

REQUEST FOR ASSISTANT DIRECTOR DECISION – ADD2670

Toby Way, London Borough of Kingston upon Thames – GLA Side Road

Executive Summary:

Under the Greater London Authority (GLA) Act 1999, the Mayor has a duty to keep under review the GLA Main and GLA Side Roads, which make up the Transport for London Road Network (TLRN). The authority to make amendments to the TLRN has been delegated to the Assistant Director of Connectivity, Air Quality, Transport and Infrastructure, in accordance with paragraph 6.2 of the Mayoral Decision Making document (scheme of delegation).

Transport for London (TfL) in consultation with the London Boroughs will, from time to time, undertake such a review and following agreement with the relevant London Boroughs officers amend the GLA Designation Orders for GLA Roads and GLA Side Roads, and Special Parking Area Orders as required to alter the extent of the TLRN.

This Decision is to approve a change to the GLA Side Roads (Royal Borough of Kingston upon Thames) Designation Order 2007 through the GLA Side Roads (Royal Borough of Kingston upon Thames) Designation Order 2007 Variation Order 2023 (Appendix A) so that a section of Toby Way will become a GLA Side Road.

Decision:

That the Assistant Director of Connectivity, Air Quality, Transport and Infrastructure approves the GLA Side Roads (Royal Borough of Kingston upon Thames) Designation Order 2007 Variation Order 2023, removing the section of Toby Way shown in the attached plan (Appendix B) from Royal Borough of Kingston upon Thames, so that the section of road will become a GLA Side Road and TfL will have Traffic Authority status for that section of Toby Way.

AUTHORISING ASSISTANT DIRECTOR/HEAD OF UNIT

I have reviewed the request and am satisfied it is correct and consistent with the Mayor's plans and priorities.

It has my approval.

Name: Elliot Treharne

Position: Assistant Director, Connectivity, Air Quality, Transport and Infrastructure

Signature:

Date: 3 October 2023



PART I - NON-CONFIDENTIAL FACTS AND ADVICE

Decision required – supporting report

1. Introduction and background

- 1.1. Under the Greater London Authority (GLA) Act 1999, the Mayor has a duty to keep under review the GLA Main and GLA Side Roads, which make up the Transport for London Road Network (TLRN). The authority to make amendments to the TLRN has been delegated to the Assistant Director of Transport, Infrastructure and Connectivity, in accordance with paragraph 6.2 of the Mayoral Decision Making document (scheme of delegation).
- 1.2. TfL in consultation with the London Boroughs will, from time to time, undertake such a review and following agreement with the relevant London Boroughs officers amend the GLA Designation Orders for GLA Roads and GLA Side Roads, and Special Parking Area Orders as required to alter the TLRN expanse.
- 1.3. The objective of the scheme is to mitigate the impact of two new developments which will increase demand in traffic. Tolworth Roundabout Scheme will deliver significant benefits in reducing bus journey time, improve walking and cycling links between Tolworth Rail Station and Tolworth Town Centre. This is achieved through an additional traffic lane from Kingston Road on to the A3 roundabout, resulting in an increase in general traffic lanes from three to four.
- 1.4. As a result of the scheme implementation and agreement with the Royal Borough of Kingston upon Thames, TfL has taken responsibility as traffic authority for a section of Toby Way, where it joins Kingston Road. This has been agreed with the Royal Borough of Kingston upon Thames and will pass Traffic Authority powers to TfL, with the borough retaining Highway Authority powers for this section of road.
- 1.5. The outcome of the stakeholder engagement and consultation for A3 Junction A240 Kingston Road (Tolworth Roundabout) is available online: [\(A3\) Tolworth Road Junction \(A240\) Kingston Road \(Tolworth Roundabout\)](#).
- 1.6. Toby Way was previously reviewed by the then Mayor as part of a consolidation exercise of all GLA side roads under MD3052 on 23 April 2007.
- 1.7. The Head of Asset Operations, at Transport for London has confirmed that this request meets all technical, operational and procedural requirements of the Highway and/or Traffic Authority and has been verified for GLA approval.
- 1.8. TfL have provided a draft of the amended GLA Side Roads (Royal Borough of Kingston upon Thames) Designation Order 2007 Variation Order 2023 for signing, included at Appendix A.

2. Objectives and expected outcome

- 2.1. The objective is to transfer Traffic Authority status for a section of Toby Way to TfL so it can effectively manage the whole of Kingston Road.

3. Equality comments

- 3.1. The Mayor and the Greater London Authority (GLA) are required to comply with the Public Sector Equality Duty as set out in section 149 of the Equality Act 2010 when exercising their functions. Section 149 requires the Mayor and the GLA (and anyone exercising powers on their behalf) to have due regard to the need to:

- eliminate unlawful discrimination, harassment, victimisation and any other conduct prohibited by the Act;
 - advance equality of opportunity between people who share a “protected characteristic” and people who do not share it by;
 - Removing or minimising disadvantages experienced by people because of their protected characteristics;
 - Meeting the needs of people with protected characteristics; and
 - Encouraging people with protected characteristics to participate in public life.
 - foster good relations between people who share a protected characteristic and people who do not.
- 3.2. In exercising the statutory power to amend the GLA Designation Orders for GLA Roads and GLA Side Roads as set out in this decision, the decision-maker (here the Assistant Director of Connectivity, Air Quality, Transport and Infrastructure) must have regard to the matters set out in section 149 Equality Act 2010.
- 3.3. There are no equality implications arising out of this decision.

4. Other considerations

Key risks and issues

- 4.1. No key risks or issues have been identified from this amendment.

Links to Mayoral strategies and priorities

- 4.2. The original order is consistent with the Mayor’s Transport Strategy. This clarification has no material link to Mayoral strategies or priorities.

Impact assessments and consultations

- 4.3. TfL consulted Royal Borough of Kingston upon Thames and the formal agreement was via a Letter of Intent attached at Appendix E. Royal Borough of Kingston also undertook their own consultation with residents of Dean Court prior to the agreement, per the consultation link included above.

Conflicts of interest

- 4.4. There are no conflicts of interest to note for those involved in drafting or making this decision.

5. Financial comments

- 5.1. The making of this Designation Order has no additional financial implications for the functional body, being contained within the operations funded under their Business Plan. There are no additional financial implications for the GLA or GLA Group.

6. Legal comments

- 6.1. The GLA is empowered by virtue of section 124B of the Road Traffic Regulation Act 1984, to make the proposed GLA Side Roads Designation (Royal Borough of Kingston upon Thames) Order 2007

Variation Order 2023 with the consent of the relevant London Borough. Such consent has been given at Appendix D.

7. Planned delivery approach and next steps

- 7.1. When The GLA Side Roads (Royal Borough of Kingston upon Thames) Designation Order 2007 Variation Order 2023 is signed (Appendix A) The Royal Borough of Kingston upon Thames will be notified, and TfL will process the red route order to enforce Toby Way.

Appendices and supporting papers:

Appendix A - Designation Order [for signing]

Appendix B - Plan to illustrate the extent of the change

Appendix C - Toby Way – Original Designation [original order]

Appendix D – Royal Borough of Kingston upon Thames Signed Declaration

Appendix E – Formal Agreement of Scheme

Public access to information

Information in this form (Part 1) is subject to the Freedom of Information Act 2000 (FoIA) and will be made available on the GLA website within one working day of approval.

If immediate publication risks compromising the implementation of the decision (for example, to complete a procurement process), it can be deferred until a specific date. Deferral periods should be kept to the shortest length strictly necessary. **Note:** This form (Part 1) will either be published within one working day after it has been approved or on the defer date.

Part 1 - Deferral

Is the publication of Part 1 of this approval to be deferred? NO

Part 2 – Sensitive information

Only the facts or advice that would be exempt from disclosure under FoIA should be included in the separate Part 2 form, together with the legal rationale for non-publication.

Is there a part 2 form – NO

ORIGINATING OFFICER DECLARATION:

Drafting officer to
confirm the
following (✓)

Drafting officer:

Claire Hamilton has drafted this report in accordance with GLA procedures and confirms the following:

✓

Corporate Investment Board

This decision was agreed by the Corporate Investment Board on 2 October 2023.

✓

ASSISTANT DIRECTOR FINANCIAL SERVICES:

I confirm that financial and legal implications have been appropriately considered in the preparation of this report.

Signature:

Anna Gustolt

Date:

3 October 2023