

## **HOME RA Questions**

### **Question 1: Who was responsible for the development of the proposals?**

The Council's Highway Design Team developed the proposals.

### **Question 2: Were there any restrictions put on the team in terms of seeking a solution and if so what were they?**

No restrictions were placed on the team. However, like all schemes the proposals produced must be in alignment with statutory instruments and guidance.

### **Question 3: If this is considered a better scheme, then why did previous highway experts and traffic consultants not identify this solution over the last two years?**

Previously, officers and partners have explored different interventions to balance the over-arching objective of traffic volume reduction within the HOME area whilst minimising displacement of traffic onto the road network.

Officers carried out an engagement exercise on night-time restrictions (a part-time option) however the engagement exercise resulted in several objections to this proposal. A report was produced and a decision made not to proceed with that scheme.

The Council's Design Team then moved their focus to physical interventions that will operate 24/7 days in place of possible part-time interventions. Even though this is not a "perfect" solution, it is seen as a positive step in addressing residents concerns by make the HOME Area less attractive to motor traffic. This is why at this stage we are proposing to install this scheme as a trial with comprehensive monitoring. The benefit of the trial scheme is that we can refine the scheme in response to feedback during the experiment.

### **Question 4; Have qualified experts provided any formal evaluation regarding the anticipated effectiveness of these proposals with reference to:**

- i) Daytime Traffic Impact – including anticipated response from TfL.
- ii) Nighttime Traffic Impact
- iii) Traffic Flow & Width restrictions – existing parking arrangement
- iv) Potential impact on other HOME Roads

No independent expertise or analysis has been commissioned given:

- a) There is no guaranteed % reduction in motor traffic without a credible model and/or trial. Any modelling would need to consider the pending Croydon flyover works led by Transport for London which would have wide ranging impacts on the borough network.
- b) The Council has limited funding available for modelling work.

The Council commits to a comprehensive monitoring exercise post-implementation which will evidence the impact of the scheme. Currently the proposals are

undergoing an independent road safety audit, we are waiting for the outcome of the safety audit.

In relation to the anticipated response from TfL, as with all our statutory consultees they will have an opportunity to respond when we consult on the scheme. We cannot pre-empt their response.

The scheme is intended to make the HOME roads less attractive to non-residential through traffic who should stay on the main road network. The proposed measures are designed to cause deliberate conflict/friction/delay which we hope result in a net reduction in motor traffic using these roads 24/7. The effectiveness of this will be monitored and as with all schemes there will be an initial "settling in" period where drivers become accustomed to the new measures and find alternative routes or stay on the main road network (our preferred outcome). Hence the suggestion to introduce the scheme as trial in place of a permanent measure.

The existing parking layout creates a variable narrowing and can't be relied upon. The scheme introduces defined "pinch points" at set locations which makes the roads less attractive, resulting in a change in driver behaviour. The intervention is not only based on "width" - it's a combination of priority control plus consistent geometry which is more reliable.

It is agreed that displacement onto other residential roads is a risk. The monitoring strategy will include other roads to measure the impact on these streets, equally residents will have an opportunity to take part and provide feedback as part of the experiment.

**Question 5: How much is the new proposal costing vs. an experimental nighttime restriction with cameras?**

The new proposals are at concept stage, not detailed design stage; the estimated cost to build the scheme is expected to be £50-60k. It must be noted that these proposals will operate 24/7.

The cost for building a nighttime scheme without cameras is estimated at £70-80k. These are part-time restrictions plus there is a concern that, in the absence of enforcement, compliance would be low or non-existent resulting in the need for cameras at significant cost. The scheme costs with cameras could be up to £500k.

The cost of the engagement carried out last year was circa £15,000.

**Question 6: We were told we can't have our preferred nighttime scheme, but research indicated that the Council has made other schemes permanent even though there were high numbers of objections.**

The decision to make other schemes permanent would have been based on various factors of which one would have been objections. Decisions should be made on the balance of evidence including safety, network impacts, equality duties and trial results.

Whilst the nighttime scheme is favoured by HOME RA there have been significant objections received and a decision has been made not to proceed.

To introduce the nighttime scheme, formal engagement and approval would need to be sought with TfL which includes:

- Dual agreed monitoring strategy
- Proposed mitigation measures
- Agreement from London Buses
- Agreement from TfL Signals
- Agreement from TfL Surface Transport/Networks
- Agreement from Road Space Performance Group (RSPG)
- Section 8 agreement to work on the TfL network including installation restriction signs, the size shape and form plus additional advance warning signs.

**Question 7: Significant loss of parking bays, particularly in Elgin Road:**

The design is at concept stage. As it develops, we will look at ways in which we can reduce the impact on parking. Current parking occupancy data suggests that on average across the HOME roads parking occupancy is at 55%. Additionally, most dwellings in this area have access to off-street parking facilities.

**Question 8: Introduction of rain gardens what the merits of these are:**

The rain gardens are being proposed as a softer measure to improve the local street scene, create a sense of place and improve the environment for residents. They have value by building reliance in our highway drainage systems by capturing some of the surface run-off helping alleviate flooding. If the scheme progresses at the experimental stage, we will not introduce rain gardens immediately; these can be included later if the scheme becomes permanent.

**Question 9: Need for Controlled Parking Zone on Ashburton Road?**

The Council is aware of this ask, we will explore opportunities and viability of introducing/extending controls in due course.