

<b>REPORT TO:</b>	<b>TRAFFIC MANAGEMENT ADVISORY COMMITTEE</b>  <b>2 May 2019</b>
<b>SUBJECT:</b>	<b>TOLLERS LANE ESTATE – HIGHWAY CHANGES IN CONNECTION WITH THE INTRODUCTION OF A NEW BUS SERVICE</b>
<b>LEAD OFFICER:</b>	<b>Shifa Mustafa, Executive Director of Place</b>
<b>CABINET MEMBER:</b>	<b>Councillor Paul Scott, Cabinet Member for Environment, Transport and Regeneration (Acting Job Share)</b>
<b>WARDS:</b>	<b>Old Coulsdon</b>
<b>CORPORATE PRIORITY/POLICY CONTEXT:</b>	
<p>This report is in line with objectives to promote sustainable travel, improve highway safety and reduce obstructive parking on the Borough’s roads as detailed in:</p> <ul style="list-style-type: none"> <li>• Croydon Local Plan Feb 2018 – Transport &amp; Communications Chapter</li> <li>• Croydon’s (3<sup>rd</sup>) Local Implementation Plan</li> <li>• Croydon’s Community Strategy; Priority Areas 1, 3, 4 and 6</li> <li>• The Croydon Plan 2<sup>nd</sup> Deposit; T4, T7, T35, T36, T42 and T43</li> <li>• Croydon Corporate Plan 2015 – 18</li> <li>• <a href="http://www.croydonobservatory.org/strategies/">www.croydonobservatory.org/strategies/</a> Vision for Croydon</li> </ul>	
<b>FINANCIAL IMPACT:</b>	
The proposals from this report can be contained within available budgets.	
<b>FORWARD PLAN KEY DECISION REFERENCE NO.: Not a Key Decision</b>	
<b>1. RECOMMENDATIONS</b>	
That the Traffic Management Advisory Committee (TMAC) recommend to the Cabinet Member for Environment, Transport and Regeneration (job share) that he:	
1.1 Considers the objections received to the proposed ‘at any time’ waiting restrictions and the officer’s response to these in:	
<ul style="list-style-type: none"> <li>• Tollers Lane</li> <li>• Lacey Green</li> <li>• Goodenough Way</li> <li>• Ellis Road</li> <li>• Junction of Goodenough Way / Goodenough Close</li> <li>• Junction of Goodenough Way / Middle Close</li> <li>• Junction of Goodenough Way / Weston Close</li> <li>• Junction of Ellis Road / Ellis Close</li> </ul>	

- 1.2 Notes the changes that have been made to the proposals following the statutory consultation.
- 1.3 Subject to Transport for London (TfL) taking the decision to introduce a bus service to serve the Tollers Lane Estate, to agree to introduce the 'at any time' waiting restrictions at the locations listed in paragraph 1.1 for the reasons set out in this report.
- 1.4 Delegate to the Highway Improvement Manager, Highways, the authority to make the necessary Traffic Management Order under the Road Traffic Regulation Act 1984 (as amended) in order to implement recommendation 1.3 above.
- 1.5 Officers to inform the objectors of the above decision.

## **2. EXECUTIVE SUMMARY**

- 2.1 The purpose of this report is to consider objections received from the public following the statutory consultation process on a proposal to introduce 'At any time' waiting restrictions in Tollers Lane, Lacey Green, Goodenough Way, Ellis Road, Goodenough Close, Middle Close, Weston Close and Ellis Close. The statutory consultation took place between 3<sup>rd</sup> January 2019 and 27<sup>th</sup> January 2019.
- 2.2 A letter and plan setting out the overall scheme proposals, including the location of the proposed 'at any time' waiting restrictions, was sent to residents in the area on 3<sup>rd</sup> / 4<sup>th</sup> January 2019. A copy of the letter and plan is included in Appendix A. A copy of the Public Notice relating to the proposed 'at any time' waiting restrictions, erected on lamp columns within the Estate throughout the statutory consultation period, is included in Appendix B. The Public Notice was also published in the London Gazette and the Croydon Guardian. In addition, resident drop-in sessions took place within the Community Centre on the Estate on Friday 11<sup>th</sup> January (14.30 – 17.00) and Saturday 12<sup>th</sup> January (10.00 – 12.30).
- 2.3 On 16<sup>th</sup> April 2019 and pursuant to the delegation from the Leader dated 6 June 2016, the Executive Director Place, following consultation with the Cabinet Member for Environment, Transport and Regeneration (job share) determined that it was appropriate to refer consideration of the matters detailed in 1.1 above to the Traffic Management Advisory Committee for onward recommendation and determination to the Cabinet Member for Environment, Transport and Regeneration (job share).

## **3. BACKGROUND & SCHEME DETAILS**

- 3.1 The Tollers Lane Estate was first developed in the late 1950's / early 1960's. The current layout of a series of courtyard blocks in the centre of the Estate, with a

loop road of Goodenough Way and Ellis Road and cul-de-sac roads off it, was constructed by 1970 with some later additions. Two three-storey blocks of flats have been constructed in the centre of the Estate in the last 3 years. A recent planning application (16/06505) for 40 residential units in the central part of the Estate was approved at Planning Applications Committee in May 2017.

- 3.2 The introduction of a bus route to serve the Tollers Lane Estate has been a long-standing aspiration of the Council. The Estate currently has a Public Transport Accessibility Level (PTAL) of between 0 and 1, indicating a very poor level of public transport access.
- 3.3 A bus route survey was undertaken in 2014 when potential options for routing a bus through the Estate were identified. More recently, officers have been working with Transport for London (TfL) to develop a preferred option for buses to serve the Estate, taking account of the route tests and a previous consultation in the area. This work has been undertaken in parallel with a review of the bus service changes required to serve the new residential development at Cane Hill.
- 3.4 To this end, TfL consulted on proposals to extend bus route 404 to the Tollers Lane Estate between 8<sup>th</sup> January 2019 and 11<sup>th</sup> February 2019. Further information regarding the consultation can be found via the following link: <https://consultations.tfl.gov.uk/buses/routes-404-434/>
- 3.5 TfL is now undertaking a review of the comments received during their consultation, and appraising the bus proposals, with a view of publishing a decision on whether the bus route changes will be implemented in summer 2019.
- 3.6 It was considered essential that TfL's bus consultation and the Council's parking consultation followed a similar timeline to ensure that residents have the full understanding of the potential changes in the area.
- 3.7 In order to achieve bus access to the Tollers Lane Estate a number of highway changes are required to enable buses to navigate safely and efficiently through the network of streets and pick up and set down passengers at bus stops. Such changes would also assist with the movement of larger vehicles and emergency service vehicles through the Estate roads. The perceived negative impact will be the effects upon parking, as on-street spaces will need to be removed and replaced with the double yellow line 'at any time' waiting restrictions (the subject of this statutory consultation) to facilitate such movements. TfL has also agreed to part-fund the highway changes on the basis that they will be implemented to facilitate a new bus service.
- 3.8 Recognising the concerns of residents, particularly with respect to parking, the Council has also sought to utilise a proportion of the funding from TfL (with their agreement) to provide more car parking on the Estate roads to:
  - Replace the parking and garages removed by the Brick by Brick homes and community centre development; and
  - Provide a general increase in the amount of car parking within the Estate.

- 3.9 As part of the Council's January 2019 consultation 108 new car parking bays (all at right angles to the carriageway) were proposed, 87 of which (shown blue on the plan) can be implemented as part of the first phase of works in 2019. The remaining 21 (shown in red) would be created once the Brick by Brick development is complete and the site hoarding removed (expected mid-2020). The layout of the proposed bays is largely influenced by the proximity to residential properties, the location of trees and underground cables.
- 3.10 The Council has also proposed to slightly widen the mouths of the junctions of Ellis Road / Goodenough Way and Ellis Road / Lacey Green. This is to ensure that buses and other larger vehicles can turn without running over the kerbs. Some of the existing surface water drainage issues would be addressed as part of the work (subject to funding). The plan also includes five new bus stops (positioned to minimise impacts on car parking) and new footpaths to improve access to the bus stops.
- 3.11 Following the statutory consultation, and in response to the written feedback received and comments at the public drop-in sessions (Appendix F), the scheme plans have been amended to include a further 22 additional car parking bays, 11 of which are scheduled to be implemented as part of the first phase of works in Summer 2019. However, it is not intended to implement the second bank of 11 parking bays at this time, but Council officers will instead monitor parking pressure in the area over coming months and listen further to the views of residents at this location, and retain the option of introducing these bays in the future if needed. The provision of the additional car parking bays will not result in any further double yellow line 'at any time' waiting restrictions or any alterations to the proposed traffic management order consulted on as detailed above and officers are therefore satisfied that no additional statutory consultation is required as a result of the amendments to the scheme plans. The updated layout plan, which will form the final scheme plan, has been included in Appendix C.

## **4. OBJECTIONS AND RESPONSES**

### **4.1 Objections**

A total of 28 objections have been received to the Council's proposals to introduce 'at any time' waiting restrictions within the Tollers Lane Estate. 27 of the objections were submitted via email, with one received via post. One further email was sent seeking clarification on a matter, but has not been categorised as an objection.

### **4.2 Objection 1**

An objection from a resident of Ellis Road has been raised on the grounds that:

- Despite the introduction of new car parking spaces within the Estate, the introduction of yellow lines, widening of roads and provision of bus stops will limit parking for residents and visitors.

### **4.3 Objection 2**

An objection from a resident of Tollers Lane has been raised on the grounds that:

- There is insufficient parking for the maisonettes in Tollers Lane and adding yellow lines will make the situation worse;
- Whilst the Council is proposing more parking spaces on the Estate, these are too far away from the property to be of benefit.

#### 4.4 **Objection 3**

An objection from a resident of Goodenough Close has been raised on the grounds that:

- Concern that the information provided in the Council's letter regarding the increase in parking numbers is misleading;
- That based on a walk / assessment of the Estate, there will actually be a net loss of 18 parking spaces if the scheme is implemented;
- Concern about the parking impact from the Brick x Brick development;
- Three of the new parking bays are marked for disabled users, so not accessible for the majority of the Estate;
- No requirement for bus route 404 to be extended to the Estate. Tollers Lane is not isolated, as there are accessible bus stops available nearby;
- A new bus service will cause congestion, less parking, potential safety concerns, pollution, noise and damage to the environment;
- The Estate, with its tight corners, is unsuitable for buses.

#### 4.5 **Objection 4**

An objection from a resident of Ellis Close has been raised on the grounds that:

- The area around Ellis Close already suffers from a lack of parking. The proposals for yellow lines at the eastern end of Ellis Road and into Lacey Green will make matters worse;
- Questions why 11 new parking bays are not been provided at the top of Ellis Road in the same way that they have been provided on Goodenough Way;
- People standing at bus stops could obscure the vision of drivers pulling out of junctions;
- Acknowledges the importance of getting a bus onto the Estate, but feels that the safety of residents and access by emergency services is paramount.

#### 4.6 **Objection 5**

An objection has been raised on the grounds that:

- The provision of more yellow lines in the Estate will result in the loss of more parking;
- Introducing a bus service to the Estate is unworkable.

#### 4.7 **Objection 6**

An objection has been raised on the grounds that:

- The provision of more yellow lines in the Estate will result in the loss of more parking;
- There is no need for a bus route and very little desire.

#### 4.8 **Objection 7**

An objection from a resident of Goodenough Way has been raised on the grounds that:

- Concern about the loss of trees to accommodate the new parking bays;
- Concern that the provision of double yellow lines in front of a property would remove the ability to set down and pick up a disabled passenger;
- Concern that the proposals will lead to the introduction of a residents' parking permit scheme.

#### 4.9 **Objection 8**

An objection from a resident of Goodenough Way has been raised, on the same basis as objection 7:

- Concern about the loss of trees to accommodate the new parking bays;
- Concern that the provision of double yellow lines in front of a property would remove the ability to set down and pick up a disabled passenger;
- Concern that the proposals will lead to the introduction of a residents' parking permit scheme.

#### 4.10 **Objection 9**

An objection from a resident of Goodenough Close has been raised on the grounds that:

- Initially ambivalent about the bus route as long as there is a significant increase in spaces;
- Concern that the information provided in the Council's letter regarding the increase in parking numbers is misleading;
- That based on a walk / assessment of the Estate, there will actually be a net loss of 18 parking spaces if the scheme is implemented;
- A long and windy bus route that will service a minority of residents isn't required. It's quicker to walk the 15 minutes and wait for the 60 bus at Mead Way.

#### 4.11 **Objection 10**

An objection from a resident of Goodenough Way has been raised on the grounds that:

- The provision of more yellow lines in the Estate will result in the loss of more parking;
- Concern about the noise and air pollution created by buses.

#### 4.12 **Objection 11**

An objection from a resident of Ellis Road has been raised on the grounds that:

- The provision of more yellow lines in the Estate will result in the loss of more parking. 15 – 20 spaces expected to be lost;
- Concern about the parking impact from the Brick x Brick development;
- Original plans to bring the 404 to Tollers Lane only should be reconsidered;
- An increase in around 200 parking spaces on the Estate is required to keep pace with current levels of demand.

#### 4.13 **Objection 12**

An objection from a resident of Ellis Road has been raised on the grounds that:

- There will actually be a net loss of 18 parking spaces if the scheme is implemented.

#### 4.14 **Objection 13**

An objection from a resident of Ellis Road was raised, but no specific grounds for objection were included.

#### 4.15 **Objection 14**

An objection has been raised on the grounds that:

- Safety concerns with buses driving down narrow residential roads;
- More housing will mean more people and more cars, but much less parking;
- No requirement for a bus route to be extended to the Estate;
- Increased pollution, having moved to the area for the fresh air and openness.

#### 4.16 **Objection 15**

An objection from a resident of Tollers Lane has been raised on the grounds that:

- Already a significant parking problem within the Estate;
- The provision of more yellow lines, and the removal of on-street parking, in the Estate will result in the loss of more parking;
- Concern about the parking impact from the Brick x Brick development;
- Logistical challenges of having to park further away from home;
- Little requirement for a bus route within the Estate.

#### 4.17 **Objection 16**

An objection from a resident of Tollers Lane has been raised on the grounds that:

- Already a significant parking problem within the Estate;
- The area around Tollers Lane already suffers from a lack of parking. The proposals for yellow lines on Tollers Lane and Lacey Green will make matters worse;
- Overall net reduction in the number of car parking spaces on the Estate anticipated;
- Concern about the parking impact from the Brick x Brick development.

#### 4.18 **Objection 17**

An objection was raised, but no specific grounds for objection were included.

#### 4.19 **Objection 18**

An objection was raised, but no specific grounds for objection were included.

#### 4.20 **Objection 19**

An objection from a resident of Tollers Lane has been raised on the grounds that:

- Already a significant parking problem within the Estate. A further loss of parking will increase problems on the Estate.

#### 4.21 **Objection 20**

An objection from a resident of Ellis Road has been raised on the grounds that:

- Based on a walk / assessment of the Estate, there will actually be a net loss of parking spaces if the scheme is implemented;
- Whilst acknowledging the benefits of the bus service for some residents, some people will end up having to park away from the Estate, which is not considered practical or safe.

#### 4.22 **Objection 21**

An objection has been raised on the grounds that:

- Already a significant parking problem within the Estate;
- Bus service not needed.

#### 4.23 **Objection 22**

An objection has been raised on the grounds that:

- Already a significant parking problem within the Estate;
- Concern about the parking impact from the Brick x Brick development;
- Safety concerns with buses driving down narrow residential roads.

#### 4.24 **Objection 23**

An objection from a resident of Ellis Road was raised on the grounds that:

- No requirement for bus route 404 to be extended to the Estate.

#### 4.25 **Objection 24**

An objection from a resident of Ellis Road was raised, but no specific grounds for objection were included.

#### 4.26 **Objection 25**



An objection has been raised on the grounds that:

- Concern that the information provided in the Council's letter regarding the increase in parking numbers is misleading;
- Based on an assessment, there will actually be a net loss of 18 parking spaces if the scheme is implemented;
- Concern about walk distances to a parked vehicle, particularly with young children.

#### 4.27 **Objection 26**

An objection has been raised on the grounds that:

- Based on an assessment, there will actually be a net loss of 18 parking spaces if the scheme is implemented;
- Concern about the parking impact from the Brick x Brick development.

#### 4.28 **Objection 27**

An objection from a resident of Ellis Road has been raised on the grounds that:

- Based on an assessment, there will actually be a net loss of 18 parking spaces if the scheme is implemented;
- Concern about the parking impact from the Brick x Brick development.

#### 4.29 **Objection 28**

An objection from a resident of Goodenough Way was raised on the grounds that:

- Already a significant parking problem within the Estate. A further loss of parking will increase problems on the Estate.

#### 4.30 **Clarification Email 1**

The clarification email (from a resident of Tollers Lane) asked whether the Council still had plans to introduce a one-way road system as part of the scheme, which would potentially impact Lacey Avenue.

### **Responses to Objections**

4.31 A number of the objections are based around a similar theme and have been grouped accordingly:

#### 4.32 **The provision of the double yellow line 'at any time' waiting restrictions will result in an overall loss of parking capacity within the Estate**

The most commonly cited objection related to a concern from residents that the provision of the double yellow line 'at any time' waiting restrictions will result in an overall loss of car parking capacity within the Estate.

Officers have developed a scheme that seeks to provide a number of new car parking bays on the Estate, whilst facilitating the movement of buses and other large vehicles. The consulted proposals included 108 new car parking bays (all at right angles to the carriageway), 87 of which (shown blue on the plan in Appendix

A) can be implemented in 2019. The remaining 21 (shown in red) would be implemented once the Brick by Brick development is complete and the site hoarding removed (expected mid 2020). The layout of the proposed parking arrangements is largely influenced by the proximity to residential properties, the location of trees / green space and underground cables.

Despite residents' concerns, the parking layout included as part of the consultation will result in a net increase in overall car parking numbers within the Estate. However, in light of the important points raised by residents during the consultation, the proposals has been updated to include up to 22 new car parking bays within the vicinity of Lacey Green. 11 of these bays are scheduled to be introduced as part of the first phase of works in summer 2019, with a further 11 bays retained for future implementation subject to the monitoring of parking pressure in the area over coming months and the views of residents at this location. The updated scheme plan is included in Appendix C.

#### **4.33 New parking bays are remote from Tollers Lane / Lacey Green / Ellis Road**

As part of the January 2019 consultation proposals, it is acknowledged that the majority of new car parking bays are proposed on Goodenough Way or the cul-de-sacs adjoining Goodenough Way to the south. These are the areas within the Estate that offer the greatest opportunity to increase the number of parking bays. The changes to the scheme discussed in 4.32 include the provision of a further 11 car parking bays on Lacey Green as part of Phase 1, and retain scope to implement a further 11 bays in the future, and are designed to help mitigate some of these concerns highlighted by residents from these particular roads.

#### **4.34 The Council's consultation material is misleading**

It has never been the intention to mislead residents in relation to the parking changes. The Council has attempted to provide a clear layout plan for residents as part of the consultation, in order to highlight the new areas of double yellow line waiting restrictions that will be required to facilitate a new bus route. This will inevitably lead to some loss of on-street car parking and the new parking bays are proposed to be introduced to mitigate this impact, as well as provide some additional parking capacity to accommodate future demand changes.

#### **4.35 Impact of the Brick x Brick development**

The Brick x Brick scheme for 40 residential units (16/06505) was approved by Croydon's Planning Applications Committee in May 2017. Access to public transport can play a significant factor in the decision to move to a particular area. Having a new bus service within the Estate prior to residents moving to the new units may increase the likelihood of non-car owning residents opting to move to the area. In addition, the Council has sought to increase the number of parking spaces within the Estate following the statutory consultation, with the revised provision of up to 130 new car parking bays.

#### **4.36 Tollers Lane Estate does not need a bus service**

As stated, Tollers Lane has a PTAL rating of between 0 and 1, indicating very

poor access to public transport. Buses form key links to town centres and other destinations and are one of the most efficient uses of road space. For older and disabled people, and those travelling with young children, buses offer an accessible form of transport.

Whilst there are existing bus stops within the vicinity of the Estate, to reach them from a central point within the Estate requires the following walking distances / times:

466 northbound: 560 metres (7 minute walk)  
466 southbound: 650 metres (8 minute walk)  
404 northbound: 900 metres (11 minute walk)  
404 southbound: 800 metres (10 minute walk)  
60 northbound: 1050 metres (13 minute walk)  
60 southbound: 650 metres (8 minute walk)

For some, walking this distance is challenging or impossible, and TfL's bus consultation offers residents the opportunity to have a bus stop within 200 metres (or a 2.5 minute walk) of all of the properties within the Estate.

#### **4.37 A bus service will increase pollution and noise**

London buses are rapidly becoming cleaner and quieter, and increasingly offer a more environmentally friendly way to travel. The buses used on route 404 are Euro VI diesel, meeting the cleanest diesel emissions standards.

#### **4.38 A bus service will be unsafe and create congestion issues**

The provision of new double yellow line 'at any time' waiting restrictions within the Estate are proposed to be introduced to ensure that the roads remain safe and to enable vehicle movements to take place efficiently, particularly at junctions. Two of the key junctions within the Estate are also being widened as part of the proposals.

Localised congestion issues, as the roads will remain two-way within the Estate, will be monitored in the event that the new bus service is introduced.

#### **4.39 Impact on Trees**

The design of the new parking bays has been influenced by the existing location of trees. As part of the updated proposals it is envisaged that 4 semi-mature trees will be lost, one on Ellis Road and 3 on Lacey Green. However, a minimum of 5 new trees will be planted as part of the scheme during Phase 1.

#### **4.40 Double yellow lines will remove the ability to set down / pick up disabled passengers**

The provision of double yellow lines will not remove the ability to pick up and set down a passenger. Providing the driver of the vehicle being used for this activity is in a continuous process of dropping off and picking up then this can take place via

roads that have double yellow line waiting restrictions. If the vehicle is left parked and there is no sign of the process of dropping off or picking up taking place, then the individual would run the risk of receiving a parking ticket.

#### **4.41 Limited desire for a bus on the Estate**

TfL's bus consultation included specific questions about the need / desire for a bus service to serve the Estate. It is envisaged that this bus consultation will address this issue in detail.

#### **4.42 Concern that the proposals will result in a Residents' Parking Scheme**

There are no current plans for a Residents' Parking Scheme (i.e. a Controlled Parking Zone) in the Estate.

#### **Response to Clarification Email**

#### **4.43 Do the proposals include any one-way systems, including Lacey Avenue?**

An informal consultation on making the section of Tollers Lane one –way westbound between Lacey Green and Coulsdon Road was carried out between 1st November and 15th December 2017, as part of previous investigations into bus access to the Estate. This scheme, if it had been taken forward, is likely to have increased the number of eastbound vehicle movements on Lacey Avenue. Concerns were raised at the time relating to the potential for increased rat running, safety impacts and parking impacts. Due to certain concerns, this scheme has not been progressed.

## **5 CONSULTATION**

5.1 The purpose of this report is to consider comments and objections from the public following the giving of public notice of the proposals. Once the notices were published, the public had up to 21 days to respond.

5.2 The legal process requires that formal consultation takes place in the form of Public Notices published in the London Gazette and a local paper (Croydon Guardian). Although it is not a legal requirement, this Council also fixes notices to lamp columns in the vicinity of the proposed schemes to inform as many people as possible of the proposals.

5.3 Organisations such as the Fire Brigade, the Cycling Council for Great Britain, The Pedestrian Association, Age UK and bus operators are consulted separately at the same time as the public notice. Other organisations are also consulted, depending on the relevance of the proposal. No comments were received from any of these organisations. In addition, these organisations have not been consulted on the scheme amendments, due to their minor nature and the fact that they do not affect the statutory consultation process or the proposed Traffic Management Order.

5.4 During the statutory consultation period it came to the Council’s attention that a leaflet was distributed on behalf of ‘Community at Tollers’ to some properties within the Estate with approximately one week to go. This leaflet claimed that 18 spaces will be lost as a result of the consultation proposals, which is factually inaccurate. This issue is addressed in paragraph 4.32. A copy of this leaflet is included in Appendix D for information.

## 6. FINANCIAL CONSIDERATIONS

6.1 The total capital cost of the scheme is forecast to be approximately £210,000. The required capital expenditure will be funded via 3 sources:

- an allocation within the TfL Local Implementation Plan (LIP) grant funding allocated to Croydon for 2019/20 totalling £130,000
- A funding contribution from Brick x Brick totalling £60,000;
- A contribution from the Council’s Housing Department totalling £20,000.

Given that the scheme will be implemented in two phases, it is anticipated that £160,000 will be required for Phase 1 and £50,000 will be required for Phase 2.

### 6.2 Revenue and Capital consequences of report recommendations

Current Financial Year	M.T.F.S – 3 year Forecast			
	2019/20	2020/21	2021/22	2022/23
	£'000	£'000	£'000	£'000
<b><u>Revenue Budget available</u></b>				
Expenditure	0	0	0	0
Income	0	0	0	0
<b><u>Effect of Decision from Report</u></b>				
Expenditure	0	0	0	0
Income	0	0	0	0
<b>Remaining Budget</b>	<hr/>	<hr/>	<hr/>	<hr/>
			0	0

**Capital Budget available**

Expenditure	210	50	0	0
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**Effect of Decision from report**

Expenditure	160	50	0	0
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<b>Remaining Budget</b>	<u>50</u>	<u>0</u>	<u>0</u>	<u>0</u>
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**6.3 The effect of the decision**

The cost of implementing the highway and parking changes within the Tollers Lane Estate has been estimated at £210,000. The scheme will be implemented in two phases, over two financial years.

Phase 1, implemented in 2019 / 20, will utilise LIP (£130,000) and Brick x Brick (£30,000) funding, whilst Phase 2 in 2020/21 will utilise Brick x Brick (£30,000) and Housing Department (£20,000) funding. The ongoing costs of maintaining the scheme will be managed within existing revenue budgets.

**6.4 Risks**

The current method of introducing the scheme is efficient with the design and legal work being carried out within the department. The highway and parking changes will be carried out using the new Highways Term Contract.

**6.5 Options**

The key reason for introducing the highway and parking changes is to enable a new bus route to serve the Estate. TfL is funding over 60% of the capital cost of the works and this contribution is only forthcoming on the basis that a new bus service is introduced. A bus route could not serve the Estate without the Highway changes.

As part of the Brick x Brick planning approval there is a planning condition requiring Brick x Brick to provide a scheme for parking prior to the first occupation of their development. The components of this scheme have been incorporated into the consulted proposals. If the new bus service is not forthcoming then a Brick x Brick parking scheme will still be implemented, albeit with a significantly reduced level of funding as the LIP contributions will no longer be available for the project.

**6.6 Savings/ future efficiencies**

The proposed highway changes incorporate junction widening and drainage improvements. These changes should help reduce general maintenance issues on the Estate moving forward.

Approved by: Flora Osiyemi, Head of Finance – Place

## **7 COMMENTS OF COUNCIL SOLICITOR AND MONITORING OFFICER**

- 7.1 The Head of Litigation and Corporate Law comments on behalf of the Director of Law and Governance that Sections 6, 45, 46, 47, 49, 124 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 (RTRA) provides the Council with the power to implement the changes proposed in this report. This legislation gives a local authority the power to make Traffic Management Orders (TMO) to control parking by designating on-street parking places, charging for their use and imposing waiting and loading restrictions on vehicles of all or certain classes at all times or otherwise.
- 7.2 In making such Orders, the Council must follow the procedures set out at Schedule 9, Part III of the Road Traffic Regulation Act 1984 and detailed in the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996 (the 1996 Regulations). The said Regulations, prescribe inter alia, specific publication, consultation and notification requirements that must be strictly observed. It is incumbent on the Council to take account of any representations made during the consultation stage and any material objections received to the making of the Order, must be reported back to the decision maker before the Order is made.
- 7.3 By virtue of section 122 of the RTRA, the Council must exercise its powers under that Act so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters:-
- The desirability of securing and maintaining reasonable access to premises.
  - The effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
  - The national air quality strategy.
  - The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles.
  - Any other matters appearing to the Council to be relevant.
- 7.4 Recent High Court judgment confirms that the Council must have proper regard to the matters set out at s 122(1) and (2) and specifically document its analysis of all relevant section 122 considerations when reaching any decision.

Approved by: Sandra Herbert, Head of Litigation and Corporate Law, on behalf of the Director of Law and Governance and Deputy Monitoring Officer.

## **8. HUMAN RESOURCES IMPACT**

- 8.1 There are no human resources implications anticipated as a result of this project. However, if any arise they will be managed under the Council's policies and procedures.

Approved by: Jennifer Sanker, Director of Human Resources.

## **9. EQUALITIES IMPACT**

- 9.1 This report is written to meet the council's statutory duty to consult in regards to highway changes. The highway change in this instance is to support a TfL proposal to extend the existing 404 bus route to the Tollers Lane Estate. TfL has carried out extensive public engagement with those that will be impacted by the potential 404 bus route extension.

The Council has carried out its own high level Equalities Analysis (EA) with a view to understanding potential impacts (see Appendix E attached). The EA outlines how specific protected characteristics (Age, Disability, Maternity) will be positively impacted should TFL proceed at the end of their own consultation process. The extension of the existing 404 bus route will in practise reduce the distance of the nearest bus stop for approx. 300 homes, this will better support the elderly, those with mobility issues, potentially young mothers and other local residents. The EA also identifies positive benefits through the potential reduction of social isolation and enhanced opportunities to engage locally or otherwise by making it easier to travel into and out of Tollers Lane Estate. This supports the Council's own Corporate Plan objective to build local resilience that allows people to live long, healthy and independent lives, as it sets out to improve the mobility opportunities of those who live, work and socialise in Toller Lane Estate.

No disabled parking will be lost because of this extension, instead plans are in place to add an additional three disabled parking spaces should the project go ahead. The setting down and picking up of passengers can still take place from any new double yellow line waiting restrictions.

Once publicly available, as an added precaution, the Council should obtain a copy of TFL's Equality Impact Assessment to ensure that there are no disproportionate or negative impacts identified or expected before or after the extension commences.

Approved by: Barbara Grant on behalf of Yvonne Okiyo, Equalities Manager



## **10. ENVIRONMENTAL IMPACT**

- 10.1 The proposed widening of junctions and improvements to drainage should improve the general condition of sections of the highway within the Estate.
- 10.2 Having a bus service serve the Estate may increase the proportion of sustainable travel journeys over time and reduce reliance on the private motor vehicle.
- 10.3 Whilst there have been concerns from residents regarding possible pollution from buses, route 404 uses buses with a Euro VI diesel engine, meeting the latest European emission standards for diesel vehicles.

## **11. CRIME AND DISORDER REDUCTION IMPACT**

- 11.1 No specific impacts are anticipated.

## **12. REASONS FOR RECOMMENDATIONS**

- 12.1 The recommendation is to implement the 'at any time' waiting restrictions set out in Section 1.3 in the report. The waiting restrictions will enable the safe and reliable operation of a new bus service. They will also assist with the movement of other large vehicles, including refuse vehicles and emergency service vehicles. At the same time the Council is proposing to provide more car parking on the Estate roads to:
  - Replace the parking and garages removed by the Brick by Brick homes and community centre development; and
  - Provide a general increase in the amount of car parking within the Estate.
- 12.2 It is clear that many residents on the Estate have significant concerns about parking, particularly once new residents move to the area as part of the Brick x Brick development. Following the statutory consultation in January 2019, the scheme has been amended to include up to 22 new car parking bays, 11 to be implemented initially if TfL take the decision to extend the bus route to the Estate, with the option of implementing a further 11 in the future depending on the views of local residents and the change in parking demand on the Estate.
- 12.3 Additional measures, including junction widening and general drainage improvements will help improve the general condition of the highway areas within the Estate.
- 12.4 The double yellow line 'at any time' waiting restrictions included within this report, and the associated highway and parking changes, will only be implemented in the event that TfL takes the decision to introduce a bus service to serve Tollers Lane Estate.

### **13. OPTIONS CONSIDERED AND REJECTED**

- 13.1 An alternative option is not to introduce the highway and parking changes. However, the majority of the changes are essential to facilitate a bus route to serve the Estate. In the event that the new bus service is not forthcoming, TfL's financial contribution towards the scheme will not be available and Brick x Brick would be required to introduce the parking changes required as part of their planning permission approval. This would not offer the holistic benefits provided by this scheme.

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**REPORT AUTHORS:** Richard Lancaster – Project Manager  
Strategic Transport  
07494 503591

Ian Plowright – Head of Transport  
Strategic Transport  
020 8726 6000 (Ext. 88229)

**CONTACT OFFICER:** Ian Plowright – Head of Transport  
Strategic Transport  
020 8726 6000 (Ext. 88229)

**BACKGROUND PAPERS – LOCAL GOVERNMENT ACT 1972:** None

#### **APPENDICES**

- APPENDIX A:** Letter and Plan distributed to Tollers Lane Estate Residents – January 2019
- APPENDIX B:** Public Notice relating to the proposed 'at any time' waiting restrictions statutory consultation
- APPENDIX C:** Updated Letter and Scheme Plan distributed to Tollers Lane Estate Residents – April 2019
- APPENDIX D:** Copy of resident leaflet distributed to properties within the Tollers Lane Estate during the January public consultation
- APPENDIX E:** Equalities Analysis Report
- APPENDIX F:** Consultation Feedback from Drop-in Sessions (11<sup>th</sup> / 12<sup>th</sup> January)