

Project: Addiscombe East- West Neighbourhood

Purpose of Technical Note:

- 1) To provide a summary of the key aspects of the scheme development to date to inform residents
- 2) To provide clarification on the types of measures identified via the co-design exercise and any changes due to recent engagement

Date of Technical Note: 18 November 2024

Road safety improvements along boundary roads managed by the council in the neighbourhood project area.

It is intended to develop a two-year plan of improvements for the boundary roads with funding from Transport for London (TfL). Most improvements can take up to two years to realise given the amount of work involved. Design of safety measures and delivery are planned for 2025-27 financial years subject to confirmation of funds from TfL which is expected in January 2025. The council may be able to introduce a few measures in advance in 2025-26 financial year.

Road safety improvements along boundary roads managed by Transport for London

A few proposals were identified by community representatives at the co-design sessions in January 2024 along Addiscombe Road, which is a red route and managed by TfL not Croydon Council. Unfortunately, the council is not able to progress any measures along this boundary road and the council will be discussing these proposals with TfL over the next few weeks as part of the engagement.

Road safety improvements within the residential roads in the neighbourhood project area

Within the Addiscombe East – West neighbourhood community representatives who participated in the co-design session identified various locations where road safety could be improved. These included:

- new crossings,
- box junctions,
- no right turn,
- narrowing side road junction,
- 20 mph limit,
- entry treatment at side road junctions (raising the road surface to the same height? of the footways),
- one way system in a few residential roads where representatives in the eastern part of the area felt it would be better for their streets
- reduce the level of through traffic.

Through traffic problems

In 2015, Lebanon Road was made one way southbound to remove northbound commuter traffic and improve road safety. Consequently, the residential roads adjacent to Lebanon Road felt the impact of displaced traffic, which resulted in the introduction of further traffic management measures on Addiscombe Court Road, Canning Road and Clyde Road in 2018. These measures have since caused traffic to be displaced to residential roads east of Clyde Road during the day and until late in the evenings.

Additionally, Bingham Road which connects Lower Addiscombe Road to Shirley Road also carries high level of through traffic during the day and until late in the evenings. Similarly, Leslie Park Road in the

west connecting Cherry Orchard Road and Lower Addiscombe Road carries through traffic which bypasses the Leslie Arms junction in both directions.

Summary of community engagement October 2023- Nov 2024

In October 2023 the council developed a community engagement plan aimed at working in partnership with the local community across the area to identify solutions to their problems. Below is a table listing various engagement activities leading to November 2024.

Dates	Engagement activities	Purpose
July-Sept 2023	Development of engagement plan.	Setting out the principles of community engagement which was posted on the project web page.
Oct 2023	Shared agreed engagement plan with all resident associations within and outside of the project area.	To ensure transparency and to provide clarity.
Oct 2023	Meetings with resident associations representatives and ward councillors within the area and on periphery.	To build relationship, gain trust and understand resident concerns, set out in detail the engagement journey ahead. Additionally, to discuss key challenges and to manage expectation better, i.e. restricting all commuter traffic during the day could be achieved due to high impact on main roads.
Nov-Dec 2023	Web page live. Drop -in sessions at local venues exhibiting all data collected, collision data analysis.	To provide opportunities for community to have face to face interaction with council, to capture views, concerns and slowly build trust. Outcome of the sessions was used to structure the co-design exercise.
January 2024	Pre co-design session with resident associations representatives (selected by the associations not the council).	To share technical information, explain the structure of the co-design session, answer any queries etc.
January 2024	Co-design session with all representatives from all associations involved.	To ensure wider representation and participation.
April 2024	First feedback in person to association representatives on the outcome of the co-design session and technical assessments.	To share information, be transparent and to keep resident informed of progress. To respond to any queries and concerns.
July 2024	Second feedback in person on technical work and reporting on discussions with TfL.	Keeping association representatives informed and respond to any concerns and queries.
Nov-Dec 2024	Wider community engagement.	To ensure wider community participation on proposals to reduce through traffic and improve road safety.

Summary of outcome of co-design session held on 27 January 2024

Due to the through traffic issues, access restrictions were considered by the community representatives. These measures were intended to reduce the level of traffic intrusion in those residential streets that are mostly affected. The access restriction times suggested were 7pm -7am. Additionally, various road safety ideas were also suggested.

Technical work was undertaken to test the impact on these ideas on the main road network and these were discussed with TfL who after careful consideration approved these proposals / ideas in principle but with Bingham Road starting from 8pm to 7am.

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Summary of proposals for engagement

Before the proposals are finalised, the council undertook additional engagement with various local stakeholders such as local churches, local pubs, and local venues used for community events. This led to changes being made to ensure these local amenities, which provide vital services to the immediate local community and those who live outside of the project area are not impacted. The table below list the access restriction times and road safety proposals which now form part of the wider community engagement.

Integral to the traffic assessments for the access restrictions the council also looked at potential traffic displacement as a direct result of these measures. Two residential roads have been added to the list of access restriction measures with varying operational times for specific reasons. The table below list the proposals and their rationale.

Roads	Resident Association Area	Proposals	Rationale
Leslie Park Road	ECCO	One way eastbound except cyclists.	To prevent displaced traffic resulting from proposed access restrictions in Canning Road which could displace westbound traffic. Additionally, to reduce the level of through traffic. Access restriction measure is not feasible due to the Builders Arms Public House operating until late.
Leslie Park Road	ECCO	Traffic calming, build out with trees.	To reduce speeds as one way working can increase speeds, and to create a better street environment.
Oval Road	ECCO	Traffic calming and build out with tree planting	To create a better street environment and reduce perception of danger.
Tunstall Road and Addiscombe Court Road	ECCO	Additional calming measures as appropriate, to be discussed with residents should they feel the existing measures are not working.	To reduce perception of road danger.
Canning Road	Canning and Clyde	Access restrictions 10:30pm-7am.	To prevent displaced traffic resulting in restrictions in adjacent roads and accommodate St Mary Magdalene Church activities during the evening.
Clyde Road	Canning and Clyde	Access restrictions 10:30pm-7am.	To prevent displaced traffic resulting from restrictions in adjacent roads. The evening use of Clyde Hall requires a 10:30pm start.

Elgin, Havelock, Outram and Ashburton Roads	HOME	Access restrictions 7pm-7am.	To remove through traffic during these times.
Elgin Road / Lower Addiscombe Road	HOME	Yellow box junction.	To improve road safety.
Havelock Road / Lower Addiscombe Road	HOME	Yellow box junction.	To improve road safety.
Outram Road / Lower Addiscombe Road	HOME	Yellow box junction.	To improve road safety.
Alleyway connecting Cannin, Clyde, Elgin, Havelock Roads	Canning & Clyde, HOME	Facility to assist pedestrians crossing at each connecting end.	To improve pedestrian safety at each connecting point and to prevent pedestrians crossing in between parked cars.
Alleyway connecting Outram Rd and Ashburton Road	HOME	Facility to assist pedestrians crossing at each connecting end.	To improve pedestrian safety at each connecting point and to prevent pedestrians crossing in between parked cars.
Northampton Road	ASPRA	Access restrictions 7pm-7am.	To prevent displaced traffic due to access restriction measures in adjacent roads resulting in adjacent roads.
Bingham Road	ASPRA	Access restrictions 10:30pm – 5am.	Later start due to evening activities at both churches.
Bingham Road	ASPRA	Junction improvements at Shirley Road end, zebra crossing near St Mildreds Church, zebra crossing near Lower Addiscombe Road.	To improve pedestrian safety.
Brokenhurst Road	ASPRA	One way working southbound.	To reduce the level of through traffic and improve safety.
Kingscote Road	ASPRA	One way working northbound.	To reduce the level of through traffic and improve safety.
Colworth Road	ASPRA	One way working southbound.	To reduce the level of through traffic and improve safety.
Fernhurst Road	ASPRA	No Right Turn into Lower Addiscombe Road.	To reduce the level of through traffic and improve safety.
Lower Addiscombe Road / Blackhorse Lane	ASPRA	Yellow box junction.	To improve road safety.
Lower Addiscombe Road	From Shirley Rd to Leslie Arms Road	20 mph speed limit.	To improve road safety given the historical collisions problems.

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Next steps

Activities	Dates
Wider community engagement	Nov-Dec 2024
Analysis of engagement outcome and internal reporting	January 2025
Feedback to association representatives in person (last feedback) to include finalisation of all technical work and outcome of all TfL discussions. Additionally, feedback via the project web page.	Feb 2025
Formal submission to TfL on agreed access restriction proposals	Feb 2025
Initiate drafting of Cabinet Report	Feb 2025
Formal Internal Approval for all agreed measures	May 2025 or sooner