Purpose
This report outlines the outcome of a public consultation on proposed width restrictions in the above roads.

Recommendations
To Resolve that -
1. the results of the consultation are noted, across both Kingston Town and Maldens and Coombe Neighbourhood Committees;
2. given that the response rate is low, and for the reasons explained in paragraphs B and C, no further action is taken on the proposals for Crescent Road and Queens Road; and
3. The Committee's decision is fed back to the Residents Working Group.

Key Points
A. Following direction by the Maldens and Coombe Neighbourhood Committee on the 17 January 2018 and at the Kingston Neighbourhood Committee on 24 January 2018, a local consultation was conducted on proposed width restrictions at Crescent Road and Queen's Road. The purpose of the consultation was to consider proposals to reduce the number of heavy good vehicles using residential roads and subsequent traffic congestion.

B. Whilst it is understood that a review of Neighbourhood Engagement is being undertaken, at present the Maldens and Coombe Neighbourhood require consultations to achieve a response rate of 40% before any further action is taken. It is understood that this threshold was put in place as guidance, and to encourage full engagement with residents as part of the consultation process.

C. Irrespective of the current threshold in place, officers consider that the 10% response rate achieved does not provide a significant indication of public support, or opposition, especially given that the proposed measures would impact on a much larger proportion of the local area than have engaged in the consultation exercise. On this basis, officers do not believe the measures offer value for money and do not offer significant community benefit.
Context

1. As stated above, the Kingston Neighbourhood Committee and the Maldens and Coombe Neighbourhood Committees previously considered the request from petitioners to urgently calm and limit traffic using the upper part (eastern section) of Kings Road, between Park Road and Queens Road.

2. When considering options to address these matters, it was agreed by both Neighbourhood Committees that a consultation would be carried out to gauge support for the introduction of two width restrictions, at Crescent Road and at Queen’s Road. It was clarified that each width restriction would only restrict the access for HGV’s.

3. The consultation was widely distributed, and as such, it is likely that roads, where there is a significantly low response rate, may have not considered that this was a matter that concerned them.

Proposal and Options

4. Following discussions with the residents’ working group, two locations were identified as sites that might benefit from the proposals as shown at Annex 1. The plans developed for the public consultation were based on the residents’ concerns, but have been reviewed by officers from a technical perspective and site observations.

   **Location 1:** Width restriction in Queens Road (outside Sunniglade Court)- the width restrictions will only restrict access to Heavy Goods Vehicles on the ‘in’ coming side of the road. A 17.5m extension of double yellow lines will be applied along the frontage of 1-6 Sunningdale Court to prevent obstruction to the width restriction proposals. This will result in losing three or four car parking spaces. You can see this in more detail on the attached plan.

   **Location 2:** Width restriction in Crescent Road (outside 72 Crescent Road)- the width restriction will only restrict Heavy Goods Vehicles on the ‘in’ coming side of the road. A 15m extension of double yellow lines will be applied along the frontage of 68-70 Crescent Road. This will result in the loss of three shared use bays. You can see this in more detail on the attached plan.

Consultations

5. 1433 consultation letters were delivered, so far 136 responses have been received (9% response rate), and the results are set out below. The results of the consultation on a road by road basis can be found at Annex 2. The closing date for the consultation/returned responses was 21 October 2018, and as this is after the date for the preparation of the final Committee Report, the most up to date results will be submitted as late material.
1. Q1: Do you feel there is a problem with heavy goods vehicles accessing your road?

   Yes ☐ 75  ☐ No 60

2. Q2: If you answered yes to question 1, would you support a width restriction in Queens Road restricting heavy goods vehicles on the incoming side of the road? Please refer to plan.

   Yes ☐ 65  ☐ No 33

3. Q3: If you answered yes to question 1, would you support a width restriction in Crescent Road restricting heavy goods vehicles on the incoming side of the road? Please refer to plan.

   Yes ☐ 66  ☐ No 30

4. If you answered yes to question 1 (you agree there is a problem in your road), but you said ‘no’ to question 2 or 3, could you please tell us why?

Some of the comments received:

- This proposal will just shift all heavy goods vehicles down to adjoining such as ours.
- Refuse lorries?
- We think the proposals will course more congestion due to restricting access for larger vehicles to the riding stables and refuse collection, also it appears that it will force larger vehicles into surrounding side streets.
- We would not be in favour of the reduction of parking spaces as they are already under pressure in Queens Road and Crescent Road.
- This is in an Excellent idea.
- This is congestion top of Crescent Road and Kingston Hill No right turn between 8-4?
- No decision should be made until the Kings Road issue has been resolved. worry that a HGV will come into the garden.
- I’m concerned that position in Queens Road will result in HGV’s turning in Queens Road.
- Make sure they don’t become choke points for cycles in conflict with cars. HGV’s are only a small part of the problem. The volume of traffic needs to be
reduced.

- If restrictions are introduced there should be 2 as 1 would serve to direct traffic to the alternate route.

- We rarely see HGV's in Crescent and Queens Road we are already narrow and constricted.

- The scheme is not necessary.

- Emergency services could not pass and parking will be lost.

- It will lead to traffic build up in both Liverpool/Queens Road/Richmond Park during rush hours.

- The restrictions will slow everyone down and will create traffic chaos.

- The bigger issue is speed in general on Queens Road.

- The is a waste of money there is no problem.

For more details please see Annex 3.

5. Whilst it can be seen from the responses above to questions 1 to 3, the response rate to the consultation is below that set, and currently in place, for the Maldens and Coombe Neighbourhood Committee. As both of the proposed width restrictions are in, or partly in the Maldens and Coombe Neighbourhood, it is considered that the recommendation is that there should be no further action taken on this matter.

**Timescale**

6. Given the recommendations above, it is proposed that no further action is taken and as such no forward timetable is required.

**Resource Implications**

7. Given the recommendations above, it is proposed that no further action is taken and as such there are no resource implications with this element of any scheme.

**Legal Implications**

8. There are no specific legal implications at this stage, however, should the scheme proceed Traffic Management Orders (TMO) would be required to make the proposed changes, and any legal issues arising at that stage would be the subject of a further report to this Committee.
Risk Assessment

9. A full risk assessment would be carried out once any approved scheme is agreed. The key issues that would need to be considered are any displaced traffic (depending on the scheme approved), and the potential for increase speeding. There would also need to be close monitoring for compliance, and this may be a bigger issue during the summer months when Richmond Park is busier.

Equalities Impact Assessment

10. LIP Schemes are covered by an overarching EQIA, and as such no individual assessment is undertaken.

Network Implications

11. There would be some disruption to the network for a short period during the construction of any approved works. In general terms, the proposed changes will have an impact on the local highway operation, with the displacement of HGV into main roads.

Environmental Implications and Air Quality

12. It is considered that all options would have a positive impact in reducing traffic congestion and remove HGV from residential roads.

Background papers -
Kingston Town Neighbourhood Committee item Jan 2018;
Maldens and Coombe Neighbourhood Committee meeting Jan 2018;
Local consultation questionnaire;
The result of local consultation;
held by author/other - Younes Hamade

Author of report - Younes Hamade, Senior Professional Engineer

- None other than those referred to in this report

OR

- List of reports/documents