



# The Association of British Drivers

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Croydon Tramlink Extension Consultation  
Transport for London  
FREEPOST NAT22450  
London  
SW1 0BR

13 December 2006

## Response to Croydon Tramlink Extension Consultation

Dear Sirs,

The following are our comments on the above mentioned public consultation. However I would firstly like to say that we deplore the fact that there seems to be no intention to consult on the principle of the extension. No sound business case has been made for this proposal as yet. Bearing in mind the major problems with the existing Tramlink network in terms of its poor economics and negative impacts on the road network in some parts of Croydon, it is gravely disturbing that yet more investment is being proposed in this system without proper public scrutiny and consultation.

As regards the three route options that are presented in the TfL consultation document, our comments are:

### **1. Option 1 (Anerley Hill – on street)**

We strongly object to this option as we do not agree with the comment in the consultation document that "the tram would not have a substantial impact on traffic when running along Anerley Hill". The presence of trams would increase congestion on this road and reduce the traffic flow. The installation of proposed tram stops on such a high traffic flow route would be particularly disadvantageous. There would also be disruption and additional delays where the tram track crossed the road to enter Crystal Palace Park. Anerley Hill is already severely congested at times and the addition of the tram track would clearly make matters worse.

In addition significant on-road parking would have to be removed and businesses and retail premises on the route would definitely be badly affected.

Another disadvantage is the severe disruption to road traffic that would occur during construction of the tram track.

## **2. Option 2 (Crystal Palace Park – via railway)**

We prefer this option as it has less impact on traffic flows on Anerley Hill, and provides a much better interchange with Crystal Palace station for passengers. Although it has a larger impact on Crystal Palace Park that part of the park does not contribute substantially to public or environmental benefits and we believe the advantages of this route outweigh the disadvantages.

## **3. Option 3 (Anerley Road/Crystal Palace Park)**

This option just appears to us to be a rather poor compromise. It has the disadvantage of running on part of Anerley Road, the disadvantage of taking significant park land and the only real benefit appears to be lower cost.

Based on the arguments put forward above, we therefore have a strong preference for Option 2 over any of the other options.

Yours sincerely

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### **About The Association of British Drivers (ABD)**

The ABD is the leading independent organisation which represents the interests of private motorists in the United Kingdom. We campaign to protect the rights of individual road users and believe that road transport is a beneficial and essential element in the UK transport infrastructure. We oppose excessive taxation of motorists and are against tolls and road usage charging. We also campaign for more enlightened road safety policies. The Association is a “not for profit” voluntary organisation which is financially supported primarily by its individual members. More information on the ABD is available from our web site at [www.abd.org.uk](http://www.abd.org.uk)