
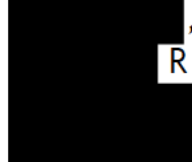
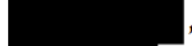
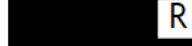
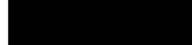
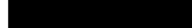


Road Space Performance Review Group

Meeting Title	Road Space Performance Review Group Minutes		
Date of Meeting	16 th September 2022	Time of Meeting	13.00-14.00
Location of Meeting	Conference call		
Attendees	AW HC SH TA HL JM	Andrew Wiseall, Network Performance Delivery Manager (chair) Helen Cansick, Head of Programme Sponsorship Sian Houston, Lead Bus Client Tekpenor Anim, Senior SHE BP Harry Littlehales, Sponsor, IDP Jennifer Melbourne, Performance & Planning Manager, NPD David Howard, Principal Network Manager, NPD Philip Wilkinson, Network Manager, NPD (secretariat)	
	 	 , RB Kingston  RB Kingston  , RB Kingston  , LB Sutton	

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Tolworth LTN - A3 / Fullers Way North

Notes	
Raised at meeting	
1. Sustainable modes	
Note (a)	<p>AW- what has been achieved by the scheme delivered so far; has there been a positive effect for sustainable modes and is there any data to show that there are more people walking and cycling compared to base case?</p> <ul style="list-style-type: none"> █ - full picture is not known as there are two schemes: LTN on Tolworth road and the bus gate by Thornhill Road. These will only remove traffic from south to west but the proposals fell into different neighbourhoods, with the former being approved but the latter not as the location of bus gate wasn't supported so we weren't able to deliver both at the same time. Tolworth Road residents feel more confident travelling on sustainable modes but that is only along the one road where the LTN was implemented. There is no base data because we want to measure the impact of proposed banned left turns from the A3 hence we want to treat the current layout as a base scenario.
Note (b)	<p>AW- the objective of the scheme is seemingly to encourage a modal switch TO sustainable modes for short journeys, and from what was presented it looks as though the restriction of vehicular access from the A3 is the means to achieve that.</p> <ul style="list-style-type: none"> █ - correct, some of people using the banned turns would also include local residents; because their journey will be longer it is hoped they would be encouraged to swap modes. CB- one of things we've had feedback on is the perception of safety in the LTN neighbourhood area, more specifically, feeling intimidated by rat-running strategic traffic which is travels faster than we'd like.
Note (c)	<p>AW- where do you expect traffic to displace to.</p> <ul style="list-style-type: none"> █ - we expect traffic to continue along A3 and use Tolworth roundabout, otherwise for those going towards Chessington we expect some to U-turn at Tolworth and return to Hook roundabout. Worth noting that the worst-case scenario was modelled.
2. NPD	
Note (a)	<p>JM- NPD has the following concerns with the proposals:</p> <ul style="list-style-type: none"> ONE model shows area is used mainly by long trips and that traffic is generally heading towards Kingston. It is therefore less of a rat-run but more of a strategic route because of the lack of access to Hook roundabout going eastbound. The estimated additional 500vehciles/hr have to use Tolworth is significant as it is already over capacity in peaks with only very limited spare capacity in the off-peak. The existing Tolworth scheme is to mitigate impacts of local redevelopment to give capacity to the expected increase in demand as a result of that. Given the likelihood of U-turning at Tolworth to access Hook, there not would be, in any case, any signal timing arrangement that could adequately make provision for that movement.

	<ul style="list-style-type: none"> It is likely that the parade of shops by the left turn will be used more frequently as a drop-off and cause additional queuing into the junction. Ewell road is a cycle route; pushing more traffic there with cyclists, including displaced traffic that turns over the cycle track to reach their destination are further concerns.
3. Safety	
Note (a)	<p>TA- what does HGV displacement mean in practical terms.</p> <ul style="list-style-type: none"> █ - there is a risk that HGVs will displace onto local roads from Hook roundabout, however it is worth noting that they currently turn past a school so this is also an ongoing concern. It amounts to approximately 30-40 HGV vehicle count out of 477 vehicular total during peak hours (exact number depends on size, whether counting above or below 7.5tonnes).
Note (b)	<p>HC- has a vehicle specific restriction in this location (height/weight) to remove HGVs been considered?</p> <ul style="list-style-type: none"> █ we would not proceed on that basis as the traffic counts show a low level of HGVs as a proportion of total traffic, with the majority comprising private cars; solely removing HGVs will have limited benefit.
4. Managing bus impacts around Tolworth	
Note (a)	<p>SH- bus gate on the radar is great, but has any thought been given for bus priority anywhere else as these proposals will invariably impacts buses negatively? The queuing on slip roads and safety around that is going to be a priority around Tolworth roundabout so it will be Kingston Road/Tolworth Broadway which will have to absorb some of the additional impact. It is requested whether some form of bus protection can be considered on these crossover roads for when traffic has to be protected along the A3. Although there is a fine balance with safety, managing bus impact needs to be prioritised above the throughput of traffic.</p> <ul style="list-style-type: none"> HC- the Tolworth scheme widens the approach into the roundabout on Kingston Road to support bus performance by mitigating general traffic delay, though it's not a specific bus infrastructure enhancement as it is an additional traffic lane.
Note (b)	<p>HC- the Tolworth scheme delivers great benefits to buses in line with growth and development and is going to go into construction in the new year, but those benefits could be completely unwound by this proposal, and more significantly the construction of that scheme will have challenges; have it been considered to bring this proposal after the construction of Tolworth roundabout is completed?</p> <ul style="list-style-type: none"> █ - we will explore delaying implementation, we may need to look at it and work together if we need to replan things, but there is a risk as the committee does need to arrive at a decision with the LTN immediately. █ we have considered those works taking up to a year, but we want to give councillors a sense that things are moving forward. In response to SH a bus lane along Kingston Road could complement our proposals but we haven't had discussions about with ward members to gauge their receptiveness. █ RBK is working with TfL to improve the roundabout and make it wider and we have given land to make the scheme work; we will continue to work to see what more can be done.
Note (c)	<p>█ an additional nearside lane heading away from Tolworth roundabout would be a cost that we would incur so it would be modelled as a two-lane exit- we would like to request some data to understand what the impact of that would be.</p> <ul style="list-style-type: none"> JM- Tolworth scheme is being done to deal with extra vehicle trips as a result of development which introduces a lot of car parking spaces and new housing. The

	<p>modelling results shows the improvements simply mitigate this extra traffic and this has been mostly brought about through land purchase. The extra lane won't necessarily help buses per se as it's an exit left turn from the slip road, but it should hopefully reduce queuing on the A3.</p> <ul style="list-style-type: none"> • [REDACTED] in which case is there potential to look at bus priority around Tolworth Broadway? it could assist buses to get out of Tolworth roundabout, and if we could have data to support building a case then it would assist in conversations with councillors.
Note (d)	<p>SH- Ewell Road scheme has already impacted buses, so anything further would be additional.</p> <ul style="list-style-type: none"> • [REDACTED] can I please request what are the impacts on journey time of Ewell Road scheme as ward members have been asking, including an idea of what mitigation ideas there would be to address that.
Note (e)	<p>HC- Tolworth roundabout scheme is going into construction so any further changes to that design would not have been financially accounted for. We need to manage expectations as to what we can do here because it would happen in a footprint in a design that's already going into construction, and it is important that ward members acknowledge that.</p> <ul style="list-style-type: none"> • [REDACTED] members have reiterated that we shouldn't consider jettisoning scheme on account of impact solely as this is expected to a degree; there is tolerance for delay here because as soon as you accommodate cars those trips become less likely to reassign or change modes to more sustainable alternatives.
5. Summary	
Note (a)	<p>HC- 500 additional vehicles heading up slip road to Tolworth Roundabout in the AM peak is not going to work and will cause other issues that will be challenging to resolve. As this is being proposed as experimental, I question whether there is a more pressing need to bring this forward as a permanent scheme where you can commission proper strategic modelling to understand how this would all work in a very complex network, because if this is brought forward it will have significant impact immediately and has the possibility of turning residents and road users against any future proposed schemes. The rat-running that is the issue is happening because it's the only and closest access route that vehicles have, and it feels that this scheme is a very blunt and impactful instrument to spearhead a change that will hamper our ability to do anything else in the area, and present strategic challenges in terms of the conflict with Tolworth roundabout scheme. Funding is fixed in terms of what is spent and how, but we can explore ways of allocated funding to bring money forward, but caveated that at this stage no promises can be made.</p>

Decisions		
	Description	Agreed by
D I	<p>Summary of decisions taken at meeting</p> <p>D I.1 A decision was taken not to support the trial of the banned left turns from the A3 into Fullers Way North and Hook Rise North. There is a clear concern on scale of displacement here, almost doubling throughput in an area which is already oversaturated, and there are concerns that queuing traffic will present serious safety issues with stationary vehicles on a high-</p>	<p>Decision taken by Andrew Wiseall Decision supported by Helen Cansick</p>

	<p>speed carriageway, including the legitimate safety concerns in terms of the change of behaviour expected by the parade of shops for which we haven't seen any concrete action to address that. There is a conflicting message being sent because on the one hand we are promoting active travel along Ewell Road, but on the other this scheme will invariably displace more traffic down that route which may outweigh any positives of either scheme, especially considering the impact on Tolworth roundabout which at this stage we would deem almost unacceptable. It is requested that engagement continues to take place between TfL and RBK teams to investigate the best solutions that respond to residents' concerns whilst also providing a holistic approach to enhancing provision afforded to sustainable modes. TfL officers will also engage by returning with data requests raised in Notes 4 (c) and (d).</p>	
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