



## **ROYAL BOROUGH OF KINGSTON UPON THAMES**

### **MO.Exp.King341**

The Kingston upon Thames (Moving Traffic Restrictions) (Amendment No. 5) Experimental Order 2025 No.5

### **DOCUMENTS FOR INSPECTION**

1. A copy of the notice to appear in the Surrey Comet and the London Gazette on Thursday 13 March 2025
2. The Council's statement of reasons for making the Experimental Order
3. Traffic Management Order including map based Schedules

ROYAL BOROUGH OF KINGSTON

**(Reference MO.Exp.King341)**



The Kingston upon Thames (Moving Traffic Restrictions) (Amendment No. 5) Experimental Order 2025

**STATEMENT OF REASONS**

Ward members in discussion with local residents from the scoping areas, have met and discussed several options to address the issue of through traffic, as the current experimental traffic management order in Kings Road and New Road has not addressed the issue of through traffic to the extent they would like it to be effective. Hence, they discussed several options with local residents and came up with one option, which they felt could address the through traffic in the area, and asked the highways team to explore the possibility of taking this option forward as a trial.

The option consists of making the existing width restriction in Crescent Road one way, allowing ONLY exit towards Kingston Hill.

According to the latest traffic data (October 2024) it is anticipated that this measure may lead to reduced through traffic by up to 70% which is generated from Kingston Hill cutting via Crescent Road and flows further to the west.

On the other hand, it is expected that due to the above proposal, there are two expected routes the vehicles can continue to make based on the destination. Firstly, the vehicles may continue down Kingston Hill and then turn right into Queens Road following their destination. Secondly, the vehicles may continue on Kingston Hill going into the centre of Kingston, based on their destination.

In order to implement such a measure, legally it is not possible to add this to the existing ETMO covering Kings Road and New Road. The existing ETMO would therefore need to be revoked and a new ETMO be published to reflect the following:

the existing width restriction at Crescent Road to be made prohibited motor vehicles toward Kingston Hill with some residents exempt; & Kings Road to be made one way eastbound for motor vehicles between Park Road & Queens Road (as currently) and New Road to be made one way westbound for all vehicles between Queens Road and Park Road;

All three measures of the new experimental traffic order could then be evaluated at the same time to judge their effectiveness. Ward members have indicated a desire for a limited scheme of resident exemption for the proposed measure in Crescent Road. .

## ROYAL BOROUGH OF KINGSTON UPON THAMES

1. **NOTICE IS HEREBY GIVEN** that the Council of the Royal Borough of Kingston upon Thames on **10 March 2025** made the following Order **The Kingston upon Thames (Moving Traffic Restrictions) (Amendment No. 5) Experimental Order 2025** under section 9 of the Road Traffic Regulation Act 1984, as amended.
2. The general effect of the Order which will come into force on **24 March 2025**, will be to on an experimental basis introduce,
  - (a) one-way working except for cyclists in:
    - (i) **King's Road** between its junctions with Park Road and Queen's Road from a south-west to north-east direction
    - (ii) **New Road** from a north-east to south-west direction
  - (b) a banned left turn from **Cumberland House** onto **Crescent Road**
  - (c) a banned right turn from **Kingsnympton Park** onto **Crescent Road**
  - (d) 'no motor vehicles' prohibition in **Crescent Road** at the existing width restriction outside No. 68 from an east to west direction which will operate 'at any time'
  - (e) motor vehicles will be prohibited from entering the 'no motor vehicles' prohibition and banned turns 'at any time'. Except for residents and businesses with a need to gain access and who may apply for an exemption, relating to **Zone CR** which will be granted by the Council if approved.
3. The Order provides that, subject to the provisions of section 10 of the Road Traffic Regulation Act 1984, a person authorised by the Royal Borough of Kingston upon Thames essential in the interest of the expeditious, convenient and safe movement of traffic, or for providing suitable and adequate parking facilities on the highway; or for preserving or improving the amenities of the area through which any road affected by the Order runs, modify or suspend the Order or any provision contained therein.
4. Copies of the Experimental Order, the Council's Statement of Reason for making the Order and map schedules showing the locations and the effects of the Order may be inspected as follows:-
  - (a) online at <https://www.kingston.gov.uk/tmos-open-statutory-consultation> under reference **MO.EXPKing341 – King's Road, New Road and Crescent Road Experimental**
  - (b) Council libraries; and
  - (c) copies of the Experimental Order and map schedules can be obtained by calling 020 8547 5000 (between 9am and 5pm Mondays to Fridays); or
  - (d) emailing [tmo@kingston.gov.uk](mailto:tmo@kingston.gov.uk) please quote ref **MO.EXPKing341 – King's Road, New Road and Crescent Road Experimental**.
5. Any person desiring to question the validity of the Order or of any provision contained therein on the grounds that it is not within the relevant powers of the Road Traffic Regulation Act 1984 or that any relevant requirements thereof or any relevant regulations made thereunder have not been complied with in relation to the Order may, within six weeks from the date on which the Order was made, make application for the purpose to the High Court.
6. The Council will consider in due course whether the provisions of the Experimental Order should be continued in force indefinitely by means of an Order made under sections 6, and 124 of the Road Traffic Regulation Act 1984.
7. Any person may object to the making of an Order for the purpose of such indefinite continuation within a period of six months beginning from the date on which the Experimental Order came into force, or if the Experimental Order is varied or modified, beginning with the date on which such variation or modification came into force. Any objection must be in writing stating the grounds on which it is made and sent to either the Traffic Order Section, Guildhall 2, Kingston upon Thames, KT1 1EU or to [tmo@kingston.gov.uk](mailto:tmo@kingston.gov.uk) please quote ref. **MO.EXPKing341 – King's Road, New Road and Crescent Road by 24 September 2025.**

Dated 13 March 2025.

Jayne Dando  
Corporate Head of Service – Highways & Transport

Please Note: Persons responding to the Order should be aware that the Council may be legally obliged to disclose the information provided to third parties.

I hereby certify that this is a true copy of the original

Jayne Dando



Corporate Head of  
Highways & Transport  
Kingston & Sutton Shared  
Environment Service  
Date: 10 March 2025



## TRAFFIC MANAGEMENT ORDER

**2025 No. 5**

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The Kingston upon Thames (Moving Traffic Restrictions) (Amendment No. 5) Experimental Order 2025

Made: 10 March 2025

Coming into force: 24 March 2025

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THE COUNCIL OF THE ROYAL BOROUGH OF KINSTON UPON THAMES, having consulted with the Commissioner of the Metropolitan Police, in exercise of the powers conferred by sections 9 and 124 of the Road Traffic Regulation Act 1984(a), as amended and of all other powers thereunto enabling hereby makes the following Order:-

1. This Order may be cited as **The Kingston upon Thames (Moving Traffic Restrictions) (Amendment No. 5) Experimental Order 2025** and shall come into force on **24 March 2025**.

### Interpretation

2. (1) In this Order, except where stated, the following expressions shall have the following meanings:-

“the Order of 2024” means The Kingston upon Thames (Moving Traffic Restrictions) Order 2024(b)

“map-based schedule” means the map and legend attached to this Order, which depicts the location of restrictions, prohibitions, and provisions imposed by this Order. The Council does not accept responsibility for any inaccuracies contained in the Ordnance Survey data relied upon to create the map-based schedule and where a prohibition, restriction or provision continues to apply irrespective of any subsequent changes that have been made to the underlying Ordnance Survey data.

- (2) Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated; re-enacted by or as having effect by virtue of any subsequent enactment.
- (3) Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2024 shall have the same meaning as in that Order.

Amendment of The Kingston upon Thames (Moving Traffic Restrictions) Order 2024

3. Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this Order, the Order of 2024 is hereby varied as identified in the map-based schedule.
4. In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, a person authorised by the Royal Borough of Kingston upon Thames, may, if it appears essential in the interests of the expeditious, convenient and safe movement of traffic, or of the provision of suitable and adequate parking facilities on the highway, or for improving the amenities of the area through which any road affected by this Order runs, and after consulting the Commissioner of Police of the Metropolis, modify or suspend any provision of this Order.

Dated this tenth day of March 2025



Jayne Dando  
Head of Corporate Service – Highways & Transport  
(The officer appointed for this purpose)

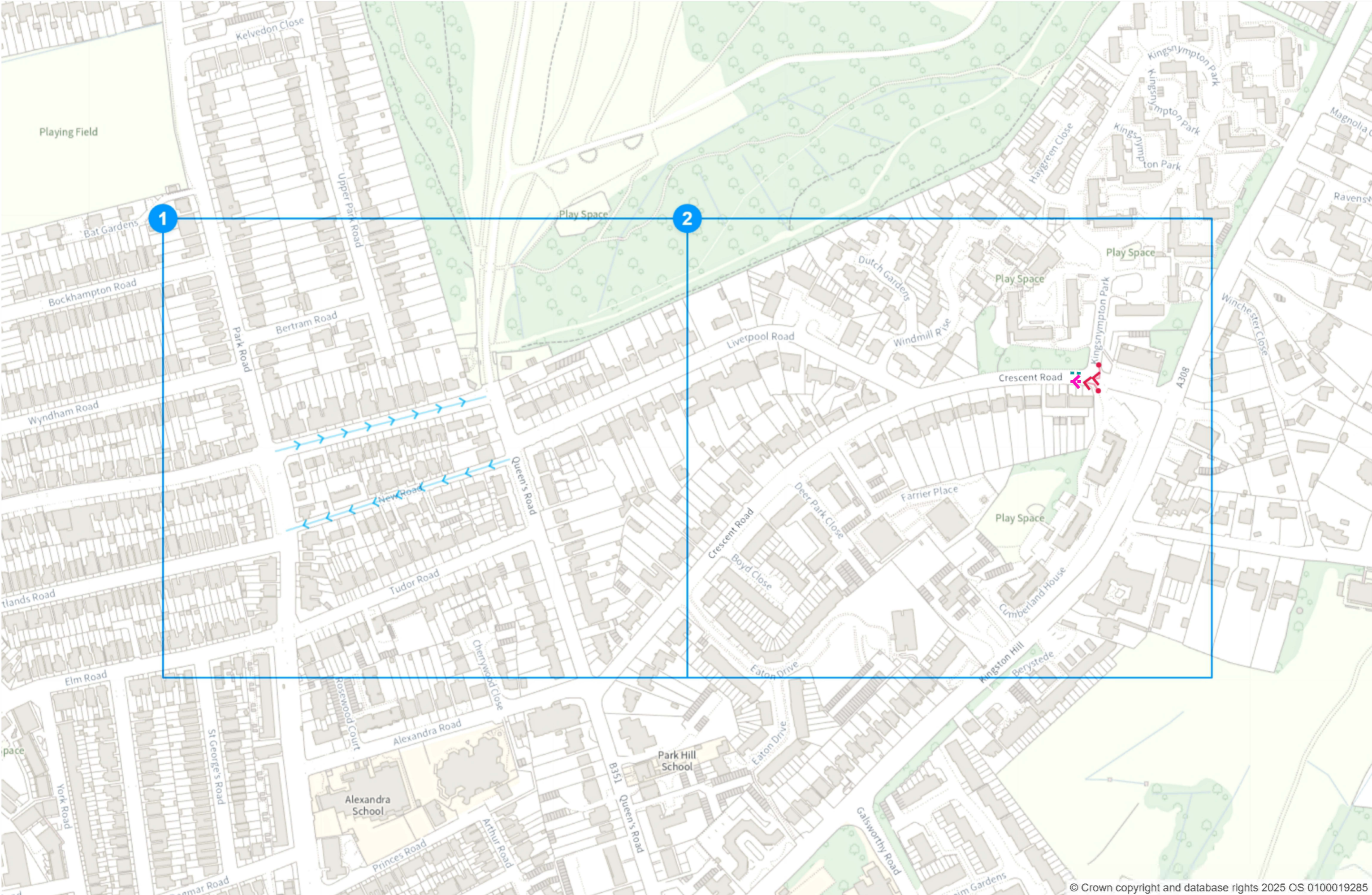
## EXPLANATORY NOTE

*(This Note is not part of the Order, but is intended to indicate its general purport.)*

This Order will be to on an experimental basis,

- (a) introduce one-way working except for cyclists in:
  - (i) **King's Road** between its junctions with Park Road and Queen's Road from a south-west to north-east direction
  - (ii) **New Road** from a north-east to south-west direction
- (b) a banned left turn from **Cumberland House** onto **Crescent Road**
- (c) a banned right turn from **Kingsnympton Park** onto **Crescent Road**
- (d) 'no Motor Vehicles' prohibition in **Crescent Road** at the existing width restriction outside No. 68 from an east to west direction which will operate 'at any time'.
- (e) Motor vehicles will be prohibited from entering the 'no motor vehicles' prohibition" and banned turns 'at any time' except for residents and businesses with a need to gain access who may apply for an exemption relating to Zone CR which will be granted by the Council if approved.







# Moving Order Guide

## Map page indicator

Shows current map number against total and indicates if the legend is split over multiple pages eg. 2a, 2b, 2c

## Change type

Indicates whether restrictions have been Added, Modified or Removed

## Coloured spots

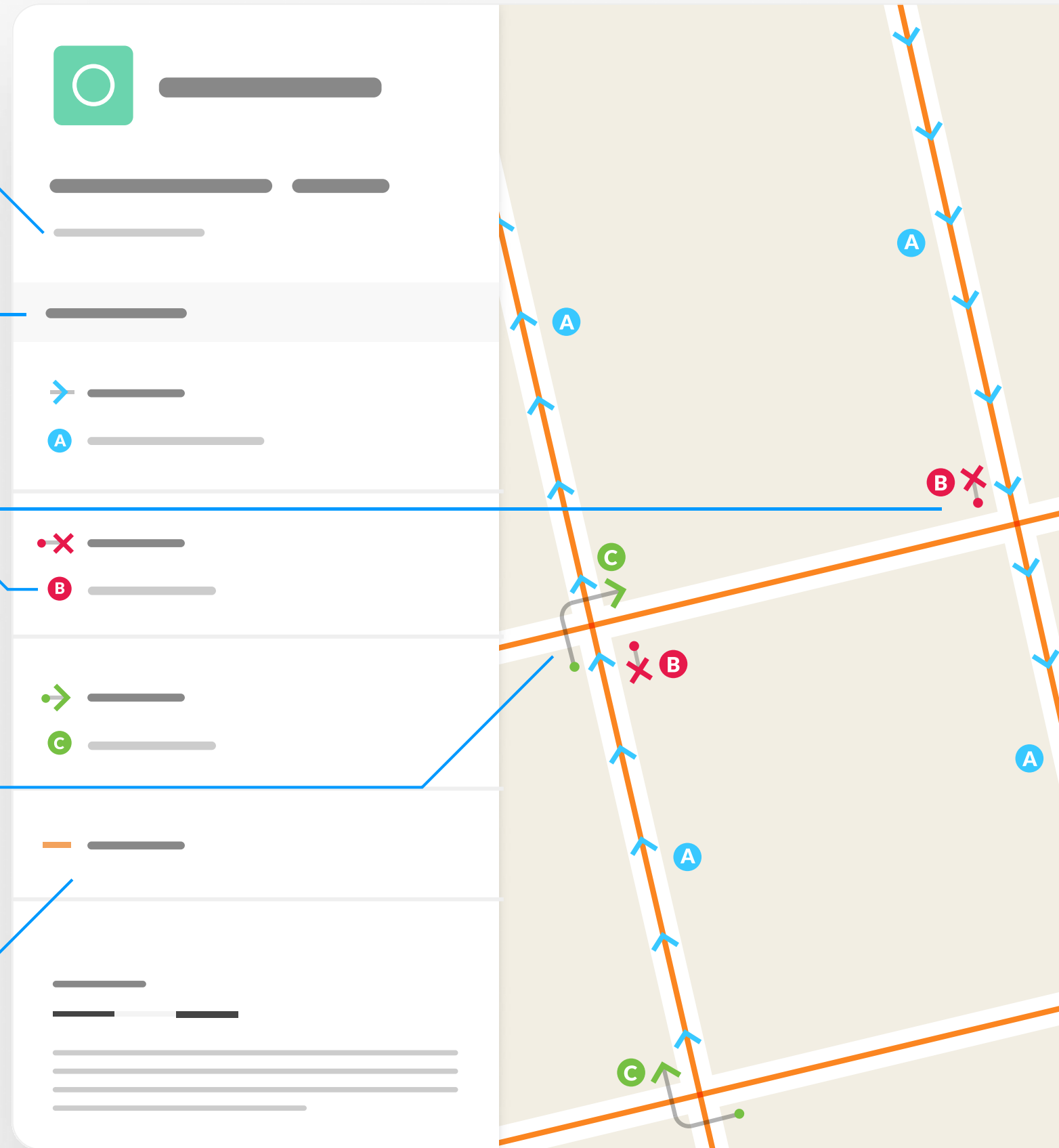
Restrictions with different attributes are marked with a lettered spot

## Turn directions

Prohibited and prescribed turns start from the spot and end at the arrow to indicate the direction of travel

## Restriction durations

Where no hours are specified the restriction applies at all times



# MO.EXPKing341 Kings Road New Road and Crescent Road

Map 1 of 2

ADDED

One way

Scale: 1:1250 0 20 40 60m

NW 518975.863, 170548.145 SE 519419.448, 170178.853

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# MO.EXPKing341 Kings Road New Road and Crescent Road

Map 2 of 2

## ADDED

### Prohibited access

Motor vehicles prohibited except permit holders, emergency vehicles and authorised vehicles

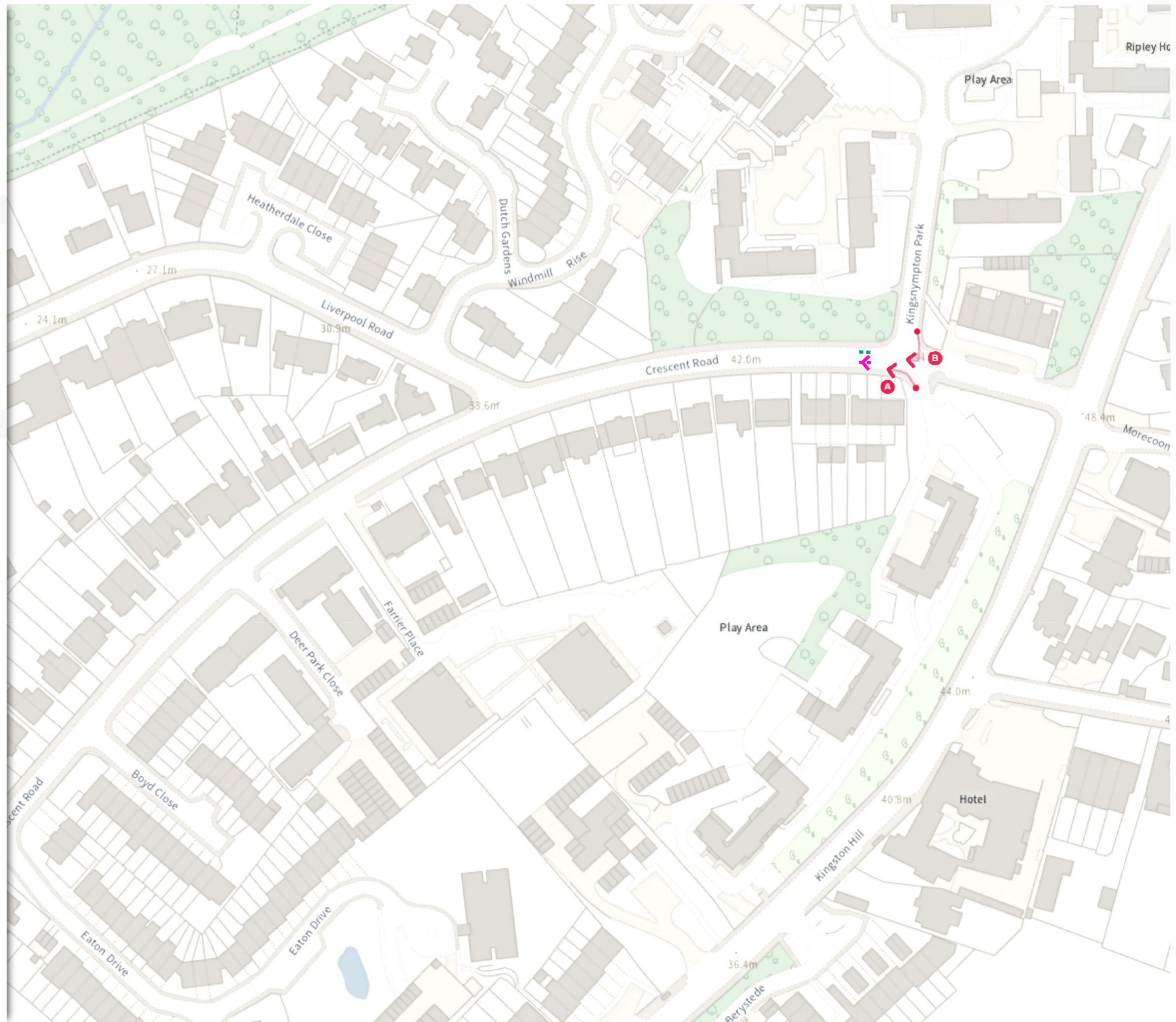
### Prohibited turn

- A** No left turn except authorised vehicles
- B** No right turn except authorised vehicles

## MODIFIED

### Width limit

2.1m / 7 ft



Scale: 1:1250 0 20 40 60m

NW 519406.833, 170558.218 SE 519850.449, 170188.964

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