

## Auckland Road LTN

24 September 2020, 13:30-15:00

### Attendees:

[REDACTED] LB Bromley (AC) (LBB)  
[REDACTED] LB Bromley (SW)  
[REDACTED] LB Croydon (IP) (LBC)  
[REDACTED] LB Croydon (MA)  
Sam Monck, TfL (SM)  
Andrew Wiseall, TfL (AW)  
Zoe Vidion, TfL (ZV)  
Hannah Farthing, TfL (HF)  
Michelle Wildish, TfL (MW)

### Meeting objective:

Identify the current situation, take account of views and identify a way forward for all parties

### Actions:

- LBC to continue efforts to ensure the shop front scaffold can be removed ASAP and to keep us updated (MA)
- Both authorities to feedback to TfL information held on particular congestion pressure points so this can be compared with data held and used to decide locations of signal interventions
- LBC to share its monitoring strategy proposal as it stands (IP)
- LBB to consider what extra monitoring it would like to see so this can be inputted into the strategy (AC)
- TfL to consider what can be added to the strategy related to bus delay to help build an overall picture (AW)
- Revisit issues two weeks after the removal of the scaffold to assess any difference/ sufficient difference is made (All)
- Arrange follow up meeting (MW)

Notes of the discussion follow

### LB Bromley position:

- Acting on behalf of Bromley residents affected by the unintended consequence of the Low Traffic Neighbourhood (LTN) that starts at the borough boundary with Bromley and Croydon at Auckland Road and includes the closure of three roads; Fox Hill, Stambourne Way and Sylvan Hill
- LBC corresponded with LBB in late July to inform them of their proposals and to share traffic orders. This was too short notice and the measures were introduced before LBB could respond
- LBB has received a significant amount of negative feedback from residents about the LTN and the widespread view is that LBB residents' needs were not accounted for when the LTN was introduced

- The LTN has not benefitted residents and has resulted in traffic being pushed onto inappropriate roads in the area on the LBB side of the neighbourhood. There is severe congestion on the A214 and the A213, further increased by the return of schools
- The impact of the LTN is widely spread, and includes abnormal and increased congestion on Cambridge Road and Seymour Villas at the South Norwood end of the LTN bound by the A213
- In August, LBB suggested the LTN closures of Sylvan Hill, Stambourne Way and Fox Hill be removed for now, and to develop a cross borough approach for the short term to take away pressure from residents and relieve congestion on main roads
- LBB is aware of the restriction on the A214 Church Road due to the damaged shop fronts and scaffolding in the carriageway and considers this is more cause for the closures to come out
- Data is observational, noting slow moving traffic queues. This is well supported with anecdotal observations including Google maps and Waze route planners suggesting traffic avoids Anerley Hill and diverts into local roads
- LBB has approached TfL and the GLA requesting they take action to wind back the closures
- The legal basis for this is an interpretation of the 1984 Road Traffic Act and the duty to consult with a neighbouring borough when introducing changes that may affect its road network

### **LB Croydon position**

- Historically a change was made to the Crystal Palace triangle (A212, A214) to make it one-way with the support of local businesses. This generated an expected 50 per cent more traffic around the Triangle with a strategy to queue traffic on its approaches (from Church Road, Central Hill, Crystal Palace Parade and Anerley Hill. LBB has acted to close access into the Triangle from Belvedere Road, and to prevent vehicles entering Cintra Park from Anerley Hill to protect local roads
- LBC needed to take swift action during lockdown to enable socially distancing and create space on streets for exercise
- Auckland Road was already closed to through traffic due to ongoing utility work. As this was due to be removed, LBC acted to keep this road closed to assist residents in nearby Southern Avenue previously suffering from congestion and rat-running
- Further measures were then required to address increased traffic diverting away from the closure on to Sylvan Hill and Stambourne Way with road closures. Subsequently Fox Hill needed protection and was also closed. In addition, a bus gate was installed on Auckland Road to restore the 410-bus route while keeping the road closed to through traffic
- The Auckland Road area, based on TfL strategic cycling analysis and Strategic Neighbourhoods Analysis is considered suitable as an LTN and a cycling route from Crystal Palace to Holmesdale Road
- The LTN represents value for money, as a much cheaper way to introduce cycling and walking
- LBC has also requested funding for Sydenham Road to help link the strategic cycle / walk route to Croydon town centre into Dingwall Road where the council has

- already closed it to through traffic (at its junction with Lansdowne Road), and introduced semi-segregated cycle lanes and cycle parking jostas ready to connect
- The damaged shop fronts are at 109/111 Church Road, Damage occurred in March. The subsequent lock-down delayed progress with insurance claims for building repairs. A timeline is now in place that plans for the scaffold to be removed on 20 October
  - At present the temporary traffic lights have been adjusted to enable traffic to head straight on the turn right and this has helped
  - Once the temporary lights are removed Church Road is expected to return to previous levels of use but noted it is traditionally a very a busy junction

### **TfL scheme assessment (Andy Wiseall, Network Performance)**

- The team has monitored bus delays and vehicle delays and looked in detail at modelling
- This has included site visits by the team on several occasions to build a picture at different times of the day and to look closely as particular roads highlighted to them, including Milestone Road and Belvedere Road
- The assessment concludes the root cause of delay in the area at the moment is the shop front scaffolding and temporary lights
- Assessments also concur that the Anerley Hill/Church Road junction is very busy and over capacity
- Delay is also seen on the Central Hill arm of the triangle and this is where the greatest delay to buses is being recorded
- Lots at play but in summation of greatest impact of delay in the area is being caused by the temporary lights on Church Road

### **Discussion**

- AC noted A213 Penge Road/Croydon Road is also coping with heavy traffic and asked if data showed this
- AW not seeing abnormal delay but that the Croydon Road/Portland Road/High Street junction did show delay however the ability to aggregate that out from wider traffic changes in the area can be difficult
- IP noted that traffic on A roads, through no desire on LBC's part, was being sent on alternative routes through Cintra Park and other roads and LBC wants to work with LBB on solutions
- LBC has updated its Streetspace web page with a version two proposals and is seeking views on enforcing no entries and the bus gate with cameras and offering exemptions t residents. It is proposed these exemptions will apply to residents in Bromley in the area as well
- MA added that an exemption scheme with camera will be tested in an LTN near to Croydon town centre in November and could be rolled out in Auckland Road early 2021. Under the scheme three vehicles per house wold be granted access and permits would be given to doctors form the local surgery
- LBB concern is the LTN can only work for selected residents and does not help those living on main roads who have increased congestion for e.g. Anerley Hill

- Some people benefit but the wider area does not. The benefit of LTNs is recognised but can only work in smaller areas
- IP noted TfL's Strategic Neighbourhoods Analysis indicates there are 10-20,000 residents in the LTN area and there is also some feedback that in support
- LBB is keen to encourage cycling but can't support measures when they cause as many problems, the disbenefit is too great and can lead to a them and us/car v cycle mentality. On this occasion, looking at the huge volume of correspondence there is plenty to suggest that overall there is little benefit to this LTN
- IP referred to this being part of action urged via central government, and the need to build on behaviour change now to address serious issues around health, resilience, pollution and climate change, and promotion of active travel
- AC does not disagree with any of the reasons why. As transport professionals this must not be ignored and active travel is to be promoted, but with genuine alternatives. When a scheme does not work, we should not keep pressing ahead. This LTN does not appear to be working.

### **Possible options**

- LBC suggest making north end of Milestone Road one-way entrance only from the Triangle, suggesting that LBB could camera enforce if they wish. This removes it as an alternative route with Google and Waze, however LBB does not have power to put in cameras and further mitigations will compound issues elsewhere
- Removal of the scaffolding will not solve all the resident issues. When all arms were available, traffic filtered with little issue and heavy traffic was not an issue along Hamlet/ Auckland. Road
- LBB consider starting point is to roll back the closures and allow traffic to find its way through the area until the scaffolding goes - then work together on a scheme for the whole area.
- ZV notes it's important to focus on whether traffic congestion is due to the scaffold or the LTN
- While LBB would like the LTN removed until the scaffold goes, LBC does not believe taking out the LTN to resolve a temporary issue is the way forward. Any further mitigations in advance of 20 October were not identified
- Explored whether the scaffold can be removed sooner however MA confirms due to structural issues the 20 October date is the earliest this can happen
- Discussed a monitoring strategy to benefits all three authorities to enable a better assessment of the impact of the LTN. LBC had already looked into this but had not progressed due to lack of funding. The proposals included robust before data and would give an accurate position. It was agreed TfL would look to evolve this and try to identify funding to assist
- Additionally, TfL will look to make signal changes at strategic points and both boroughs to feed into this with details of locations where congestion is seen regularly based on the feedback, they have from resident
- As there had not been an agreement to remove the measures, AC asked if TfL had a legal comment. SM confirmed we cannot make a legal comment on behalf of TfL or the GLA as this must be from our legal team. Instead this meeting is focussed on what practical steps can be made to resolve the disagreement
- Agreed there is not political support to additional measures on Bromley roads

- Similarly agreed there is not political support for adjustments or removal of the LTN
- Importance of understanding the traffic conditions situation before and after the shop front damage and traffic management
- We will meet again once the shop front is resolved to see if anything is eased
- Noted this does not resolve tension or concern for residents or between the boroughs but agreed the importance of monitoring is key

Ends