

Surbiton Crescent Community Call-in Officer responses to the concerns raised in the Community Call-in

Listed below are the concerns raised in the Community Call-in and RBK officer responses to those concerns:

- *The Committee failed to call in a parking enforcement officer to discuss the issue of fines.*

The purpose of the meeting was to consider the objections raised to the formal Experimental Traffic Management Order (TMO-P236) and the outcomes of the traffic assessment for the trial traffic restrictions of Surbiton Crescent and whether the Experimental Order should be continued in force indefinitely.

Legal

The enforcement of the restrictions imposed by the Experimental Order, against those who contravened its provisions by issuing of Penalty Charge Notices (PCNs) and the subsequent challenges made to the Parking Adjudicator, was not a matter relevant to the decision before the Committee namely, whether Experimental Order should be continued in force indefinitely in the light of the formal objections received in accordance with the provisions of the Local Authorities' Traffic Orders (Procedure) (England and Wales) regulations 1996 (the Regulations) TMOs and the traffic assessment undertaken. It was not therefore considered necessary for a parking enforcement officer to attend the committee.

The Council's traffic enforcement is governed by the provisions of London Local Authorities and Transport for London Act 2003.

- *The traffic assessment surveys did not publish the volume of vehicles in Maple Road and Surbiton Road before and after the trial restrictions.*

The Residents Committee report focussed on the traffic impact on the key residential roads that residents had previously expressed concerns over, namely Surbiton Crescent, Anglesea Road, Palace Road and Uxbridge Road.

However, Paragraph 10 of the Report stated: *"The majority of traffic that used to use Surbiton Crescent has diverted to Surbiton Road (the A240, categorised as an 'A' Road on the Principal Road Network) and Maple Road (the northernmost section between Surbiton Crescent and Surbiton Road, categorised as a 'B' road) as anticipated by the traffic modelling work carried out prior to the trial being implemented. These strategic roads are better suited to cater for through-traffic and key junctions are controlled with traffic signals. Traffic on Surbiton Road has increased by an average of 187 vehicles per hour."*

To clarify further, traffic in the northernmost section of Maple Road has increased by 177 vehicles per hour (both directions combined), which equates to approximately 3 additional vehicles each minute. The precise figures for Surbiton Road and the northernmost section of Maple Road are included in the table below, along with the other affected roads:

	'Before'	'After'	Difference
Surbiton Crescent	377	185	-192
Surbiton Road	910	1,097	+187
Maple Road	525	702	+177
Anglesea Road	38	39	+1
Palace Road	97	83	-14
Uxbridge Road	54	51	-3

Vehicles per hour, two-way average flow, weekday between 7a.m. and 7 p.m.

- *There was no published assessment of the vehicle pollution levels, before or after the trial restrictions, in Maple Road and Surbiton Road.*

This is not something the Council routinely carries out for traffic schemes of this nature. Instead, air quality is monitored borough wide through a number of fixed stations. However, the trial has shown that overall traffic levels and congestion, a key factor in air quality, have not increased in the area.

With regard to Surbiton Road and Maple Road the traffic signal timings at the junctions have been adjusted to allow for the new traffic patterns that have emerged as a result of the trial. These junctions continue to operate well within their capacity.

- *The formal objections to the experimental TMO - 236 were not properly discussed or noted. Some were edited before publication and some were not published at all despite receiving responses from the Go Cycle team.*

In order to address and respond to the objections in a coherent manner, the common themes were identified and were grouped together under [Annex 1](#) of the Residents Committee report. A response was then provided to each theme.

The key objection themes were also debated at the Committee meeting through public and councillor questions with answers, where appropriate, from Council officers.

Legal

Any person who wished to object to the making of an order for the purpose of continuing the experimental order indefinitely must state *“the grounds on which it is made”*. This requirement was set out in the Notice of Making of the Experimental Order, published by the Council in the Surrey Comet and The London Gazette on 12/08/16, in accordance with Regulation 23(3) of, and Schedule 5 to, the Regulations.

During the six months objection period, which ran from the day the Experimental Order came into force (22/08/16), 19 formal objections were received by the Council. These were detailed in [Annex 3](#) to the Residents Committee report. Each objection was set out in full and were not edited except to remove confidential information.

- *The health and safety of school children and staff from Surbiton High School has not been addressed in any part of the Surbiton Crescent Traffic Management Order and Traffic Assessment report.*

Road safety has been of paramount importance both in the initiation of the trial scheme and the subsequent recommendations. The main school entrance is situated in Surbiton Crescent. Prior to the introduction of the trial traffic restriction Surbiton Crescent had high volumes of free flowing traffic with uncontrolled crossings for pedestrians. The reduced traffic volumes and speeds in Surbiton Crescent, as a direct result of the trial scheme, have greatly improved safety in Surbiton Crescent, especially for pedestrians and cyclists.

As set out in the Committee report, a safety audit was undertaken as part of the trial traffic restriction. The increased traffic of approximately 3 vehicles per minute in Maple Road and Surbiton Road is not considered to have had a material impact on the health and safety for staff and school children. These are A and B roads, designed to cater for larger traffic volumes, and they already have traffic signals and controlled 'green man' crossings. Signal timings at the junctions have been adjusted to reflect the new traffic patterns so that they continue to operate well within their capacity and regulate traffic flows.

In addition, the school has been provided with a special key to operate the pelican crossing on Maple Road by its junction with Claremont Gardens so as to enable the 'green man' time to be extended to allow large groups of children to cross in one go. The crossing is raised to pavement level with ramps to slow vehicles.