

Delegated Report

Cabinet Member: Environmental Sustainability & Regeneration

Date: 24th December 2013

Agenda item:

Ward: Colliers Wood and Lavender Fields

Subject: Proposed bus route extension in Victoria Road – Statutory Consultation

Lead officer: Chris Lee, Director of Environment & Regeneration

Lead member: Councillor Andrew Judge, Environmental Sustainability & Regeneration

Forward Plan reference number: N/A

Contact Officer: Mitra Dubet, Tel: 020 8545 3201 email: mitra.dubet@merton.gov.uk

Recommendations:

It is recommended that the Cabinet Member for Environmental Sustainability and Regeneration:

- A) Notes the result of the statutory consultation carried out between 14th November and 6th December 2013, on measures required to accommodate the proposed bus route on Victoria Road. These measures are detailed on the plan attached as Appendix 1.
- B) Notes and considers representations (detailed in Appendix 2) received in respect of the proposals as shown in Appendix 1.
- C) Considers the objections against the proposed measures and overrule the objections for reasons given in section 3 of this report and within Appendix 2.
- D) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) for the implementation of the following proposed measures as also detailed on plan in Appendix 1:-
 - 1. Introduction of “no waiting at any time” parking restrictions at key locations.
 - 2. Existing speed humps to be constructed to the standard 75mm height
 - 3. Construction of a speed table.
- E) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1. This report details the results of the statutory consultation carried out with the residents of Victoria Road. Based on the benefits that the bus service will provide to the local community, it is recommended that the relevant Traffic Management Orders / Notices are made and the proposed measures implemented as shown on plan in Appendix 1.

2. DETAILS

- 2.1 As part of a review of the bus network, between 22 March and 26 April 2013, TfL consulted on a proposal to extend route S1 to bring public transport links to parts of Lavender Fields and Collier’s Wood.

- 2.2 Route S1 currently runs between Banstead and Mitcham via Sutton and St Helier at 3 buses per hour Monday to Saturday and 2 buses per hour Sundays and all evenings. At the Mitcham end it runs from Fair Green via London Road to Lower Green (the Cricket Green).
- 2.3 TfL and Merton Council have worked to develop a bus service for the Lavender Fields area, which is between Mitcham and Tooting. Although there is a very high frequency service along London Road (by Figge's Marsh) around 730 homes are more than 400 metres from London Road.
- 2.4 Having considered a number of options including changes to a range of existing routes, TfL's final proposal is to re-route the S1 to terminate at Lavender Fields, instead of at Mitcham, Cricketers. The route would be withdrawn between Fair Green and Lower Green West and extended to Lavender Fields via Holborn Way, London Road and Victoria Road. Other options that were also considered are set out in Appendix 5.
- 2.5 With regards to the actual bus service, TfL have carried out their own consultation (report attached as appendix 4) that included public meetings involving ward Councillors, Council officers, residents and service users. Following a favourable response throughout the process, measures to accommodate the bus service were drawn up. These are shown on the attached plan in appendix 1 and set out in section 3 of this report.
- 2.6 The Cabinet Member with support from Ward Councillors and officers agreed to the undertaking of a statutory consultation for certain aspect of the measures. It is important to note that the statutory consultation only relates to certain aspects of the proposed measures that are required to accommodate the bus service, it does not relate to the actual bus route itself. These are the proposed waiting restrictions; the introduction of a speed table and the changes to the existing speed reducing features.

3. PROPOSED MEASURES

- 3.1. The proposals are summarised below and shown on plan attached as Appendix 1.
 1. Introduction of two bus stops and 1 bus stop / stand
 2. Localised resurfacing of the carriageway and associated upgrading of drainage
 3. Reconstruction of the mini roundabout to improve tracking movements
 4. Minor footways improvements
 5. Reconstruct existing road humps with an additional speed table
 6. Legalise some footway parking
 7. Introduce waiting restrictions to formalise passing gaps

4. CONSULTATION UNDERTAKEN

- 4.1. The statutory consultation for proposed measures 5, 6 and 7 above to accommodate the bus route was carried out between 14th November and 6th December 2013. The consultation included the erection of street notices on lamp columns in the vicinity of the proposals and the publication of the Council's intentions in the Local Guardian and the London Gazette. Consultation documents were available at the Link, Merton Civic Centre and on the Council's website. A newsletter with a plan, attached as Appendix 3, was also circulated to all those properties within the consultation area.

4.2. The statutory consultation resulted in a total of 7 representations against certain aspects of the proposals. All representations received together with officer's comments are detailed in Appendix 2.

4.2.1 All those who made representations primarily object to the proposed yellow line restrictions with the main concern being the loss of parking. As with all parking restrictions, every effort is made to minimise the restrictions thereby maximise parking. Additionally, the key objective of any traffic related proposal is to maintain and improve access and safety. It is considered that the benefits of the bus service to the local community outweigh the inconvenience of loss of parking. It is, therefore, officer's recommendation that the objections are noted and overruled in favour of the proposed measures.

4.2.2 A representation was also received from the Metropolitan Police with no comments or observations. No response has been received from the bus operators who have been involved throughout the process.

4.3 Comments from Ward Councillor

All Ward Councillors have been engaged throughout the process of introducing the bus service in Victoria Road. Comments received following the statutory consultation from some Ward councillors include:

4.3.1 *"The Councillors for Lavender Fields have been calling for a bus to come into the Lavender estate and the new estates at the end of Victoria Road for some time. We think it is high time that there was a bus to serve the thousands of residents who live there who are currently more than half a mile from the nearest public transport. We cannot speak for the Colliers Wood residents of Victoria Road (although they will also benefit from having a new bus service), some of whom are anxious about parking. However, there is likely to be a considerable benefit to the wider community from having a new bus service. We think that this should be uppermost in the minds of the decision makers."*

4.3.2 *Like the Lavender Fields councillors, Colliers Wood's councillors have been supporting the campaign for a bus serving the under-served area to the south-east of our ward for several years. We are very grateful to both Council Officers and their counterparts from TfL for the work they have done in planning a new route for the S1, and I would like to give particular thanks to your colleague Paul Robinson for his patience and clarity in responding to a small but vocal group of residents from both Colliers Wood and Lavender Fields wards who have raised personal objections to the plans. On behalf of my Colliers Wood colleagues I would like to express my confidence that in the years to come thousands of people, both living in Colliers Wood and visiting it, will find the new route helpful and convenient. We look forward to the Cabinet Member's delegated-powers decision with anticipation*

5. **TIMETABLE**

5.1. If a decision is made to proceed with the implementation of the proposed measures, Traffic Management Orders could be made within six weeks of the publication of the made decision. This will include the erection of the Notices on lamp columns in the area, the publication of the made Orders in the Local Guardian and the London Gazette. The documents will be made available at the Link, Civic Centre and on the Council's website. A leaflet will be distributed to all the premises within the consulted area informing them of the decision. The measures will be introduced soon after. Those who objected to the consultation will be advised of the decision separately.

6. **ALTERNATIVE OPTIONS**

6.1. Do nothing. This would not provide the transport link that would benefit the local residents and meet the needs of those who rely on public transport.

- 6.2. Not to introduce the double yellow lines. This, however, would mean that buses and other vehicles would not be able to pass leading to access being impeded for all motorists.

7. FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

- 7.1. The cost of implementation of all the works is estimated at £135k. The cost of these proposals will be met from 2013/2014 LiP budget allocation.

8. LEGAL AND STATUTORY IMPLICATIONS

- 8.1. The Traffic Management Orders would be made under Section 6 and Section 45 of the Road Traffic Regulation Act 1984 (as amended). The Council is required by the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 to give notice of its intention to make a Traffic Order (by publishing a draft traffic order). These regulations also require the Council to consider any representations received as a result of publishing the draft order.
- 8.2. The Council has discretion as to whether or not to hold a public inquiry before deciding whether or not to make a traffic management Order or to modify the published draft Order. A public inquiry should be held where it would provide further information, which would assist the Council in reaching a decision.

9. HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHENSION IMPLICATIONS

- 9.1. The implementation of the subsequent changes to the original design affects all sections of the community especially the young and the elderly and assists in improving safety for all road users and achieves the transport planning policies of the government, the Mayor for London and the borough.
- 9.2. By maintaining clear junctions, access and sightlines will improve, thereby improving the safety at junctions by reducing potential accidents.
- 9.3. The Council carries out careful consultation to ensure that all road users are given a fair opportunity to air their views and express their needs. The design of the scheme includes special consideration for the needs of people with blue badges, local residents, businesses as well as charitable and religious facilities. The needs of commuters are also given consideration but generally carry less weight than those of residents and local businesses.
- 9.4. Bodies representing motorists, including commuters are included in the statutory consultation required for draft traffic management and similar orders published in the local paper and London Gazette.

10. CRIME AND DISORDER IMPLICATION

- 10.1. N/A

11. RISK MANAGEMENT IMPLICATIONS

- 11.1. The proposed measures may cause some dissatisfaction from the very few who have objected but it is considered that the benefits of introducing the measures outweigh the risk of doing nothing.

12. ENVIRONMENTAL IMPLICATIONS

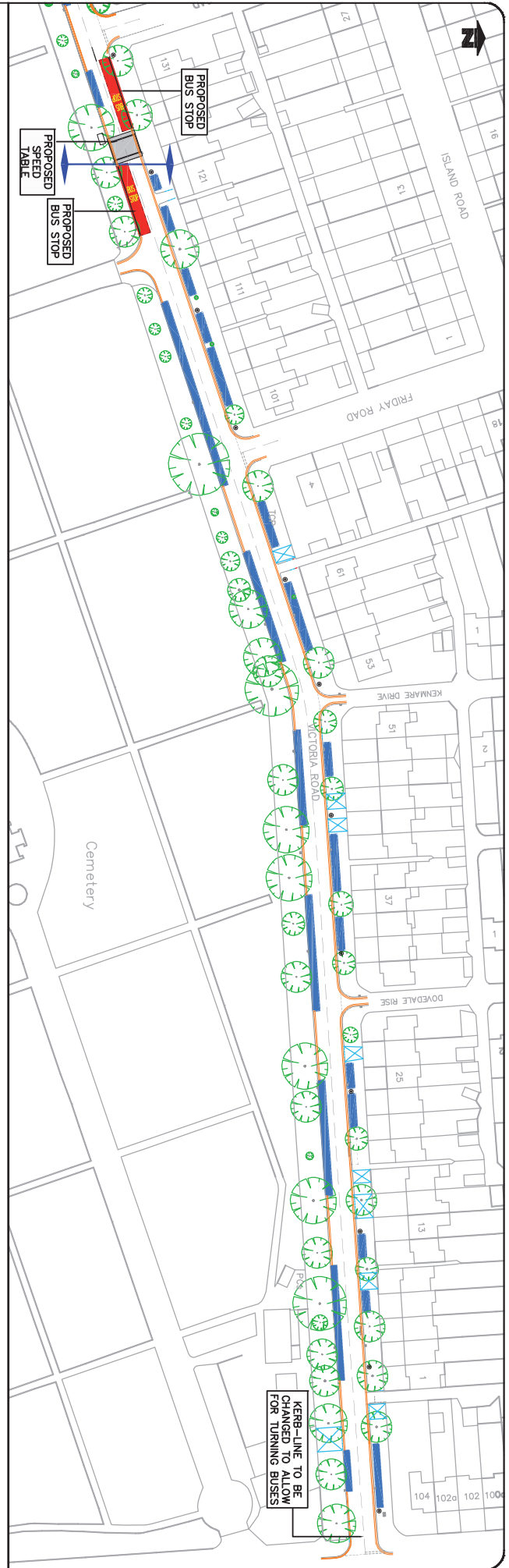
- 12.1. Before reaching a decision to make the necessary Traffic Management Order to implement a scheme, the Council must follow the statutory consultation procedures pursuant to the Road Traffic Regulation Act ("RTRA") 1984 and the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996. All objections

received must be properly considered in the light of administrative law principles, Human Rights law and the relevant statutory powers.

- 12.2. The Council's powers to make Traffic Management Orders arise mainly under sections 6, 45, 46, 122 and 124 and schedules 1 and 9 of the RTRA 1984.
- 12.3. By virtue of section 122, the Council must exercise its powers under the RTRA 1984 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:-
 - (a) the desirability of securing and maintaining reasonable access to premises.
 - (b) 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.
 - (c) the national air quality strategy.
 - (d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
 - (e) any other matters appearing to the Council to be relevant.

13. APPENDICES

- 13.1. The following documents are to be published with this report and form part of the report.
 - Appendix 1 – plan of proposals
 - Appendix 2 – Representations and officers' comments
 - Appendix 3 –Statutory consultation Newsletter
 - Appendix 4 – TfL's report
 - Appendix 5 - options considered



12229499 LONDON ROAD MITCHAM, CR4 3LB

Re above proposed Bus route extension –Victoria road, I would like to make the below points:- Although I am a resident, I have not been sent any information for the above proposal either by TFL nor Merton council, I first I saw last week was a notice on a lamp post outside number 1 Victoria road, I suggest you consult not just the people living on this road but also the surrounding ones. I have been resident at the above address for the last 29 years and have always parked in Victoria, and for the last few years have seen the number of cars parked increased considerably to such an extent that I have to struggle everyday to find a space, this is due to numbers of reasons mainly that other commuters come and park and then either take bus or rail to go to work, there are also car traders who have regularly have 5 to 6 cars parked permanently until they are sold then replace them with new ones & then there are shop owners in the control zone further up who also come and park their vehicles. As I live on the main road, I can't help but to have to take all the noise and pollution which come with location, but I have strong objection to having more noise, pollution and on top wondering if I will ever find space to park as there will none; if the proposed extension goes ahead, instead of helping people you will creating more problems for others, may I will need to go more than a mile to find parking space outside someone else's house. The residents on Victoria road have an option of converting their front gardens into parking space, hence decreasing parking space and this would have environmental effect, as the green space of gardens will covered by cement and causing all the rain water to go on to surrounding drains causing flooding. I would also like to know if you have any made any provisions to ensure that the local residents don't have parking issues e.g. making Victoria and surrounding roads as Resident parking only? I strongly object to the above proposal as there is will be more people inconvenienced then the number of people you are trying to help and would request to have another consultation with all residents in and around Victoria road, at the moment it looks like that the whole proposal and not been properly thought through.

12228047 Victoria Road

I would like to make the following representations regarding the proposed bus route extension on Victoria Road, Mitcham.

1. Safety concerns - Please see sketch No. 1 attached demonstrating the unsuitable road width which will occur at the disabled bay outside house No. 143 under the proposed plans. A clear road width of approximately 3.764m is not adequate for two vehicles to pass safely without stopping. While I support the proposed bus route extension I feel that safety of road users and pedestrians is more important and this issue should be addressed. Please see point 3 below for my remedial suggestions.
2. Reduction of car parking spaces - Please see sketch No. 2 attached, based on an car size of 4.988m long x 1.793m wide I've estimated that the proposed plan will reduce available car parking spaces between houses 121 and 165 by a minimum of 21 spaces. This does not include the spaces that will be lost due to residents with existing vehicle crossovers not being able to park over their drives (I know people aren't supposed to do this but it is common practice on Victoria Road due to lack of car parking spaces) so it is a very conservative figure. This part of Victoria Road already suffers from lack of car parking spaces, especially on evenings and weekends, partly due to the fact that there are houses on both sides of the street unlike the rest of Victoria Road. No additional parking spaces are being provided in the proposed plan. I fear that if there is not adequate parking provision for the residents of Victoria Road then its residents will have to park on the side streets (that are also congested) which will cause unnecessary congestion and car parking problems for others or alternatively they will have to park illegally. Please see point 3 below for my remedial suggestion.
3. Suggestions to help alleviate the problems highlighted in points 1 and 2 - Please see sketch No. 3 attached. Regarding the problem raised in point 1, the parking bay located opposite houses numbered 133-141 could be relocated onto the grass verge, as shown on sketch No. 3, to give the additional road width to allow cars to pass safely. Regarding the problem raised in point 2, additional car parking spaces can be provided as shown in magenta on sketch No. 3. In addition if the parking bay was located in the grass verge, a continuous parking bay could be provided from opposite house No.129 up to house No.2 to provide additional spaces. While this will only go a small way to regaining some of the parking spaces lost I, think it is prudent that the Council address the lack of parking. I hope you can take time to consider the above points.

Officer's comments

It is not always possible to allow 2 vehicles to pass each other. The design allows for passing gaps which would mean that traffic would have to stop to give way as is current practice and the proposed yellow lines will ensure that passing gaps are always available. It is Council policy to retain trees and grass verge. This is mainly linked to flooding issues and retention of amenities of the area. It would, therefore, be against Council policy to remove grass verge in favour of parking. Additionally funding is not available to reinforce sections of the grass verge to either widen the carriage way or to allow parking.

12229498 Victoria Road

I have received the proposal for plans to extend a bus route down Victoria Road. I am extremely concerned at measure number 6 which is to introduce "no waiting at any time" restrictions. Although I can see why this is needed at certain areas to allow the bus to travel with no obstructions, I am not happy that these restrictions are going to be applied to the road where I have paid for the kerbside to be dropped for my own vehicle to be parked on a drive at the front of my property. Most properties have 2 vehicles in use nowadays and after researching into the proposals, I have discovered that there is going to be a shortfall of around 17 parking spaces. I am opposing to these parking restrictions in a very already busy residential road.

12229494 Victoria Road

with regards to the accommodating works on Victoria Road we would like object to the following proposal

6. Introduction of "no waiting at any time" parking restrictions at key locations. As the proposed parking restrictions outside no 53 would mean the loss of a vital parking space and in fact cannot see why it cannot remain as others on your proposal. The removal of this space will force residence to park across the road where we have been victims of crime on numerous occasion such as damaged to body work, theft of Tom Toms and removal of Catalytic Converters which has caused great distress and financial difficulties. We fully understand that we do not have a right to park outside our property or a particular part of the road, but feel the safer option is being taken away from us with this in mind we are objecting to proposed parking restrictions in this location.

12229164 Victoria Road

I am attaching a letter, which gives reasons for the objections for the proposed installations of a couple of Bus Stops and a 7 metre width Speed Table immediately outside and opposite sides of my property No 127, Victoria Road, Mitcham, Surrey CR4 3JD. Please go through the reasons I gave in my letter and kindly consider to help me by dropping at least the installation of bus stops and speed table immediately outside my property. Hope my suggestions for alternative locations for the bus stops and speed table might be worthwhile. Also for the proposed installation of double yellow line road marking to imposed waiting restriction "at any time" and parking bay introduction.

12228055 Victoria Road

I've just received the newsletter with details on the changes being made to Victoria Rd to accommodate the new S1 bus service. It says if I require any further information to contact via this email address. I do have a few questions, as this is a very big change to what is currently a quiet residential side road. I live at 56 Victoria Road, and directly outside my house is a speed hump. Could you advise if consideration is being made to noise pollution caused by large vehicles hitting this, as already if a lorry goes past it (not very often as it's a cul de sac) it can cause my windows to rattle. Buses will doubtless do the same. It says on the letter, the existing speed humps are to be "constructed to a 75mm upstand" - what exactly does this mean and what can I do if I find the noise levels increase?

Secondly, could you clarify what the "proposed parking bays" marked on the map in blue mean? Will I now have a CPZ bay outside my house? Even if it isn't a timed bay, this will still reduce the amount of parking spaces available, so can I ask if Merton Council will now assist me in keeping strangers from parking in my private parking space in the car park, and being forced to park on the public road? At the moment, I would say 75% of the time, day or night, when I arrive home there is a car not belonging to me parked in my space at the side of my house. This is a private car park, it has 6 allocated parking spaces for the nearest properties on Victoria Rd and Heathfield Drive, but none of them are marked with house numbers and as it is, people just park where they want. One neighbour has 3 cars so uses her space plus 2 others. I fully understand this is a private car park, but if you are going to introduce double yellows onto a road, I'm sure you can appreciate this is going to have a knock on effect on the several private car parks at this end of Victoria Rd, being used by whoever feels like it, as there is no enforcement of these at all. I've queried it before, and been told it's private land so nothing to do with you, but once people have nowhere to park and are forced to use their private parking space, and find someone in it, it will cause untold neighbour disputes that the council WILL have to get involved in. I'm sure you can appreciate, this is Mitcham, if I start leaving notes on cars, no matter how polite, I risk getting a mouthful of abuse or worse. I feel you would be preventing a lot of hassle in the long run if you assisted in marking out these car parks when doing the rest of the works on Victoria Rd. Would it be possible for the council to at least mark out and paint the house number of whose each bay is? I do feel a lot of the people who park in my bay, genuinely don't realise it's a private parking space. If you won't do anything, could you please give me advise on what I personally can do to ensure nobody parks in my space? Am I allowed to fence off the area marked on the deeds to my house as my private land? This would be a sixth of that car park, the part adjacent to my side fence at //.

I have lived in Victoria Rd for over 10 years, and have tolerated the parking issue for that time, but now you are introducing bays and yellow lines, I really would appreciate this being looked into.

12228052 Victoria Road

Having studied your plans for the routing of the bus S1, plus the proposed double yellow lines we upholdly oppose to the plans. Parking in Victoria road is chaos at the best of times and now with these plans they are going to be worse. We objected to the bus route the first time and recall there was never in the consultation the plans to put in double yellow lines. This is completely wrong for this road. You are saying this is for the community and the elderly. To which our reply is we have an abundance of buses at the top of the road and at the bottom to get you just about anywhere..... They will not create revenue for the bus as most of the elderly have bus passes, hence the double yellow lines and the need for a traffic warden to walk up this road to put tickets on cars. Very clever, this is where your revenue will come from. NOT from the S1 bus.

Officer's comments

It is appreciated that the loss of parking may be of concerns for some residents; however, to facilitate the operation of the bus service, it is necessary to ensure that access for buses as well as other vehicles such as refuse and delivery vehicles can be maintained and importantly passing gaps will ensure that flow of all traffic is not hindered in any way. This does mean the introduction of the appropriate level of double yellow lines. As with any parking management, the extent of the restrictions have been kept to a minimum; however given the relatively narrow width of Victoria Road, the proposed yellow lines are extensive but necessary.

The reason for the introduction of double yellow lines on the south-side is to allow buses and other large vehicles to safely pass each other along sections of Victoria Road. The seven 18m passing gaps on the south-side will avoid having large vehicles reversing when there are conflicting east and westbound traffic movements. Transport for London have requested the road design to allow for 12m long buses. The traffic survey carried out by Merton Council also revealed frequent medium good vehicle movements, less frequent heavy goods vehicles and the occasional articulated vehicle as well as the weekly visit from the refuse vehicles.

There are no plans for a controlled parking zone. The plans indicate where parking can be permitted. As part of the proposals it is also intended to formalise the footway parking that is currently taking place illegally.

The introduction of the parking restrictions will lead to loss of parking and given the relatively small number of objections received, it is considered that the benefit of the bus service is greater than the loss of parking spaces.

With regards to the bus stop location, it should be noted that this is not subject to a statutory consultation. Notwithstanding this, however, the number of bus stops have been kept to a minimum; it is also worth noting that locations of bus stops are determined as per guidelines and requirements set out by TfL as well as a thorough site assessment by all those involved. Although it is appreciated that no one person would wish to have a bus stop located outside their home, regrettably it is not possible to find an alternative location that would not impact someone else.

Colliers Wood Ward Councilors

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Request for document translation

PROPOSED BUS ROUTE EXTENSION - VICTORIA ROAD
If you need any part of this document explained in your language, please tick box and contact us either by writing or by phone using our contact details below.

- Albanian Nëse ju nevojitet ndërfytyrë e këtij dokumenti në shqipërisht, mënyrë më të lehtë të kuptimit të kësaj informacioni, ju lutemi kontaktoni ne për informacione më të detajuara.
- Bengali এটি ডকুমেন্টের একটি অংশকে বাংলায় ব্যাখ্যা করতে চাইলে, দয়া করে আমাদের সাথে যোগাযোগ করুন।
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- Portuguese Caso você precise qualquer parte deste documento explicado em seu idioma, favor marcar a caixa de seleção e entrar em contato conosco por escrito ou por telefone usando as informações de contato que estão listadas abaixo.
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- Spanish Si desea que alguna parte de este documento se traduzca en su idioma, le rogamos que marque la casilla correspondiente y nos contacte por escrito o telefónicamente utilizando nuestra información de contacto que encontrará más abajo.
- Tamil கீழ்க்கண்ட ஆவணத்தின் ஒரு பகுதியை தமிழில் விளக்க வேண்டியிருந்தால், கீழ்க்கண்ட தகவல்களைப் பயன்படுத்தி எங்களுக்குத் தொடர்பு கொள்ளுங்கள்.
- Urdu اگر آپ کو اس دستاویز کے کسی حصے کی تشریح کی ضرورت ہے تو براہ کرم اس خانے کو چیک کریں اور ہمیں اپنے تحریری یا فون پر رابطے کے ذریعے مزید تفصیلات فراہم کرنے کے لیے ہم سے رابطہ کریں۔

- Large print
- Braille
- Audiocassette

Your contact:
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Proposed Bus Route Extension
Victoria Road - Mitcham



ISSUE DATE : 14 NOVEMBER 2013

Cabinet Member for Environmental Sustainability and Regeneration
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E: andrew.judge@merton.gov.uk



Dear Resident

On the 22 March 2013 Transport for London (TfL) consulted on a proposal to extend the S1 bus service to Victoria Road. Following a successful consultation TfL have approved the route extension. The full consultation result is available on TfL's website, <https://consultations.tfl.gov.uk/>

To facilitate the bus service the Council will be required to carry out some accommodating works on Victoria Road. These works are detailed below and on the attached plan.

1. Introduction of three bus stops, one of which includes a bus stand.
2. Resurfacing the carriageway and associated upgrading of drainage.
3. Reconstruction of the mini roundabout to allow a turning area for the bus.
4. Footway improvements.
5. Formalisation of footway parking and footway buildout.
6. Introduction of "no waiting at any time" parking restrictions at key locations.
7. Existing speed humps to be constructed to a 75mm upstand.
8. Construction of a speed table.

WHAT HAPPENS NEXT

To introduce the above measures 6, 7 and 8 it is necessary to undertake a statutory consultation. A Notice of the Council's intention to introduce these specific measures will be published in the local Guardian, London Gazette newspaper and posted on lamp columns along Victoria Road. Representations against the proposals described in this Notice must be made in writing to the Head

of Street Scene and Waste, Merton Civic Centre London Road, Morden, Surrey, SM4 5DX or email trafficanhighways@merton.gov.uk by no later than 6 December 2013 quoting reference ES SGE/VICTORIARD. Objections must relate only to the elements of the scheme that are subject to this statutory consultation.

All representations along with Officers' comment and recommendations will be presented in report to the Cabinet Member for Environment, Sustainability and Regeneration. Please note that responses to any representations received will not be made until a final decision is made by the Cabinet Member.

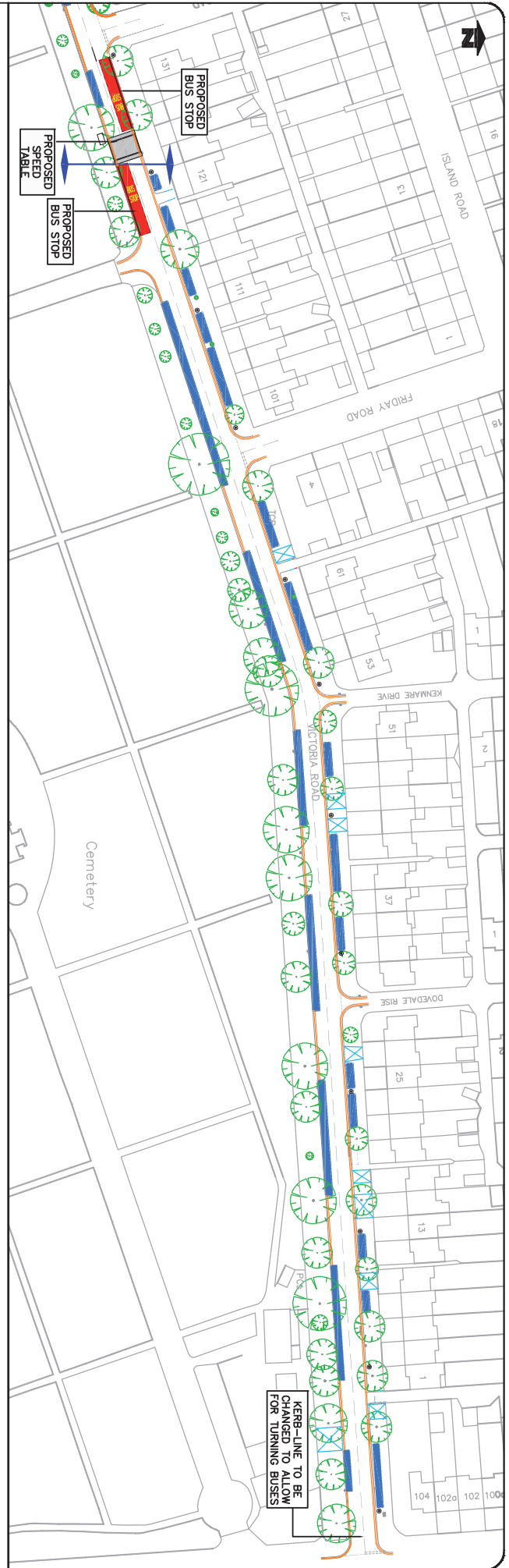
The Council is required to give weight to the nature and content of your representation and not necessarily the quantity. Your reasons are therefore, important to us.

Copies of the proposed Traffic Management Order (TMO) and other documents giving more detail of the proposals may be viewed at Merton Link Merton Civic Centre, London Road, Morden Surrey, SM4 5DX during the Council's normal office hours Monday to Friday, 9am to 5pm and Mitcham Library.

CONTACT US

If you require further information, you may contact Paul Robinson directly on 020 8545 3802 or email trafficanhighways@merton.gov.uk.

This information is also available on Merton Council's website www.merton.gov.uk/victoriard busroute.



Transport for London
London Buses



Consultation on the proposed extension of bus route S1 (Banstead – Mitcham)

Response to Issues Raised

July 2013

1 TfL response to issues raised

1.1 Buses using Victoria Road for the first time

There was some concern from residents regarding the position of bus stops, impact on parking, noise etc. These issues will all be addressed in Merton Council's consultation, which will include further consultation and engagement with the local community subject to a favourable decision on TfL's consultation. Any changes will be designed to minimise the impact on residents as much as possible, subject to TfL requirements in terms of spacing of stops etc.

For buses to use Victoria Road there would need to be changes to parking, passing and traffic calming in the road. The cemetery also uses it for side access. Two new bus stops will need to be introduced. The majority of responses objecting to the proposal were to do with parking, speeding and access in Victoria Road. These comments have been passed to Merton Council for its consultation on the works required in Victoria Road to accommodate the route.

1.2 Withdrawal of the route from Lower Green

TfL has reviewed the scheme and is investigating options to maintain the S1 on Lower Green West.

1.3 Other comments for TfL

What about serving Steers Mead and the surrounding area. It is the same distance to walk to main road as it is Victoria Road

In order to serve the Steers Mead area an existing route would need to be diverted via Lavender Avenue. TfL considered serving Lavender Avenue by diverting route 355 however it would significantly increase the journey time of some passengers (for example those travelling between Tooting and Mitcham) and a section of London Road would no longer be served. Overall the negative effects on passengers are estimated to be greater than the benefits.

A service in Victoria Road brings a greater number of residents within 400 metres of bus services.

The route needs to go to Tooting Broadway to make travelling to town easier. Suggest splitting the G1 at Tooting and run the Clapham Junction leg to Lavender Fields

TfL considered extending route 77 to Lavender Fields however it would cost considerably more than the S1 extension as it is a high frequency route. In addition, it is considered that Victoria Road is not suitable for a high frequency route operating with double-deck buses.

Splitting route G1 at Tooting would break too many current direct passenger journeys and the new links provided between Lavender Fields and Tooting would not outweigh those disbenefits.

Could a 24-hour or night bus service be introduced for the area

There are no plans to introduce a night service in the area at this stage. Two services (routes 44 and 264) currently operate at night times along London Road.

Could the S1 be rerouted to serve the entrance to the Royal Marsden Hospital in Sutton instead of bypassing it with an awkward walk

TfL is currently investigating the options of rerouting the S1 to better serve Sutton and Royal Marsden Hospitals.

Will drivers facilities be provided at the proposed new stand in Victoria Road

The route currently operates with toilets at the southern end of the route (Banstead) only and will continue to do so.

Could Hail and Ride be introduced on Victoria Road

Where conditions allow, ensuring bus stop accessibility is a priority for TfL. Fixed stops would be wheelchair accessible. Adequate locations for fixed stops have been identified on Victoria Road.

TfL has also to be mindful of the current policy context in terms of the Government's policies on integrated transport, the Mayor's Transport Strategy and the Disability Discrimination Act 1995. A key feature of these is the need to make public transport easy to use and accessible.

Could the S1 be extended to Tooting Broadway or Mitcham Eastfields

Extending the S1 to Tooting Broadway would be more expensive and it would not provide the same level of benefits as the S1 would not serve the Lavender Fields area and there are already a number of services on London Road linking to Tooting Broadway. The 152 already provides links between Mitcham town centre and Mitcham Eastfields therefore extending the S1 to Mitcham Eastfields would only provide marginal benefits.



Consultation on the proposed extension of bus route S1 (Banstead – Mitcham)

Consultation report

July 2013

Contents

Section		Page
1	Introduction	3
2	The consultation	3
3	Responses from members of the public	5
4	Responses from statutory bodies and other stakeholders	10
Appendices		
A	Consultation letter	11
B	Maps and diagrams	13
C	Consultation areas	15
D	List of stakeholders consulted	16

1 Introduction

Transport for London (TfL) recently consulted on a proposal to extend route S1 to bring public transport links to parts of Lavender Fields and Collier's Wood.

Route S1 runs between Banstead and Mitcham via Sutton and St Helier at 3 buses per hour Monday to Saturday and 2 buses per hour Sundays and all evenings. At the Mitcham end it runs from Fair Green via London Road to Lower Green (the Cricket Green).

TfL has been working with Merton Council to develop a bus service for the Lavender Fields area, which is between Mitcham and Tooting. Although there is a very high frequency service along London Road (by Figge's Marsh) around 730 homes are more than 400 metres from London Road. Discussions have been held with the Council and other stakeholders about options to improve access.

A number of possibilities have been considered including changes to a range of existing routes. Taking route S1 into the area is considered the most feasible means of improving access to the bus network. TfL therefore proposed to extend the S1 from Fair Green to Victoria Road (for Lavender Fields) via Holborn Way and London Road. TfL also proposed to increase the frequency of buses from 3 to 4 per hour and 2 to 3 per hour in the evening/Sundays.

2 The consultation

2.1 About the consultation

The consultation ran from 22 March to 26 April 2013 although it was extended by a week for late responses that TfL was made aware of.

For the service change to happen there are two separate consultations:

- TfL's consultation on the route change (this report summarises)
- Merton Council's consultation on the precise position of the two bus stops, stand, and changes to traffic calming, parking and waiting restriction (to follow).

We asked the following questions:

- Do you currently use the service
- Do you support the proposed extension
- Do you have any objections to the proposed extension
- Do you support the proposed frequency increase
- Do you have any objections to the proposed frequency increase
- Do you use any other routes in the area
- Do you have access to a car

2.2 Who we consulted

TfL contacted residents and businesses in and around Lower Green and Victoria Road including current and possible users of the route and, through connections, other routes. TfL also contacted the local councillors, local groups, London TravelWatch, Merton and Sutton Councils, Assembly Members and the MP direct.

2.3 Consultation material, distribution and publicity

TfL sent letters to around 1,000 addresses in and around Victoria Road and another 1,000 to properties in and around Lower Green.

Posters were displayed along the proposed route in Victoria Road and at stops along the current route in London Road.

People were invited to respond by email, letter, telephone or online.

Two public meetings were held, one for Victoria Road attended by about 60 residents and local councillors and another for Lower Green which was promoted by the local MP.

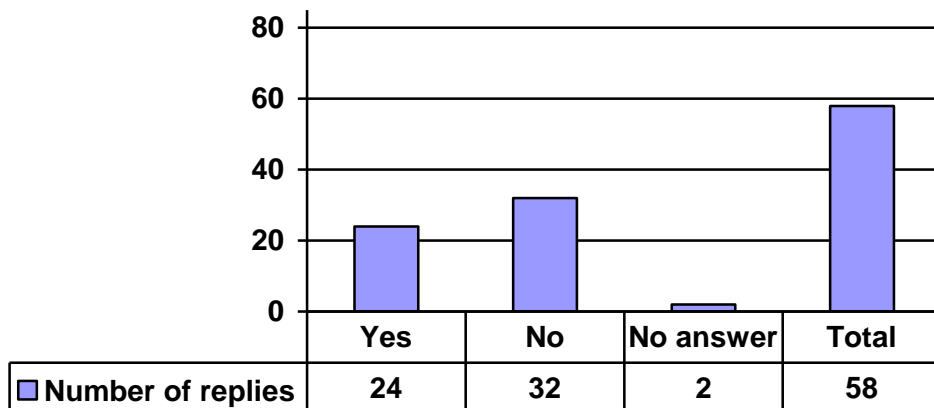
The consultation was publicised online by TfL and Merton Council, in local papers and local newsagents where people could pick-up and leave consultation forms. And the Lavender Residents and Tenants Association distributed and collated consultation forms.

3 Responses from members of the public

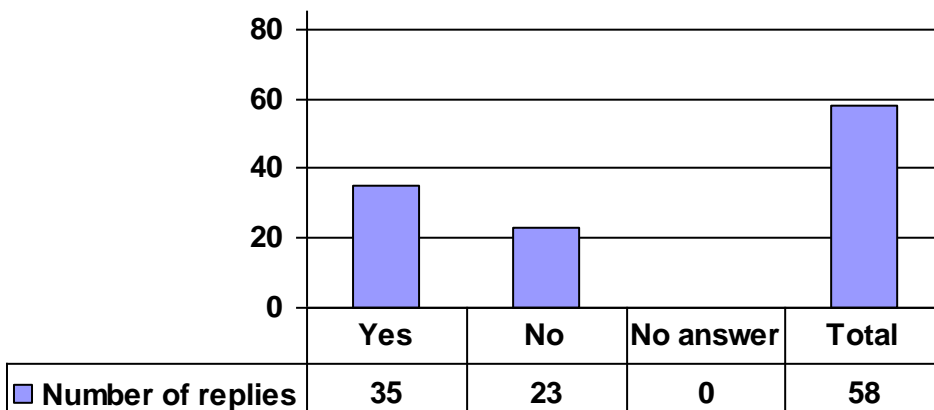
We asked seven consultation questions and invited respondents to add further comments. There were 85 public responses to the consultation, not all respondents chose to answer all of the questions. 58 responded to the questionnaire via the online Consultation Hub and 27 made comments by post. Responses to the questionnaire are summarised below.

3.1 Public consultation results

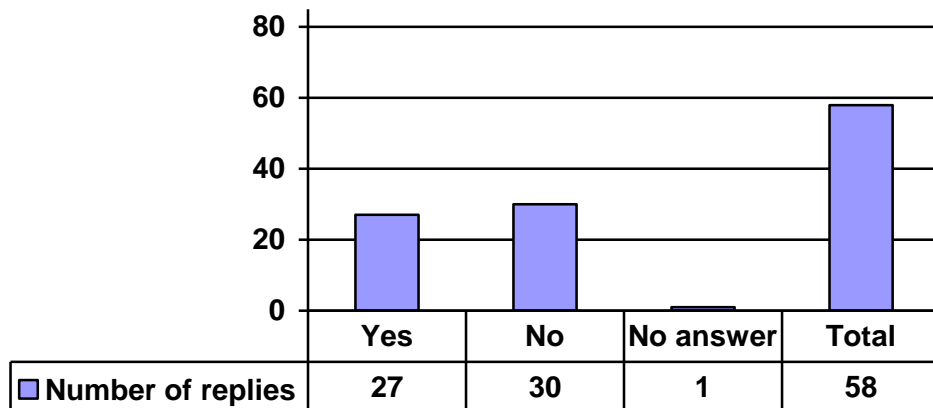
Q1. Do you currently use the service?



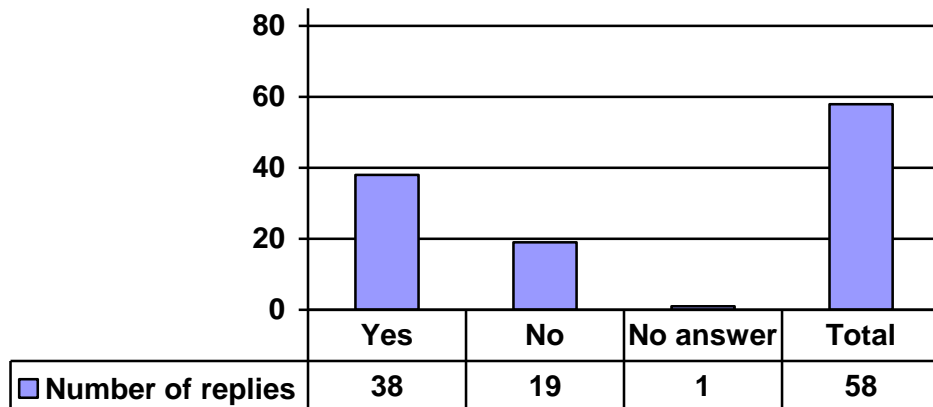
Q2. Do you support the proposed extension?



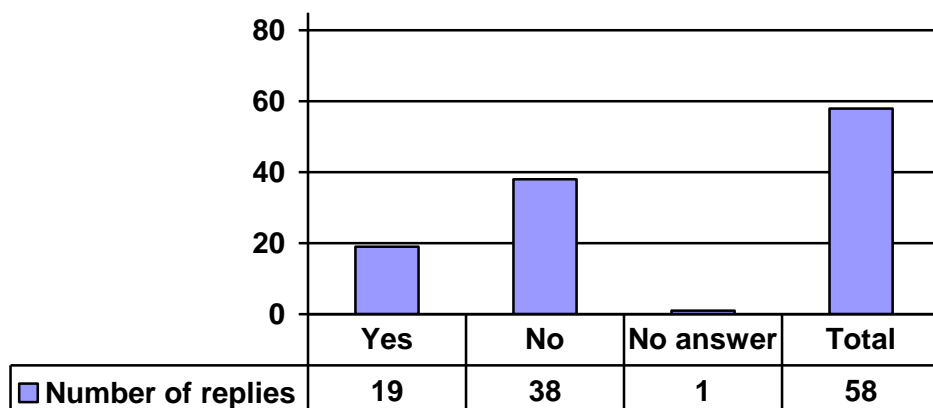
Q3. Do you have any objections to the proposed extension?



Q4. Do you support the proposed frequency increase?



Q5. Do you have any objections to the proposed frequency increase?



Q6. Do you use any other routes in the area?

Route	Number of mentions
280	29
264	27
270	21
355	20
152	9
200	7
127	7
44	4
77	4
57	4
201	3
118	3
470	2
N44	2
157	1
80	1
463	1
150	1
333	1
G1	1
131	1
219	1
towards Tooting	5
towards Mitcham	3
towards Colliers Wood	1
towards Sutton	1
towards Guys Hospital	1

Q7. Do you have access to a car?

59% of the respondents have access to a car

3.2 Reasons for supporting the proposal

The majority of respondents in the Colliers Wood and Lavender Fields areas of Mitcham were in favour of the proposal. They said it opened-up the bus network to those without cars or less able to walk, especially with young children or shopping.

The majority of respondents supported the proposed frequency increase and no issues with it were raised.

It was mentioned that it will make the tram more accessible.

3.3 Reasons for opposing the proposal

- **From Victoria Road residents**

There was some concern from residents regarding the position of bus stops, impact on parking, noise etc. The majority of responses objecting to the proposal were to do with parking, speeding and access in Victoria Road.

There was concern that the proposal would make parking more difficult and that there would be further narrowing of the road making speeding even more of an issue. It was suggested that car parking is addressed on Victoria Road as commuters park there and walk to the train station. This is leaving no space for the people who live there.

Car ownership in Victoria Road has increased significantly resulting in inconsiderate parking that it was said buses and the less availability of parking would make worse. Measures should be put in place to restrict parking at times when the bus service is running.

It was mentioned that the current speed humps in Victoria Road should be modified as they cause damage to vehicles suspensions and back injury to vehicle users.

- **From Lower Green residents**

Concern was expressed by Glebe Square and Glebe Court residents representatives about the loss of the service at stop P in Lower Green and for the Church Road area and Phipps Bridge estate. The S1 is the only route that uses stop P in Lower Green and is next to housing for elderly people. It was said that the alternative 280 involves a long walk to and from Rose Hill and that the proposal would involve catching an extra bus and crossing London Road to pick up the S1 to St Helier's Hospital. It was mentioned that the 355 and 270 used to stop and stand at the Cricket Green and that many people here are wholly reliant on public transport.

3.4 Other comments

It was pointed out that 'Lavender Fields' describes a whole area and is applied specifically to a doctor's practise in Western Road, a considerable distance from the proposed route. It also does not reflect the fact that many passengers using the service will come from the adjacent Colliers Wood ward.

It was therefore suggested that the stop/destination is known as either 'Victoria Road, Mitcham' or 'Mitcham – Victoria Road'. This would remove any possible confusion.

A comment made in the local paper said it would benefit hospital patients if the S1 could serve the entrance to the Royal Marsden Hospital in Sutton instead of bypassing it an awkward walk away.

3.5 Public meeting responses

The first public meeting was hosted by Positive Network, based at the Taylor Road Community Centre just off Victoria Road. The meeting overwhelmingly welcomed the proposal. Grace Salmon, who runs the centre, said on behalf of the meeting that "It's going to make a difference to our centre because it is a bit of a trek to get here as there no buses. The nearest bus stop is Figges Marsh and it's about half a mile away. If you are young and fit then you can get away with it but there are a lot of elderly people that live around this area and they would welcome it." Neil Malcolm, chairman of the Lavender Residents and Tenants Association who co-chaired the meeting with the local MP Siobhain McDonagh, said "Any children in the 11 to 18 age range need to get to secondary schools and there are none in the area. In the same area we have no church halls and our only community facilities are the Lavender pavilions and the children's centre in Steer's Mead. We have always been told if we want public facilities we can access them in other parts of the borough but if you don't have any public transport there are an awful lot of people who can't do that."

Attendees were asked to formally respond to the consultation.

The second public meeting was hosted by Merton Council at the St Mark's Family Centre, St Mark's Road near Lower Green as a drop-in session to answer any questions on the consultation. The meeting was widely publicised locally by the Council, press and local MP. However, no one attended.

4 Responses from statutory bodies and other stakeholders

Key stakeholder	Comments
London Borough of Merton	In support: Merton is supportive of the proposed extension to the S1 bus service on the basis of the improvement it will make to public transport accessibility in an area that is currently deficient of direct access to public transport facilities.
London Borough of Sutton	In support: Welcome the increase in frequency
Surrey County Council	In support: No comments
Councillor Mark Allison, Merton	In support: It will enable thousands of local residents who are currently more than 10 minutes' walk from public transport to have far better access to the public transport network. This would be a long overdue improvement to public transport in the area.
Lavender Resident's and Tenant's Association	In support: The service would meet a long-term need providing connection to the transport network for elderly, disabled and those without access to cars. No secondary schools exist within reasonable walking distance and schoolchildren will benefit. Public transport provision in the area will assist deprived families in accessing services elsewhere in the borough. Commuters will be able to connect with rail services.
Councillor Mark Betteridge, Merton	In support: Will make a huge difference to people in the local community especially older and disabled residents. At present local residents do not have easy access to public transport and this extension will play a big part in addressing this problem.

Appendix A – Consultation letter

Transport for London



Consultation Delivery
Transport for London
11th Floor, Zone G8
Palestra
197 Blackfriars Road
London SE1 8NJ

STEngagement@tfl.gov.uk
<http://consultations.tfl.gov.uk>

22 March 2013

Dear stakeholder

Bus service proposal for Route S1 (Banstead – Mitcham)

The London bus network is kept under regular review. As part of this, we develop proposals for changes to services.

Why we are consulting

We are proposing changes to route S1 and would like to hear your views. Our review took account of passenger usage, reliability data, timetables, vehicle type, area served and feedback received.

Route S1 runs between Banstead and Mitcham via Sutton and St Helier at 3 buses per hour Monday to Saturday and 2 buses per hour Sundays and all evenings. At the Mitcham end it runs from Fair Green via London Road to Lower Green (the Cricket Green). On weekdays an additional journey runs from Banstead to Mitcham in the morning and back in the afternoon. Single deck buses are used with capacity for 50 passengers.

We have been working with Merton Council to develop a bus service for the Lavender Fields area, which is between Mitcham and Tooting. Although there is a very high frequency service along London Road (by Figge's Marsh) around 730 homes are more than 400 metres from London Road. Discussions have been held with the Council and other stakeholders about options to improve access.

A number of possibilities have been considered including changes to a range of existing routes. Taking route S1 into the area is considered the most feasible means of improving access to the bus network.

We are therefore proposing to:

- withdraw the section from Fair Green to Lower Green (the Cricket Green)
- instead run from Fair Green to Victoria Road (for Lavender Fields) via Holborn Way and London Road

We are also proposing to increase the frequency of buses from 3 to 4 per hour and 2 to 3 per hour in the evening/Sundays. The current extra peak journeys would then no longer be needed.

MAYOR OF LONDON



The S1 route would continue to be served by single-deck buses.

There will still be a very high frequency of other buses serving the stops from Fair Green to Lower Green.

It is proposed to introduce this change on 30 November 2013 subject to the outcome of this consultation and completion by Merton Council of works in Victoria Road to support the service, including accessible bus stops. (These will be the subject of a separate consultation by the Council).

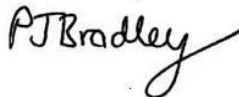
Two maps are attached showing:

- The section of route no longer served with the new section
- The new section of route in Victoria Road which hasn't been served by buses before.

How to comment on the proposals:

For further information or to let us know your views please visit our website at <http://consultations.tfl.gov.uk> or contact TfL's Consultation Team by emailing STengagement@tfl.gov.uk or at the above address. Please let us know your views by **26 April 2013**.

Yours faithfully



Peter Bradley
Head of Consultation Delivery

London Buses

Route S1 - proposed extension to Lavender Fields

HAVE
YOUR
SAY

Transport for London is proposing to extend bus route S1 to Lavender Fields.

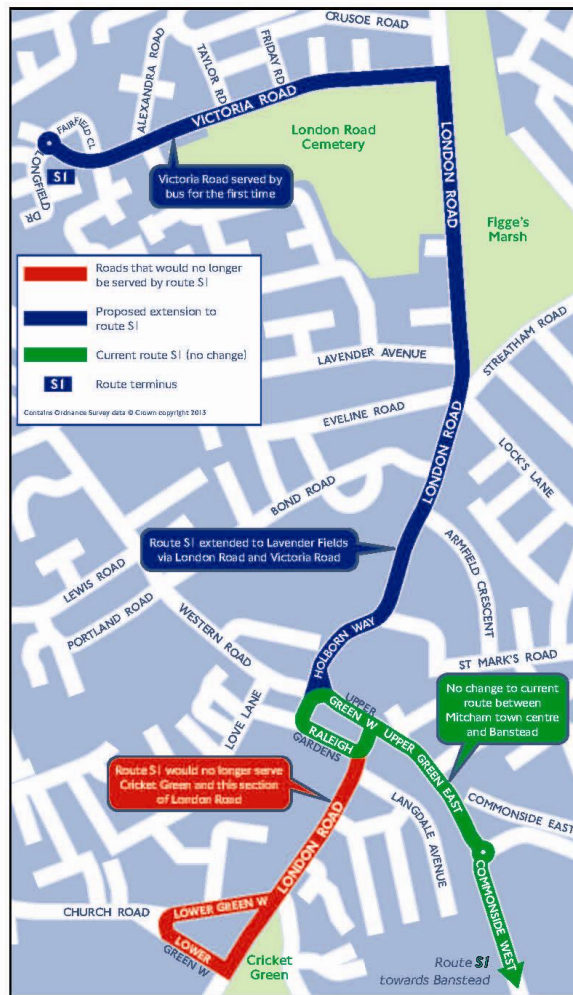
Route S1 currently runs between Mitcham Cricket Green and Banstead via St Helier and Sutton. The proposed changes would mean that the route would no longer serve the Cricket Green but would run instead via Holborn Way, London Road and Victoria Road to Lavender Fields.

Bus stops would be provided on Victoria Road, between Taylor Road and Friday Road. Another bus stop and stand is proposed for Victoria Road near the junction with Longfield Drive.

For further details or to let us know your views on these proposals:

Visit tfl.gov.uk/consultations
Email STEngagement@tfl.gov.uk
or Phone **0845 300 7000**

Have your say - please contact us by Friday 26 April 2013



tfl.gov.uk 24 hour travel information **0843 222 1234***

*You pay no more than 5p per minute if calling from a BT landline. There may be a connection charge. Charges from mobiles or other landline providers may vary.

MAYOR OF LONDON

Transport for London



PROOF 4 (14.3.13)



Route S1 - proposed extension to Lavender Fields

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(TFL259 18.xx.xx)

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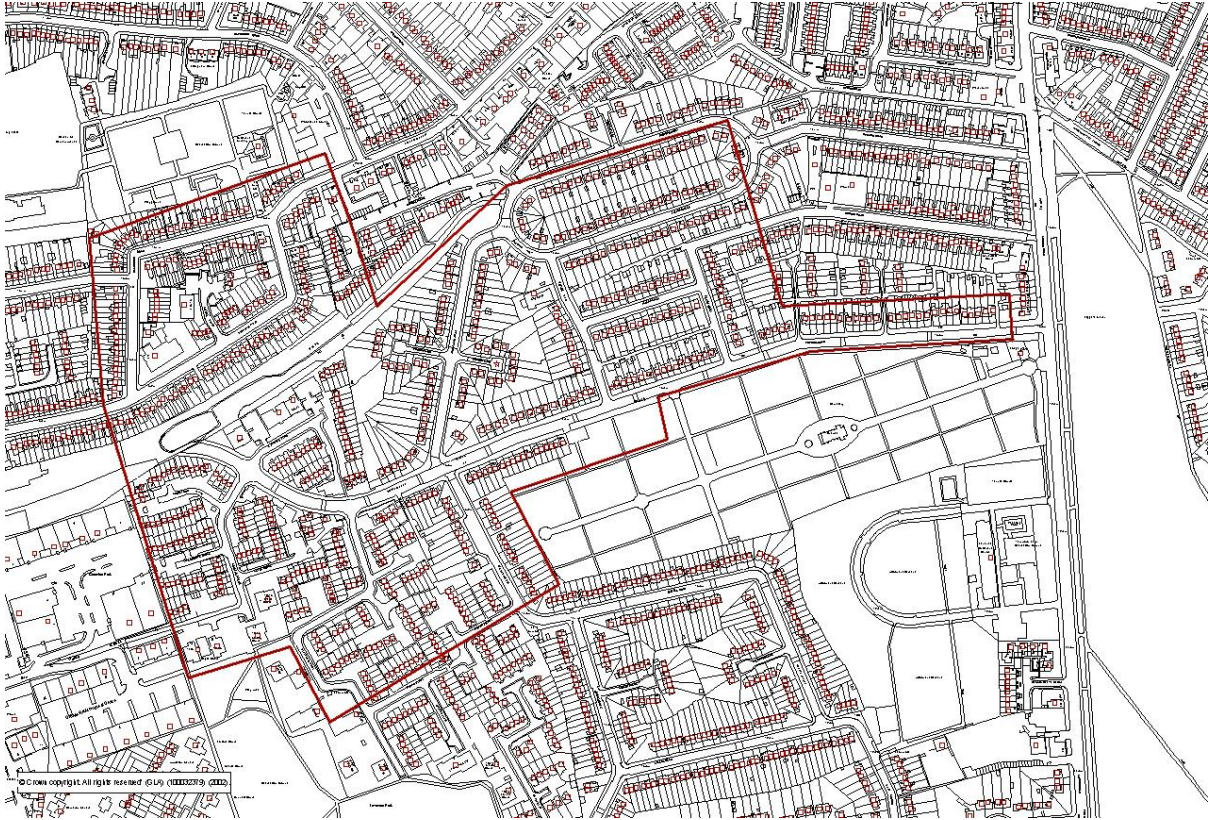
Transport for London



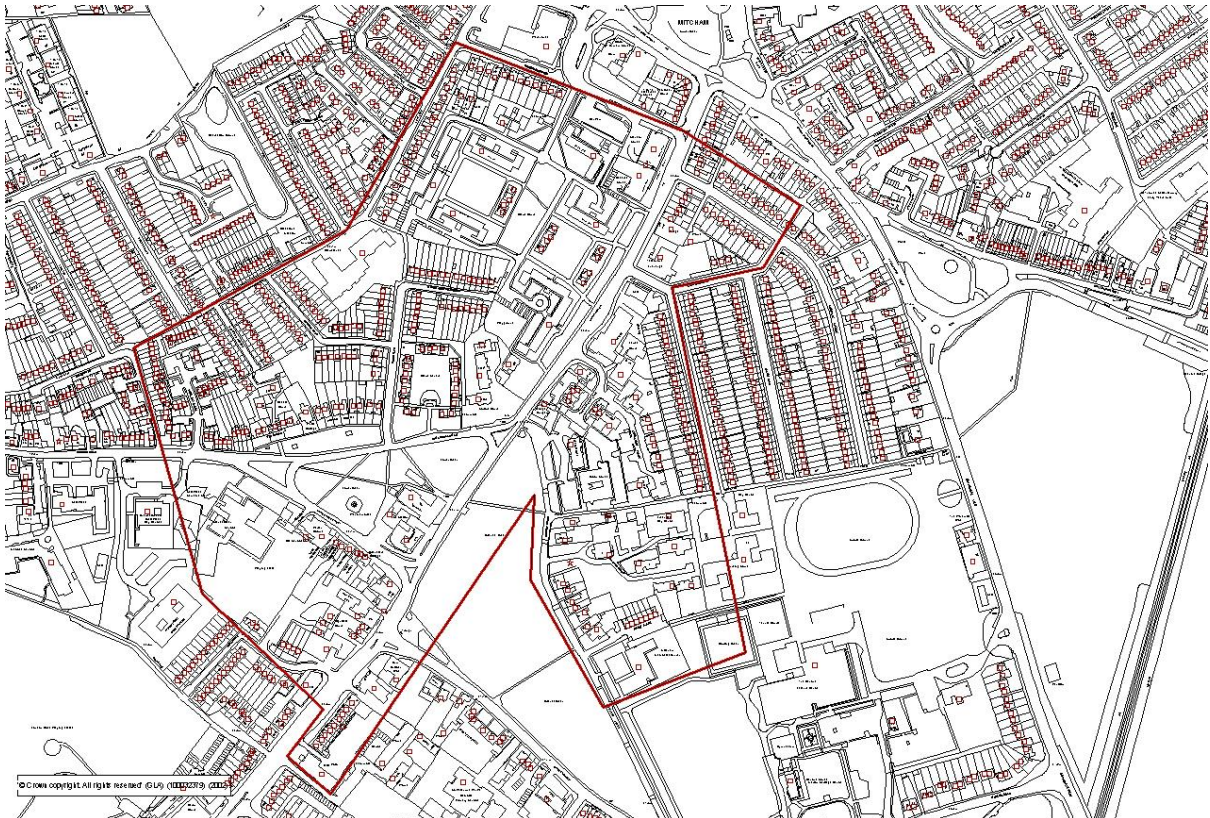
PROOF 3 (14.3.13)

Appendix C – Consultation areas

Distribution Victoria Rd



Distribution Lower Green



Appendix D – List of stakeholders consulted

Boroughs and councils
London Borough of Merton
London Borough of Sutton
Royal Borough of Kingston Upon Thames
Surrey County Council

Political Stakeholders	Position	Organisation
Cllr Edith Macauley	Lavender Fields ward	London Borough of Merton
Cllr Mark Allison	Lavender Fields ward	London Borough of Merton
Cllr Mark Betteridge	Lavender Fields ward	London Borough of Merton
Cllr Agatha Akyigyina	Figge's Marsh ward	London Borough of Merton
Cllr Geraldine Stanford	Figge's Marsh ward	London Borough of Merton
Cllr Peter Walker	Figge's Marsh ward	London Borough of Merton
Cllr Russell Makin	Cricket Green ward	London Borough of Merton
Cllr Ian Munn	Cricket Green ward	London Borough of Merton
Cllr Judy Saunders	Cricket Green ward	London Borough of Merton
The Rt. Hon. Siobhain McDonagh	Member of Parliament	House of Commons
Mr Richard Tracey	Transport Committee member	London Assembly

Local Amenity Groups
Lavender Residents and Tenants Association
Sutton Rail Users' Forum
Belmont & South Cheam Residents' Association
Sutton Seniors Forum
Raynes Park & West Barnes Residents' Association

Transport Groups
London TravelWatch
London Cycling Campaign
London Tramlink
Metropolitan Police
London Cycling Campaign (Merton)
Sutton Safer Transport Team
Merton Safer Transport Team
Campaign for Better Transport
Disabled Persons Transport Advisory Committee
Living Streets
Disability Alliance
Joint Committee on Mobility of Blind and Partially Sighted People (JCMBPS)

Freight Transport Association
Campaign for Better Transport

Health Organisations

London Ambulance Service NHS Trust

Others

Greater London Forum for the Elderly

The British Dyslexia Association

National Grid – electricity

Asian Peoples Disabilities Alliance

Association of British Drivers

Road Haulage Association

Joint Mobility Unit

British Motorcyclists Federation

Green Flag Group

National Grid – gas

MIND

EDF Energy

Motorcycle Industry Association

Sixty Plus

Stroke Association

London City Airport

RNID

Confederation of British Industry (CBI)

Royal Parks

Motorcycle Action Group

Thames Water

Royal Mail

AA Motoring Trust

National Children's Bureau

London Older People's Strategy Group

RADAR London Access Forum

Port of London Authority

RNIB

Guide Dogs for the Blind Association

BT

London Underground

Age Concern London

Association of Car Fleet Operators

Royal Borough of Kingston Upon Thames

Age UK

Sense

Sutton Centre for Voluntary Sector



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There are no plans to introduce a night service in the area at this stage. Two services (routes 44 and 264) currently operate at night times along London Road.

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TfL is currently investigating the options of rerouting the S1 to better serve Sutton and Royal Marsden Hospitals.

Will drivers facilities be provided at the proposed new stand in Victoria Road

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Could Hail and Ride be introduced on Victoria Road

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Extending the S1 to Tooting Broadway would be more expensive and it would not provide the same level of benefits as the S1 would not serve the Lavender Fields area and there are already a number of services on London Road linking to Tooting Broadway. The 152 already provides links between Mitcham town centre and Mitcham Eastfields therefore extending the S1 to Mitcham Eastfields would only provide marginal benefits.

DRAFT

ROUTE S1 FORMAL ROUTE TEST

Held on Thursday 20 September 2012

Attendees

Peter Preston	Performance, TfL
Louis Oldfield	Bus Operations, TfL
Chris Ducklin	Bus Infrastructure, TfL
Andy Nunney	Bus Infrastructure, TfL
Ralph Parker	Bus Infrastructure, TfL
Richard Fullager	Better Routes and Place, TfL
Simon Mouncey	Consultation Delivery, TfL
Huw Barrington	Quality Line
Terry Torch	Quality Line
Paul Robinson	London Borough of Merton
Chris Chowns	London Borough of Merton
Cllr Agatha Akyigyina	Figge's Marsh Ward
Cllr Edith Macauley	Lavender Fields Ward
Neil Malcolm	Lavender Fields Residents Association
Grace Salmon	Taylor Road Day Centre

Introduction

Route S1 is operated by Quality Line between Banstead and Mitcham, Cricketers,

It is proposed to re-route the S1 to terminate at Lavender Fields, instead of at Mitcham, Cricketers. The route would be withdrawn between Fair Green and Lower Green West and extended to Lavender Fields via Holborn Way, London Road and Victoria Road (all of the above is subject to consultation).

A route test was held to test the above mentioned routing and also to look at proposed bus stop and stand locations.

A 9.3m single deck, dual door vehicle was used on the route test.

Junction of London Road/Victoria Road

The 9.3m vehicle crossed the centre line when turning from London Road into Victoria Road. Kerbs at this location require moving back to allow easier access for buses turning left into Victoria Road. **Action: LB Merton**

Victoria Road

Parking measures are required in Victoria Road. LB Merton is to undertake a parking review in this road. **Action: LB Merton**

LB Merton needs to make amendments to the existing traffic calming measures in Victoria Road. **Action: LB Merton**

Passing points are required, especially in the area around the junction with Kenmare Drive. Bus Operations are to look at potential passing point locations in Victoria Road. **Action: Bus Operations.**

Bus stop locations

Proposed bus stop locations have been identified by Bus Infrastructure as follows:

- Opposite no. 123/121 Victoria Road (towards Lavender Fields). Tree trimming is required at this proposed stop location. **Action: LB Merton**
- Outside no. 131/129 Victoria Road (towards Mitcham).
- Adjacent to the block of flats prior to the roundabout (Victoria Road/Longfield Drive/Fairfield Close). Buses will set down/pick up passengers and stand at this location. The manoeuvre from the stand, circumnavigating the roundabout back into Victoria Road, was successfully tested.

Hard standing and bus cages are required at all of the above proposed bus stop locations. The kerb heights will also need raising. **Action: LB Merton/Bus Infrastructure**

Outcome

The 9.3m bus successfully traversed Holborn Way, London Road and Victoria Road. However the works highlighted above are required to be completed prior to the scheme commencing (subject to consultation).

22nd November 2011

Lavender Fields Bus Service Information Note

Over many years residents of Lavender Fields have been lobbying TfL both directly and through the council for buses to directly serve the Lavender Fields area via either Victoria Road or Lavender Avenue. A brief summary is outlined below

In 2007 council officers meet with London Buses and TfL on site to discuss some of the physical barriers to provide a service. Issues identified at the time included: -

- a) The need to remove or modify existing traffic calming features (road humps).
- b) Finding suitable bus stop locations, whilst minimising the impact on parking.
- c) Requirement for junction access improvements.

Whilst the request for a bus service has been supported by Councillors, GLA Member Richard Tracey, Siobhain McDonagh and Council officers over the intervening period as opportunities arose, it is only relatively recently that the lobbying has delivered any meaningful progress.

In early 2011 TfL undertook a feasibility study into potential service options for the area with a focus on diverting or extending existing routes in the area. The Lavender Residents' Association preference was for options 1 & 2 – re-routing the 355 service via Western Road and Lavender Avenue or extending route 77 from Longley Road to Victoria Road.

Following the PTLC meeting in March 2011 at which this issue was raised a route test was undertaken along Victoria and Lavender Avenue with London Buses and the council. The Lavender Residents Association also attended.

This route test concluded that both roads would be “suitable for single deck bus operation if physical highway works could be carried out to enable buses to turn safely in and out of both streets”. If a route was to terminate in Victoria Road, then a bus stand would be required. Some parking restrictions and bus stops or bus boarders will also be required.

On 13th July GLA Richard Tracey raised a question with the London Mayor about promoting public transport in Lavender Fields and Colliers Wood.

In late September 2011, the Lavender Residents' and Tenants' Association distributed a paper entitled “Shortcomings in Public Transport in the Lavender Fields and Colliers Wood Areas. This paper sought to identify/quantify transport deficiencies and economic deprivation in the area.

At the PTLC meeting of 3rd November TfL reported the outcomes of continuing investigations into potential service options, which are detailed below. It should also be noted that when reviewing bus services TfL are required to ensure that any proposal is cost effective. Typically the benefit should be at least double the cost.

Option 1: Divert Route 355 via Lavender Avenue

Gives links to Mitcham, Tooting and Balham.

- 270 additional trips would be expected from residents living around Lavender Avenue.
- Around 500 existing passengers would have their journey time increased by 4 minutes.
- Around 220 existing passengers would have to walk an extra 250 metres to reach a stop (users of the London Road stop).
- Overall we estimate that the negative effects would be greater than the benefits of the new link.
- In addition, it would only bring residents around Lavender Avenue within 400 metres of a bus service.
- Cost of operation (subsidy required) would increase by about £55,000 per year, taking account of revenue
- The benefit to net cost ratio is around 1.5 to 1

Option 2: Route 77 extension

- Extend from Tooting Station to a new terminus at the end of Victoria Road.
- Gives links to Tooting, Clapham Junction and Waterloo
- About 900 extra trips to the network per day, number relatively high as frequent route
- Cost of operation would increase by about £160,000 per year, taking account of revenue
- 12 buses per hour going through Victoria Road.
- Stand for 2 buses needed

Option 3: Route S1 extension

- Gives links to Mitcham, St Helier and Sutton
- A low frequency route (3 buses per hour) operating with small buses is more suitable to the area.
- About 540 new trips per day but approximately 100 passengers would have to walk further as the two stops south of Mitcham town centre would no longer be served. Some of the passengers will be able to use parallel routes such as 118, 200 and 280.
- Some reduction in reliability possible for existing users (long route)
- Cost of operation would increase by about £65,000 per year.
- The benefit to net cost ratio is about 4 to 1.

TfL's view was that option 3 was probably the best option, although due to the existing route length it may be necessary to split the combined route into two shorter and hopefully more reliable routes for a more localised public consultation. It would take 1yr to 2yrs to deliver a service, subject to funding and the completion of enabling works identified above.

Whilst the PTLC meeting welcomed this latest proposal, a number of other service options were put to TfL for consideration. These included extending route 470

to link Lavender Fields with Colliers Wood and Morden or extending route 493 from Tooting. Other benefits of the 470 option include access to the Northern Line, and the new Colliers Wood Health Centre (relocated from Mitcham). It would also give wider access to community facilities for users of the Taylor Road Deaf Centre (this group currently hire out mini buses, which is expensive).

Discussions on this topic concluded with a broad agreement to convene a dedicated meeting between TfL, Councillors, officers and the Lavender Fields Residents' and Tenants' Association. A pre-meeting to these discussions with TfL is planned for 7th December between Councillors, council officers and Lavender Fields Residents' and Tenants' Association.