monitored to ensure it was working.”*

**(B) The context of the request for a low traffic neighbourhood for HOME roads:** As part of HOME's long running campaign, we met with the Council in January 2020 and asked for liveability to be explored, in accordance with Croydon Labour's policy as implemented on Lebanon Road/ ACR/ Canning Road. We believed that this could be achieved by expanding the low traffic neighbourhood across Addiscombe, to provide a safer environment for cycling and walking and encourage traffic evaporation, which has not materialised from the previous schemes, as the evidence suggests that the volume of overall vehicle journeys has not reduced since 2018, but simply shifted east.

HOME residents think we should be pushing at an open door, there are several examples of Labour's policy of liveability being implemented on residential roads across the borough, including during the lockdown. Councillor King's comments at the full council meeting on 13/7/20, chaired by the Mayor of Croydon, our Councillor Maddie Henson, confirmed his commitment to discourage a vehicle -based recovery to the pandemic, by way of re-allocating road-space, including road closures to remove rat running on residential roads in order to create low traffic neighbourhoods, building a safer and more inviting environment for cycling and walking.

**(C) HOME's response to the Arcadis report:** The Arcadis report was commissioned by Council officers who say *“It is appreciated that the outcome of this report is not agreeable to local residents, but this does not mean that the report is in error.”* Perhaps not, but the report makes no reference to:

(i)liveability, air quality, carbon emissions or traffic evaporation, and it applies different standards to HOME roads than are being applied/ have already been applied to neighbouring roads, suggesting that rat running (domination by through traffic) is typical and counts as “very low” in terms of volume.

4.2 *“Overall, traffic volumes are very low. Across all local roads, the busiest street is in the North part of the study area is Elgin Road, with approximately 2600 veh. in a 12 hour period. 2019 traffic counts showed that this corresponded to a peak hour in*

*one direction of 200 vehicles per hour. An observer standing by the side of the road would not be able to notice the change in traffic volume for such low traffic levels.”*

5.7 “The analysis of existing conditions show that:

- *Traffic using the local streets is dominated by through traffic;*
- *Traffic volumes on local streets, however, remain typical for a residential environment;*
- *The use of the local streets is a logical choice for drivers, it is quicker and sometimes more direct than the principal road network;*  
*The principal road network is congested.*

(ii) In respect of collisions, it refers to data from the free resource, Crashmap, without analysing the more detailed information that would be contained in police reports in the Council’s possession. Worryingly, it confirms a correlation between traffic volume and distribution of collisions, which suggests that by implementing liveability schemes on neighbouring roads, safety risks have been shifted onto HOME roads. It ignores collisions that have taken place on Elgin Road which can be seen on Image 11 as set out in the report.

*5.6 Collision Data Image 11 shows the location of the collision data for the period 2016 – 2018. The majority of collisions take place on the principal road network, with very few occurrences on the local streets. The spatial distribution of collisions corresponds to what is expected based on traffic volumes.*

## **(2) Possible solutions, long and short term**

### **a) low traffic neighbourhood**

HOME still wishes this to be pursued in the long term. Is the Council ruling this out on the basis of the Arcadis report?

### **b) reversal of changes in Addiscombe West**

If the Council is ruling out a low traffic neighbourhood, HOME asks the Council to consider changes to any/all of Lebanon Road/ ACR/ Canning Road, to reverse some of the traffic displacement that has occurred onto HOME roads.

This is possible because:

- (i) The standards set out in the Arcadis report would suggest that the previous traffic volume on all these residential roads was “very low”.
- (ii) There is no bar to the reintroduction of traffic into this area, the Council’s analysis of Addiscombe traffic options provided to our councillors on 30/10/19 did not rule it out.
- (iii) The Council’s own proposal of a package of one way workings on HOME roads would result in southbound traffic displacement onto these same roads.

If the Council wishes to take any of these options forward, including the Council’s proposal, then it would not be acceptable to do so on the basis of an informal consultation requiring broad support (as was previously the case for the Council’s proposal). It is obvious that any scheme which displaces traffic in any direction will not achieve broad support and will, to some extent, need to be imposed (as happened with the schemes which have been implemented).

### **c) Mitigation**

We refer to the response to an FOI request in respect of the Arcadis report, which reveals some Council known interference with the conclusion of the Arcadis report, to remove: *'To ensure traffic volumes on local streets do not increase in the future, the use of two-way traffic chicane or width restriction bollards could be considered'*.

Although it is appreciated that chicanes/ width restrictions/ speed light warnings might not reduce the level of traffic, on the other hand, such adjustments might hold it to current levels and deter heavy vehicles; this would be useful, given that many residents are currently worried about a future increase in traffic on HOME roads as a result of COVID19 and its effect on limiting numbers on public transport due to social distancing.

### **3. Next steps**

Our MP Sarah Jones confirmed at the July 2019 community meeting that “no change is not an option” however there has been no progress since then. The Council would need to confirm what steps it will take, with a timetable, to ameliorate the situation for HOME residents impacted by traffic displacement.