

**From:** [David Howard](#)  
**To:** [REDACTED]  
**Cc:** [Harry Littlehales](#); [Jenny Melbourne](#)  
**Subject:** RE: Tolworth Road LTN  
**Date:** 13 May 2022 13:36:47  
**Attachments:** [image001.gif](#)  
[image002.png](#)

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Hi [REDACTED]

Thanks for the meeting last week to discuss the proposed changes to the existing RBK Tolworth Rd LTN experimental measures. Harry [REDACTED], so please find below our joint feedback on the options and data presented.

DD-1372-01 and DD-1372-02 (Packages 1 and 3A – Thornhill Road bus gate)

- As discussed at the meeting, some tweaks to these designs are needed to prevent traffic reassigning onto, for example, Douglas Road
- The potential impact on Ewell Road – including on bus speeds and the cycleway scheme – should be factored into the monitoring strategy:
  - The traffic flow data sent through demonstrates an average of approx. 850 additional PCUs/hr travelling northbound on Hook Rd on the north side of the Thornhill Rd junction when compared to the same northbound data on the south side of the junction.
  - Even if the northbound right turn from Hook Rd into Thornhill Rd and the northbound left turns from Red Lion Rd into Tankerton Rd/Tolworth Park Rd/Ravenscar Rd are very light, this suggests a minimum of 850 additional PCUs/hr (and possibly many more) would be forced either to travel up Red Lion Rd and attempt to turn left onto Ewell Rd, or to seek wider routes, travelling via e.g. Tolworth RBT. Is this your understanding of the likely flow reassignment required from Hook Rd onto Ewell Rd/Kingsdowne Rd?
  - This would likely cause significant congestion on these routes and put at risk bus journey times (there seem to be four bus routes, which use Ewell Rd), cycle level of service on Ewell Rd/Kingsdowne Rd and pedestrian wait times at the junction of Ewell Rd/Ditton Rd/Kingsdowne Rd (as the signal cycle time may have to increase significantly due to the increased traffic levels passing through it).
  - Is any further recent traffic data available to try and understand the existing conditions on Ewell Rd and to therefore interpret the potential implications for conditions on Ewell Rd of making this change?

DD-1372-03 and DD-1372-04 (Packages 3B and 4 – One way arrangement along Thornhill Road)

- RBK to consider whether 'one way' or a 'no entry' is the most appropriate solution – consider potential safety implications of a one-way system for all vehicles except buses
- The impact on the surrounding network would likely be similar to options 1 and 3A, therefore same comments as above apply

DD-1372-05 and DD-1372-06 (Packages 5A and 5B – Restrictions on Fullers Way North)

- With either of these two options, 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

General feedback

- Drawings to be updated with tweaks discussed at meeting on 3/5
- Please can RBK share details of the monitoring strategy for these changes? We would expect to see bus speeds/journey times factored into this and protected as far as possible
- We'd be interested in seeing the outcomes of the experimental scheme on Tolworth Rd to date. Do you have any data available to show how the scheme is performing against its stated objectives? Has it been a success to date, e.g. by increasing cycling and walking on Tolworth Road? What is the rationale for pursuing more options to make it a success?

Thanks for now,

Dave (& Harry)

**David Howard**

Principal Network Manager (Acting)

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From:  [kingston.gov.uk](mailto:kingston@kingston.gov.uk)>

Sent: 04 May 2022 12:04

To: Littlehales Harry  [tfl.gov.uk](mailto:kingston@tfl.gov.uk)>; Howard David (ST)

 [tfl.gov.uk](mailto:kingston@tfl.gov.uk)>

Subject: Fwd: Tolworth Road LTN

HI guys

Please see attached please let me know if you need data for THornhill, red lion etc.

Regards



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----- Forwarded message -----

From:  [kingston.gov.uk](mailto:kingston@kingston.gov.uk)>

Date: Wed, 4 May 2022 at 12:00

Subject: Tolworth Road LTN

To: Littlehales Harry [REDACTED] [tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)>

Hi Harry

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