



Andy Wiseall
Via email

Royal Borough of Kingston upon Thames
Guildhall 2
High Street
Kingston upon Thames
KT1 1EU

www.kingston.gov.uk

15th June 2022

Dear Andy

RE: Tolworth Road 'Healthy Streets' Experimental Closure

Kingston Council is committed to working with our local communities to find sustainable solutions to address climate change and work towards a carbon neutral future that protects and enhances our environment. As you will know, we want to work together with TfL to address traffic problems in residential roads and to encourage active travel, and we are proud of our track record in this regard.

As part of this, we introduced a 'low traffic neighbourhood' scheme funded by TfL with an experimental closure to motor vehicles in Tolworth Road, Surbiton in December 2021.

Since the introduction of the experimental closure in Tolworth Road, traffic displacement on the surrounding roads has been highlighted by some residents and also in monitoring we have carried out. Reports were taken to the South of the Borough Neighbourhood Committee and Surbiton Neighbourhood Committee, outlining some potential mitigation measures, and both committees resolved that officers should seek 'full reconsideration of options for the closure of the A3/Fullers Way North junction'.

You will recall that my team wrote to TfL earlier this year, in February and March, following those Committee meetings and we were advised that your Network Management Team raised concerns that such a measure would displace a significant amount of traffic and cause it to reroute around the network and that it was felt it would cause significant additional disruption in the local area. Further comments sent by TfL's Acting Principal Network Manager on 13th May give a similar assessment without providing, in my opinion, adequate justification. The comments spoke of TfL's concern that "eastbound traffic on the A3 may either a) continue past the A3/Fullers Way North junction and exit the A3 at Cranbourne Avenue to head back west or b) continue to Tolworth Roundabout

- Scenario a) may result in similar issues on Cranbourne Ave and other local roads, and vehicles may still use Thornhill Road to access the A243
- Scenario b) we are keen to avoid as the roundabout is already under significant stress during both peaks. TfL do have a scheme to increase capacity at the roundabout, however this is aimed at mitigating the impacts of developments in the area to the south and there are no major changes planned to the section of the roundabout which would be used by displaced traffic from Fullers Way North"

I do not think that the brief analysis provided supported the conclusions reached, and I am very keen that we revisit this in more detail to understand whether a trial closure of Fullers Way North at the A3 could be reconsidered. My team is carrying out further traffic surveys and we are happy to share the data we have to allow those conversations to happen.

I am therefore writing to ask TfL to formally consider an experimental closure of this junction.

In terms of our other mitigation options, the aim of such measures would be to change drivers' behaviours toward planning their journey and to encourage them to use other modes of transport for their journey.

Monitoring group meetings took place on 25th May and 8th June involving a selection of local residents where we sought their views on possible options to enhance the scheme. A modal filter on Fullers Way North effectively closing the vehicular access to the area to/from the A3 is currently one of these options, hence your comments and input are very important to us.

One of what we consider the primary issues with 'rat-running' in the Fullers Way North area is the lack of a northbound exit from the A3 at the A243 roundabout - making this the first exit within Greater London. Kingston has a long term aspiration to consider a new exit here, however we fully appreciate that this would be both complex and costly and do not believe this should prevent short term consideration of closing the Fullers Way North exit.

We need to take a report to the Surbiton Neighbourhood Committee meeting in July regarding any mitigation measures, modifications and enhancements to the scheme, and your views on the Working Group's currently preferred option(s) will be appreciated prior to this meeting also. The group's preferences were 1) the addition of a bus gate on Thornhill Rd and a modal filter on

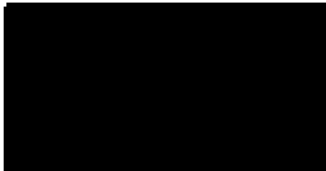
Dennan Road, or 2) the removal of the Tolworth Road modal filter in the short term and for RBK to undertake a holistic re-visit for the whole area.

While a closure on Fuller's Way North is not currently one of the group's preferred options, details of TfL's view of this are necessary for a full discussion of the future options particularly given the group's second preference under 2) above and the formally considered views of the Neighbourhood Committees for a closure of Fuller's Way North to be considered.

I look forward to hearing from you on TfL's position on this matter so we can look to work collaboratively together to the benefit of our residents and help create a more liveable neighbourhood in Surbiton.

If you would like further information or a meeting to discuss the above, please do not hesitate to contact me directly.

Yours sincerely

A large black rectangular redaction box covering the signature area.A black rectangular redaction box covering the contact information, consisting of two lines of text.

cc Sam Monck, TfL Network Sponsorship