Kingston & North Kingston Neighbourhood Committee

15 January 2026

Petition Regarding the Introduction of Traffic Management Measures On Manorgate Road

Report by Matthew Hill, Director, Highways, Transport, and Regulatory services

Relevant Portfolio Holder: Councillor Nicola Nardelli, Portfolio Holder for Sustainable Transport and Waste and Recycling

Purpose of Report

To address a petition received seeking a solution to congestion, conflict, speeding and through traffic on Manorgate Road.

Recommendation(s)

The Committee is asked to RESOLVE that:

1. the introduction of traffic management measures on Manorgate Road at the existing width restriction and Wolverton Avenue using an experimental traffic management order (ETMO) under sections 9 and 10 of the Road Traffic Regulation Act 1984(a), with Manorgate Road to be made one-way Northbound (towards Kingston Hill/roundabout) and Wolverton Avenue to be made one-way between Kingston Hill and Coombe Road, as shown in **Annex 1 and 2**, be approved;

2. a report be brought back to this Committee after 6 months from the implementation of the scheme outlining the outcome of the scheme and the impact on the surrounding roads;

3. approval be granted to proceed with the implementation of a green man phase at the junction of Galworthy Road/Coombe Lane West/Gloucester Road/Coombe Road once funding is secured.

Benefits to the Community:

The proposed measures will enhance the movements of all road users, encourage more walking and cycling and improve road safety.

Key Points

A. This report responds to a petition, received on July 11th, 2024, with 60 signatures, requesting a solution to traffic problems on Manorgate Road. It details the existing traffic issues in the area, outlines available options and seeks the Committee's views, comments and approval to implement an experimental traffic management

order. This order would allow a trial of the proposed options, with a follow-up report to be presented to this Committee six months after implementation.

B. This report also responds to a repeated request for pedestrian facilities at the junction of Galsworthy Road/ Coombe Lane West/Gloucester Road/Coombe Road.

C. The junction straddles two neighbourhoods. The New and Old Malden Neighbourhood will consider a similar recommendation in relation to this junction on 22 January 2026. The approval of both neighbourhoods is required.

Context / Programme and Project Progress

1. For several years, residents in Manorgate Road have expressed significant concern about the volume and type of traffic using this road. It is the residents' perception that current traffic patterns are incompatible with the characteristics of a "home zone", which they understand to mean a residential area designed for shared use by pedestrians, cyclists and motorists featuring traffic calming measures to prioritise safety and community above through traffic.

2. Residents cite conflict between road users and an unacceptable level of risk to all road users and pedestrians. To address this, the Manorgate Road residents ask the Council to implement new measures to reduce through traffic and better reflect the existing "home zone" designation.

3. A formal petition, with 60 signatories, has been submitted to Kingston Council. This petition asks the Council to resolve the joint issues of through traffic and excessive vehicle speeds in Manorgate Road. Residents have asked the Council to implement traffic calming measures which will improve safety, reduce noise pollution, and contribute to a better quality of life for residents in the Manorgate Road area.

4. The council has had aspirations to improve pedestrian facilities at the Galsworthy Road/Coombe Lane West/Gloucester Road/Coombe Road junction for some years.

5. Modelling has been undertaken for the Galsworthy Road area using Transport for London's "ONE model" to project conditions for the year 2026. The study evaluates how different road management strategies, such as the closure of Manorgate Road and the implementation of all-round pedestrian phases, can influence vehicle routing and congestion during morning peak hours. Results indicate that shutting specific routes forces traffic to re-route towards major thoroughfares like Kingston Hill and Coombe Road, often leading to increased queue lengths on surrounding streets. However, the authors caution that these findings are indicative rather than absolute, as the model's accuracy has not been specifically verified for the immediate vicinity of the local junctions. Ultimately, the data serves as a preliminary guide for the council to understand potential shifts in traffic flow and network pressure.

Proposal and Options

6. Council officers in discussion with local Ward members and the Residents' Association have discussed solutions which may address the current concerns and improve safety in Manorgate Road.

7. The proposal will need to address the following issues:

   - Through traffic volume
   - Excessive traffic speed
   - Parking congestion
   - Pedestrian and cyclist safety
   - Noise and air pollution

8. A thorough review of potential solutions to the traffic problems on Manorgate Road was undertaken and the following options have been discussed.

9. **Option A: Introduce a one-way system:** The effects of specific closures, based on TfL's ONE model, are detailed below:

Manorgate Road Closure (Northbound)

- Closing Manorgate Road Northbound (NB) (either alone or in conjunction with Wolverton Road Southbound(SB)) forces a substantial volume of traffic to find alternative routes through the local network.
- Traffic Flow & Route Choice: Significant flow reductions (often exceeding 400 vehicles per hour) are observed on Gloucester Road NB and Coombe Road WB leading into Manorgate NB. Drivers reroute primarily via Kingston Hill, Coombe Road EB, Homersham Road, and Cambridge Road.
- Queueing Impacts: This closure causes a new, full-length queue to form on Galsworthy Road NB. Increased queuing is also noted on Coombe Lane West WB, Manorgate Road SB, and Norbiton Avenue.

Manorgate Road Closure (Southbound)

- The impact of closing Manorgate Road SB is generally similar whether or not Wolverton Road NB is also closed, primarily because traffic flow on Wolverton Road is naturally low.
- Traffic Flow & Route Choice: Flow on Manorgate Road SB reduces by approximately 200–300 vehicles per hour. Reductions are also seen on Gloucester Road NB and Coombe Road EB. Vehicles typically reroute via Kingston Hill, Coombe Road, and Galsworthy Road.
- Queueing Impacts: Queues in these scenarios remain largely similar to existing models. However, there is a minor increase in queuing at Coombe Lane West WB and a reduction in the queue along Kingston Hill NB .

10. Option B: Manorgate Road One-Way (Towards Kingston Hill) with Wolverton Avenue One-Way

- **Recommendation:** Based on the indicative traffic assessment, implementing a one-way system on Manorgate Road toward Kingston Hill (Northbound) appears to have a less significant negative impact on the wider network compared to other closure directions.

- **Specific Proposal:**
    - Manorgate Road to be made one-way Northbound (towards Kingston Hill/roundabout).
    - Wolverton Avenue to be made one-way between Kingston Hill and Coombe Road.
- **Justification:** The modelling for Manorgate Road Southbound closures showed reductions in flow on Manorgate Road (200-300 vph) with queueing impacts being largely similar to existing models or resulting in a minor *reduction* on Kingston Hill NB. While the NB closure was detailed separately, a one-way system (implying closure of the SB direction) aligns with the objective of reducing through-traffic while potentially managing displacement more effectively than a full closure, according to the available data. This option should be trialled to balance resident concerns with network stability.
- **Experimental TMO:** This combined measure is recommended for trial under the Experimental Traffic Management Order to rigorously test its impact and gather real-world data before seeking a permanent solution.

All Round Pedestrian (ARP) Scenarios at the junction of Galsworth Road/Coombe Lane West/Gloucester Road/Coombe Road

11. A dedicated pedestrian phase (green man aspect) is proposed to be incorporated into the existing signal cycle at the Galsworthy Road/Coombe Lane West/Gloucester Road/Coombe Road junction. This pedestrian facility will be activated when all vehicular arms are at red**.**

- Assessments of "All Round Pedestrian" phases at junctions show more moderate impacts compared to full road closures.
- Traffic Flow: A reduction in flow of 200–300 vehicles per hour is seen on Gloucester Road NB. This traffic is redistributed to Homersham Road, Dickerange Road, Traps Lane, and the A308 Kingston Hill.
- Queueing: Queueing remains very similar to the "future base" models, though there is a slight reduction in the queue length on Coombe Lane West Westbound .

General Observations on Traffic Displacement

- Across all tested scenarios, certain roads consistently absorb displaced traffic or experience changes in congestion:
- Kingston Hill (A308): Frequently acts as a primary alternative route, often seeing increased flow but sometimes experiencing a reduction in specific queue directions (e.g., Northbound) depending on the closure.
- Wolverton Road: Because its existing flow is low, it remains almost completely unaffected by the various closure scenarios.
- Residential Impacts: Diversions often push traffic onto residential-standard roads such as Homersham Road and Dickerage Road .

Next Steps and Follow-up

12. Should the Committee approve the implementation of an experimental TMO, the following actions would be undertaken:

13. **Detailed Design and Consultation:** Based on the Committee's guidance, detailed designs for the chosen options would be developed. Further targeted consultation with affected residents and stakeholders would be conducted to refine the proposals and address any specific concerns.

14. **Implementation:** The approved experimental TMO would be formally made and the chosen traffic management measures implemented on Manorgate Road.

15. **Monitoring and Evaluation:** Throughout the six-month experimental period, comprehensive monitoring and evaluation of the scheme's impact would be carried out. This would involve collecting quantitative data (e.g., traffic speeds, volumes) and qualitative data (e.g., resident feedback).

16. **Follow-up Report:** A follow-up report, detailing the findings of the monitoring and evaluation, along with recommendations for the scheme's future, will be presented to this Committee six months after the implementation of the experimental TMO. This report will seek the Committee's final decision on whether to make the experimental TMO permanent, modify it, or revert to the previous arrangements.

Recommendations

17. the introduction of traffic management measures on Manorgate Road at the existing width restriction and Wolverton Avenue using an experimental traffic management order (ETMO) under sections 9 and 10 of the Road Traffic Regulation Act 1984(a), with Manorgate Road to be made one-way Northbound (towards Kingston Hill/roundabout) and Wolverton Avenue to be made one-way between Kingston Hill and Coombe Road, as shown in **Annex 1 and 2**, be approved;

18. a report be brought back to this Committee after 6 months from the implementation of the scheme outlining the outcome of the scheme and the impact on the surrounding roads;

19. approval be granted to proceed with the implementation of a green man phase at the junction of Galworthy Road/Coombe Lane West/Gloucester Road/Coombe Road once funding is secured.

Stakeholder Engagement

20. Residents will be directed to use the existing “Let’s Talk” portal and to respond directly to the Experimental TMO consultation. Officers commit to monitor these channels and contact residents when suggestions for mitigations are made or if further discussion with correspondents is required. To allow Officers to evaluate the efficacy of the proposed solutions, it is recommended that the Committee approve the implementation of an experimental traffic management order. This approach offers several key advantages:

21. An experimental TMO allows for a trial period, during which the effectiveness of the chosen measures can be monitored and assessed in real-world conditions.

22. Should unforeseen issues arise or if the initial chosen measures prove less effective than anticipated, modifications can be made without the need for a permanent order, thus minimising disruption and costs.

23. The experimental period provides a valuable opportunity to gather further feedback from residents, local businesses and road users regarding the impact of the experimental scheme. This feedback will be crucial in informing the long-term decision.

24. The experimental TMO would typically be in place for a specified duration, usually up to 18 months, although a six-month monitoring period is proposed for initial assessment. During this period, data collection (e.g., traffic counts, speed surveys), resident surveys, and direct observations would be undertaken to comprehensively evaluate the scheme's performance.

Timescale

25. Subject to Committee approval, it is anticipated for the trial scheme to be implemented within this financial year 2025/2026 and the introduction of a 'green man' phase at the Galsworthy Road/Coombe Lane West/Gloucester Road/Coombe Road junction in 2027/2028 financial year.

Resource Implications

26. The estimated cost for implementing this Experimental Traffic Management Order (ETMO) trial scheme is £8,000, which will be funded by existing Transport for London (TfL) Local Implementation Plan (LIP) grant allocations. A separate bid will be placed in the 2027/2028 financial year to fund the introduction of a 'green man' phase at the Galsworthy Road/Coombe Lane West junction. The final cost of this phase is dependent on the outcome of discussions with TfL and the final design details.

Legal Implications

27. Where schemes are approved, all procedures, including consultation, will be undertaken in accordance with the Road Traffic Regulation Act 1984.

Risk Assessment

28. During the trial period the scheme will be monitored regularly to allow any day to day risks to be assessed. It is noted that at the before start of the scheme additional advanced signage will be needed to ensure that drivers are given sufficient warning to enable them to make decisions about how they might continue their journeys via alternative routes..

Equalities Implications

29. An Equalities Relevance Test has been undertaken and indicated there was no significant adverse impact and therefore no Equalities Impact Assessment has been undertaken.

Health Implications

30. This scheme encourages all modes of sustainable travel and it is expected to provide positive health benefits for residents by promoting walking and cycling. It is anticipated that the scheme will have a positive impact on people's health and wellbeing locally.

Environmental Impact

31. The overall assessment of the sustainability implications for this scheme is that there will be a positive impact on the environment. This has been demonstrated by other healthy street projects which have been shown to encourage mode shift towards less polluting forms of transport.

Background papers
Petition

Held by author- Younes Hamade Principal Engineer
Author of report -Younes Hamade Principal Engineer
younes.hamade@kingston.gov.uk

Note: Any hyperlinks contained within the report were relevant at the time of publication of the agenda. The information contained within them does not form part of the agenda documentation and the Council cannot guarantee the future relevance of this information to the report or maintenance of links to external web sites.