

Kingston Town Neighbourhood Committee

22 January 2019

King's Road - Options for Consultation

Report by Director, Communities

Call-in deadline Tuesday 5 February 2019 (ten working days after the meeting)

Purpose

This report outlines options available for consultation, to address the issues raised by residents for the section of Kings Road between Park Road and Queens Road, and seeks members agreement on the way forward.

Recommendations

That the Committee **resolves to**:

1. Approve a local consultation on the options shown on **Annex 1**, with the results reported back to a future meeting of this Committee.

Benefits to the Community:

Provide the opportunity for residents to consider options to further reduce through traffic and vehicular speeds, and provide improvements to the local environment, thus encouraging other modes of transport such as walking and cycling.

Key Points

- A. The report outlines options available and seeks members' views/comments and approval for local consultation on any supported measures. The consultation results will be reported to a future Committee meeting for consideration.

Context

1. A Heavy Goods Vehicle (HGV) ban was introduced in the North Kingston Area, including King's Road, in 1985. This was aimed at restricting vehicles greater than 7.5 tonnes from entering the area, albeit included an 'except for access' element.
2. In November 2006 Kingston Town Neighbourhood Committee agreed to include the section of King's Road, between Park Road and Queen's Road, in an area-wide 20mph speed limit. This was an extension of the existing

Canbury 20mph zone, which already included King's Road between Richmond Road and Park Road, and was implemented in 2007.

3. A petition was received in March 2010 from residents of King's Road, between Park Road and Queen's Road. This called for a reduction in speed and congestion and stopping larger vehicles from using this section of King's Road. The petition also requested that a one-way system was introduced in the area, as the petitioners felt that King's Road was not wide enough for two way traffic. Residents also wanted two-speed cushions replaced with speed humps, and a width restriction installed to prevent large vehicles from turning into Queen's Road.
4. At the meeting in December 2010, Kingston Town Neighbourhood Committee considered a report on the petition issues and resolved that no changes were to be made to the traffic management arrangements in King's Road, between Park Road and Queen's Road.
5. A new online petition was commenced in February 2017, with 42 signatures from King's Road residents living in the section between Park Road and Queen's Road, asking the council to implement significant traffic reducing measures to urgently calm and limit traffic using the upper part of King's Road, between Park Road and Queen's Road. The petitioners highlighted the following points:
 - *The end of King's Road, where it meets Queen's Road and Park Road, has become a major "rat run". Drivers use this section of road, particularly during rush hour, to bypass Park Road/Kingston Hill to reach the A3, or to enter Kingston town itself through back roads, or to drive to Richmond, or to drive to Kingston Gate to commute through Richmond Park.*
 - *The road was not built to handle this volume of traffic. SatNavs usage has seen an increase in large vehicles such as lorries and skips hire vehicles which travel at speed down or up the road. At both entrances to this section and these vehicles have to enter using the other side of the road to 'make the turn'.*
 - *At the east end of King's Road (refuge island at the Queen's Road junction), the central bollard has been repeatedly damaged as a result of these maneuvers. Lorries have often become stranded on the single traffic bell bollard which was put there to stop traffic cutting the corner.*
 - *King's Road does have some speed cushions, but the majority of vehicles traveling along this stretch merely straddle these traffic calming measures, which are therefore felt to present no deterrent. The central reservation for pedestrians is not respected, with pedestrians squeezing between vehicles to cross the road. This area*

has high footfall given its proximity to the park gate and local primary schools.

- *We repeatedly see cars speeding through the single track to beat the car at the other end before it comes through. This is particularly the case during rush hours.*
 - *Given the volume of traffic, witnessing road rage has become the norm in this part of King's Road. Residents are regularly subjected to hearing honking horns and foul language, as the amount of traffic exceeds the road's capacity, and then gridlock develops. Frequently we have drivers getting out of their cars to argue with each other, then when tempers calm a little, they begin directing the traffic so it can move again! I have taken photographs of this farcical behaviour.*
 - *The increased traffic and waiting traffic, has increased pollution at peak times. The fumes can be smelled during peak times. Residents' homes regularly shake with the lorries going down the road. The noticeable increase in traffic using King's Gate, Richmond Park has been noted by the recent traffic survey by the Royal Parks, the results of which were published this January. This has had a knock on effect on the traffic using the surrounding roads, King's Road is one of them. This section of King's Road is single track and not built to take this volume of traffic.*
6. Further to the online petition, a meeting was held with some residents from King's Road, the Chair of Kingston Town Neighbourhood Committee, a local councillor and an officer. The meeting concluded that in order to deal with the traffic management improvements to the area, and particularly the HGV intrusion, there was a need to have a broader approach to deal with this issue. This led to the scope being widened so that the proposed scheme will consider issues affecting both the Kingston Town Neighbourhood and Maldens and Coombe Neighbourhood.
7. The main objectives of these proposals are to examine how to reduce the number of heavy goods vehicles using residential roads whilst ensuring genuine deliveries can take place and also to consider the requests of the recent on-line petition, and the points raised at the meeting with residents.
8. At the meeting on 24 January 2018 of the Kingston Town Neighbourhood Committee, a report on this project was considered that took all of the above matters into account. The committee resolved the following:
- *Local consultation on the proposed width restrictions at Crescent Road and Queen's Road, to reduce the number of heavy goods vehicles using residential roads, be approved; and*
 - *A working group with local residents be set up to discuss further options on Kings Road.*

9. Following the January 2018 Committee meeting, the working group met two further times - on 21 March 2018 and 18 July 2018. The second meeting was later than ideal, but was delayed and arranged after the purdah/election period. The timing of the second meeting precluded any consultation being completed before the summer school holiday period.
10. On 31 October 2018 and 1 November 2018, the Maldens and Coombe and Kingston Town Neighbourhood Committees respectively, considered the results of the local consultation on the proposals for width restrictions, where they felt that a 10% response rate 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. Hence, both Committees approved a do nothing scenario.
11. Kingston Town Neighbourhood Committee also considered a separate report on further feedback from the Working Group, which was set up to develop options to address the request from petitioners to urgently calm and limit traffic using the upper part (eastern section) of Kings Road. In response to that report the committee approved the following:
The works at the junction of King's Road / Queen's Road, outside Richmond Park gate are approved on safety grounds and further consideration by officers is given to the options proposed for consultation, and a report is submitted to a future meeting of the Committee for consideration.
12. This report provides an update on that further consideration, in terms of the proposals set out in **Annex 1**.
13. The collision data for the last five years is set out in **Annex 2** and shows that 5 out of the 15 collisions (2 serious and 13 slight) in Queens Road occurred at the Kings Road junction, close to Richmond Park Gate.
14. The latest results of the speed survey in these roads is set out in **Annex 3**, which shows the average speed between 7.00 am - 7.00 pm is 21 mph, and this complies with DfT guidance for providing 20mph schemes.

Proposal and Options

15. The speed data in Annex 3 is within the recommended criteria for 20mph schemes however, the number of collisions is higher than would normally be expected given the residential nature of the road. Whilst Queens Road and Kings Road are clearly used as an alternative through route to avoid Park Road, it is considered that the local environment should reflect the residential nature of the area, to make local people feel safer, and thus encourage more walking and cycling. The Mayor's Transport Strategy has a key theme of providing Healthy Streets that are safe, attractive and help facilitate more walking and cycling.

16. Taking this into consideration, alongside the previous consultations and suggestions put forward by the working group, it is recommended that measures to address the issues raised by Kings Road “between Park Road and Queens Road” residents are proposed for the time being. Subject to approvals, the situation should then be monitored to assess the impact of measures on the rest of the area.
17. The most recent traffic speed survey for Kings Road, between Acre Road and Park Road, indicated the mean speed is within the recommended value for introducing 20mph schemes. With regard to footway parking, this scheme has been in place since 1995, and no collisions have been reported as a result of this scheme. It is not ideal, but the arrangement meets the demand for on-street parking for local residents, and provides the minimum footway width which can accommodate wheelchair users.
18. Reflecting on the above, it is recommended that local residents are consulted on the following:
 - **Option 1** is to make King’s Road one way, towards Park Road. With the current traffic calming measures in this road, this will reduce the level of through traffic, reduce air pollution and remove congestion. However, it will have a significant impact on the surrounding roads, by making New Road and Tudor Road one way towards Queens Road, that will increase the level of traffic and speed in these two roads. Hence, it is proposed to introduce traffic calming measures as well in these roads to address these issues. Nevertheless, it is recommended this option taken forward for local consultation. See **Annex 1** for more details.
 - **Option 2** is to do nothing.

Timescale

19. Subject to Committee approval, local consultation could be carried out in January 2019, and the consultation results reported to the March 2019 meeting of this Committee.

Resource Implications

20. It is expected that, if approved, the cost of local consultation and the introduction of the scheme to be around £15,000. £5,000 for consultation will be met from this year’s Local Implementation Plan (LIP) allocation, and the £10,000 for implementation would be met from the 2019/20 LIP allocation.

Legal Implications

21. At this stage, there are no legal implications to be considered.

Risk Assessment

22. A full risk assessment would be carried out once any approved scheme is agreed.

Equalities Impact Assessment

23. Schemes of this nature are covered by an overarching LIP EQIA, and as such do not require a specific assessment.

Health Implications

24. It is anticipated that the proposed schemes will remove conflict and encourage walking to school, hence it is expected to have a positive impact on health and well being.

Road Network Implications

25. The proposed schemes could have network implications on surrounding roads, by making part of Kings Road one way we will be transferring some traffic onto surrounding roads.

Environmental Implications and Air Quality

26. Kings Road has a 20 mph speed limit, therefore, it is anticipated that the proposed schemes should not impact negatively on air quality. Whilst it is expected to enhance conditions by reducing queues and congestion along this road, there is the offset that conditions in other roads will possibly worsen.

Benefits to the Community

27. Further reduction of through traffic and vehicular speeds, and improvements to the local environment, thus encouraging other modes of transport such as walking and cycling.

Background papers -

Kingston Town Committee reports and minutes.

Papers from Working group meetings held by the author

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