



London Borough of Sutton Local Implementation Plan 2011-2014

# Sutton's Transport Plan

Consultation Draft

September 2010



# **Sutton Transport Plan**

**London Borough of Sutton  
Local Implementation Plan 2011-2014**

## FOREWORD

This new Transport Plan for Sutton sets out how the council will make it easier for people to travel around the borough and beyond, particularly by sustainable modes of transport. The Plan forms the council's statutory Local Implementation Plan for Transport which is required by the Mayor of London to explain how the council will implement his policies for transport at a local level. Therefore the Plan sets out an investment programme for the three years from 2011-2014 listing the transport schemes that the council intends to implement over this period as well as outlining other schemes that the council will implement as funding arises.

The council has a long history of promoting sustainable transport and was one of the first boroughs to publish a Sustainable Transport Strategy in 1999. This paved the way for the ground-breaking £5m Smarter Travel Sutton (STS) behavioural change project in partnership with Transport for London. The STS project, which ran for three years from 2006-2009, achieved great success in changing residents' travel behaviour from the motor car towards more sustainable modes such as cycling and public transport. The success of the STS project has been widely recognised in the transport planning industry, winning in many national and international awards and attracting considerable interest within the UK and abroad.

Following the success of the STS project the council decided to 'mainstream' it into its traffic and transport service and has renamed the former Transport Planning and Network Development section 'Smarter Travel Sutton' and amalgamated the STS team within it. The council has also decided to continue with the core work of the STS project and adopt a new approach to transport infrastructure investment to 'lock in' the benefits. In order to do this the council has adopted a new Sustainable Transport Policy and Action Plan called 'Enabling Smarter Travel Choices' which sets out how the council intends to take forward STS through a series of 'Integrated Transport Packages' focused on the borough's town and district centres. This new integrated and holistic approach to transport schemes will ensure the council's limited transport funds have maximum impact by concentrating them in one area and achieve a significant improvement in the environment of these centres in order to encourage people to make more local journeys using sustainable transport. These schemes will be designed in close consultation with the local community so that there is a sense of 'ownership' of them and they have popular support.

The Plan also takes account of the council's new Core Planning Strategy which sets out the long term policies and proposals for the future development of the borough. The location of this new development in relation to transport is crucial in ensuring that car dependency is reduced and sustainable transport use is maximised.

The council looks forward to working with TfL and other stakeholders and residents in implementing this Plan for a better Sutton.

**Councillor Simon Wales**  
**Executive Member for Transport**

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# 1.0 INTRODUCTION

## Purpose of the Plan

- 1.1 This document is Sutton's Transport Plan for the borough and also serves as the second Local Implementation Plan (LIP), covering the three financial years from 2011/12 to 2013/14. It supersedes the council's first LIP which was published in May 2007. The purpose of the Sutton Transport Plan (STP) is to:
- i. Provide a comprehensive statement of the council's vision and objectives for the future of transport in the borough and how this relates to other council strategies and priorities;
  - ii. Set out how the council intends to deliver the vision and objectives through a series of schemes and interventions aimed at enabling smarter travel choices, and how those interventions might be funded;
  - iii. Be the council's transport policy document to guide development and investment decisions and influence the implementation of transport schemes;
  - iv. Demonstrate how the council will implement the Mayor's Transport Strategy at a local level and comply with Transport for London requirements as set out in the LIP Guidance.
- 1.2 The Sutton Transport Plan sets out how the council's transport vision and objectives relate to the recently adopted Core Planning Strategy, the Sustainable Transport Policy and Action Plan 'Enabling Smarter Travel Choices' and the One Planet Living Action Plan. These documents all demonstrate the council's commitment to achieving environmental sustainability and one planet living, in which transport plays a major part. The Plan also shows how it links to the delivery of other council strategies.
- 1.3 London Boroughs must prepare a LIP containing their proposals for the implementation of the Mayor of London's Transport Strategy (MTS) in their area under Section 145 of the Greater London Authority (GLA) Act 1999. The second LIP is required to set out how London Boroughs will implement the second MTS, which was published in May 2010.
- 1.4 The second MTS goals for transport are:

- Supporting economic development and population growth;
- Enhancing the quality of life for all Londoners;
- Improving the safety and security of all Londoners;
- Improving transport opportunities for all Londoners; and
- Reducing transport's contribution to climate change and improving its resilience.

1.5 In order to meet the requirements set out in the ‘Guidance on Developing the Second Local Implementation Plans’ (LIP Guidance) published by London Councils and Transport for London (TfL) in May 2010, boroughs are required to include a number of specific components within a LIP submission. These are:

- An evidence-based identification of Borough Transport Objectives, covering the period 2011-2014 and beyond, reflecting the timeframe of the MTS;
- A costed and funded Delivery Plan of interventions, including a Programme of Investment covering the period 2011 to 2014, or longer for proposed major schemes. This should be consistent with boroughs’ three-year funding allocations to be announced in 2010;
- A Performance Monitoring Plan, identifying a set of locally specific targets which can be used to assess whether the LIP is delivering its objectives and to determine the effectiveness of the Delivery Plan.

1.6 The Borough Transport Objectives should provide the context for, and determine, the Delivery Plan and the Performance Monitoring Plan.

### **Council’s Transport Vision and Objectives**

1.7 The council’s **vision for transport** is:

*“Transport policy and provision within the borough should contribute to a more sustainable future, a better environment, economic prosperity, improved quality of life and greater equality”.*

1.8 The council will aim to achieve this vision through:

- Partnership working with the community and relevant stakeholders;
- Policy integration to ensure all council policies and programmes are consistent with the Sutton Transport Plan;
- More efficient use of resources – ensuring the council’s limited resources are used most effectively to implement the Plan;
- Increasing the proportion of journeys made by sustainable modes of transport;
- Reducing the need to travel through sustainable land use planning.

1.9 The transport vision closely relates to the Core Planning Strategy **vision for Sutton** which is: *“Creating a Sustainable Suburb in London”.*

1.10 In order to achieve these visions the council has adopted the following **borough transport objectives**:

#### **Borough Transport Objectives**

1. Ensuring that the borough transport network supports the local economy and meets the current and future needs of the borough;

2. Reducing the need to travel through effective spatial planning;
3. Enhancing transport accessibility and opportunity for all;
4. Improving the safety and security of all road users, particularly users of sustainable transport;
5. Reducing dependence on the private car and enabling smarter travel choices, particularly by improving and encouraging greater use of sustainable transport;
6. Reducing the harmful effects of transport on health and the environment and mitigating its impact on climate change.

### **Summary of the council's Transport Strategy**

1.11 The London Borough of Sutton's transport strategies and policies have evolved over the last two decades to put sustainability at the heart of its approach, including the development of a first Sustainable Transport Strategy in 1999. This reflects a broader corporate approach to sustainability which is embedded throughout the council and is reflected in its new One Planet Action Plan to create the UK's first sustainable suburb. The council's leading reputation on sustainable transport also led to the borough being chosen by TfL in 2006 to pilot Smarter Travel Sutton, a three-year, £5m project to promote sustainable travel choices by Sutton residents, primarily through 'softer measures' of marketing and promotion.

1.12 Initial monitoring suggests that traffic levels are reducing in the borough and that there is high level of public support for the approach to reduce car use. There is now a desire to "lock in" those benefits, by physical measures to further promote walking, cycling and public transport so that the benefits of reduced traffic levels are not lost over the medium term. The council's transport strategy therefore seeks to promote the uptake and use of sustainable modes of transport and strongly reflects some of the key building blocks of national, regional and local policy. The key benefits of this approach are:

- **Carbon reduction:** reducing the carbon footprint of transport in the borough in line with broader council policies and national policies to deliver CO<sub>2</sub> reductions;
- **Congestion reduction,** leading to economic benefits in terms of time savings and better reliability
- **Environmental benefits** in terms of air quality and noise improvements;
- **Health benefits,** in terms of increasing active travel across the population means of tackling serious long-term health problems;
- **Accessibility benefits,** in terms of providing better equality of access, by making walking, cycling and public transport use practicable and attractive to all, and improving the accessibility of the public realm and public transport, thereby increasing travel choices;
- **Road safety:** reducing casualties and increasing perceptions of personal safety and security for pedestrians, cyclists and public transport users through greater priority, enhancements to public realm and control of traffic speeds and volumes on key walking and cycling routes.



- 1.13 Over and above the short-term objective of “locking in the benefits”, the council’s new sustainable transport policy and action plan - *‘Enabling Smarter Travel Choices’* - is as much about longer-term “future proofing”. In an environment where the cost and supply of fuel is likely to worsen, there is an increasing obesity problem, our children are ever more restricted in their independence and many people are afraid to go out on their own after dark, it is crucial to the wellbeing of Sutton residents that we embark on an approach to encouraging more sustainable travel choices and creating more attractive, safe and vital public places.
- 1.14 Recognising the limited availability of public funding in the immediate future and the need to make the best use of funding from other sources, the council has moved towards adopting a more comprehensive approach to developing transport schemes aimed at achieving as many of its transport objectives as possible. Following on from the Smarter Travel Sutton initiative, the council has moved on to focusing a significant proportion of its resources towards an Integrated Transport Package approach. This approach focuses on developing a comprehensive package of measures which seek to address all the transport and environmental issues related to each of the borough’s town centres in turn. Furthermore it is intended that this approach should be extended to also improve the transport corridors between the package areas. It is also intended to apply the “home zones” concept to residential neighbourhoods where appropriate. Nevertheless, there will still remain the need to bring forward individual schemes to address specific locations or modes and to identify a range of schemes that might mitigate the impact of new developments in the borough.
- 1.15 In addition to the short to medium term packages and schemes identified in the Delivery Plan, the council also supports a number of longer term strategic improvements to public transport and traffic movement in the borough. These include an extension of the Tramlink network to Sutton Town Centre, an extension of the London Overground network to serve Sutton and beyond, and two new road schemes in Sutton Town Centre to divert traffic and create additional pedestrian, cyclist and public transport priority areas. Further details of these schemes are set out in Appendix B.

### **How the Plan was Developed**

- 1.16 In preparing the Sutton Transport Plan, statutory consultation will be carried out with the following bodies as specified by the LIP Guidance:
- The Commissioner of Police for the Metropolis
  - Transport for London
  - Organisations that represent disabled people
  - Neighboring London Borough Councils
  - Any other person required by the Mayor to be consulted
- 1.17 In addition, local interest groups and stakeholders will be consulted and a copy of the Plan will be placed in borough libraries and on the council’s website. A consultation leaflet will be produced and distributed summarising the Plan and inviting comments. In addition a report was presented to the six Local Committees and they were invited to submit suggestions for transport

interventions. A list of bodies consulted on the draft LIP is included in Appendix A.

### **Structure of the Plan**

1.18 The Plan is structured to take account of the requirements of the LIP Guidance, as follows:

- Chapter 2 describes the borough's **local and sub-regional context**, including the **local transport context**;
- Chapter 3 sets out the **transport challenges and opportunities** facing the borough in relation to the MTS goals and challenges;
- Chapter 4 sets out the **borough transport objectives**, how these relate to other **council policies and strategies**, and how they will be addressed through the Plan;
- Chapter 5 is the **Delivery Plan** which sets out the council's **transport strategy** and how it intends to deliver this over the period of the Plan. It sets out the council's proposed **transport investment programme** over the three year period of the Plan and its longer term proposals beyond this, subject to funding;
- Chapter 6 is the **Performance Monitoring Plan** which describes how the council intends to monitor the performance of its Plan against agreed **indicators and targets**.

## 2.0 THE BOROUGH IN CONTEXT

### Borough Context

- 2.1 The London Borough of Sutton occupies an area of 4,453 hectares in outer South London, making it one of the smaller outer-London boroughs. The borough is bordered to the north and east by the London Boroughs of Merton and Croydon respectively, and to the north-west by the Royal Borough of Kingston-Upon-Thames, while to the south and west it adjoins the two Surrey districts of Reigate and Banstead, and Epsom and Ewell respectively (see Figure 2.1).
- 2.2 The southern half of the borough consists predominantly of relatively affluent low-density residential areas, together with a substantial green belt area forming the edge of Greater London. By contrast, the northern wards, including St Helier, The Wrythe and Wandle Valley, along with Roundshaw in towards the south-east of the borough, are less affluent and consist of higher density housing, including large social housing estates and industrial areas. However, the northern half of the borough also contains large areas of parkland and open space, including the River Wandle corridor and Beddington Farmlands.
- 2.3 The borough has 54 councillors representing 18 wards (see Figure 2.2), and six Local Committees who make decisions on local transport and public realm investment amongst other things.
- 2.4 The resident population of the borough was 187,643 in mid-2008, of which 20% were aged 0-15, 66.5% were aged 16-64 and 13.5% were aged over 65 (ONS mid-year estimates 2009).
- 2.5 Of Sutton's working age population 81.2% are economically active and 3.1% of the working age population are unemployed (NOMIS).
- 2.6 The borough is less ethnically diverse than other boroughs - 84.2% of borough residents are white, 7.8% are Asian / Asian British, 5.1% are Black / Black British, 0.7% are Chinese and 2.1% are 'other' including mixed race (GLA 2008).
- 2.7 Sutton Town Centre is ranked the 8th largest Metropolitan Town Centre in London and offers a range of shopping, employment and leisure activities with good public transport links. The town centre contains around 400 retail outlets occupying more than 120,000 square metres of floor space along a linear pedestrian-priority High Street. A range of arts, cultural and entertainment activities, pavement cafes and a vibrant evening economy all contribute towards a lively and successful town centre environment. With over 200,000 square metres of office floorspace, Sutton Town Centre is also a significant employment location within South London, although some of this is currently vacant.

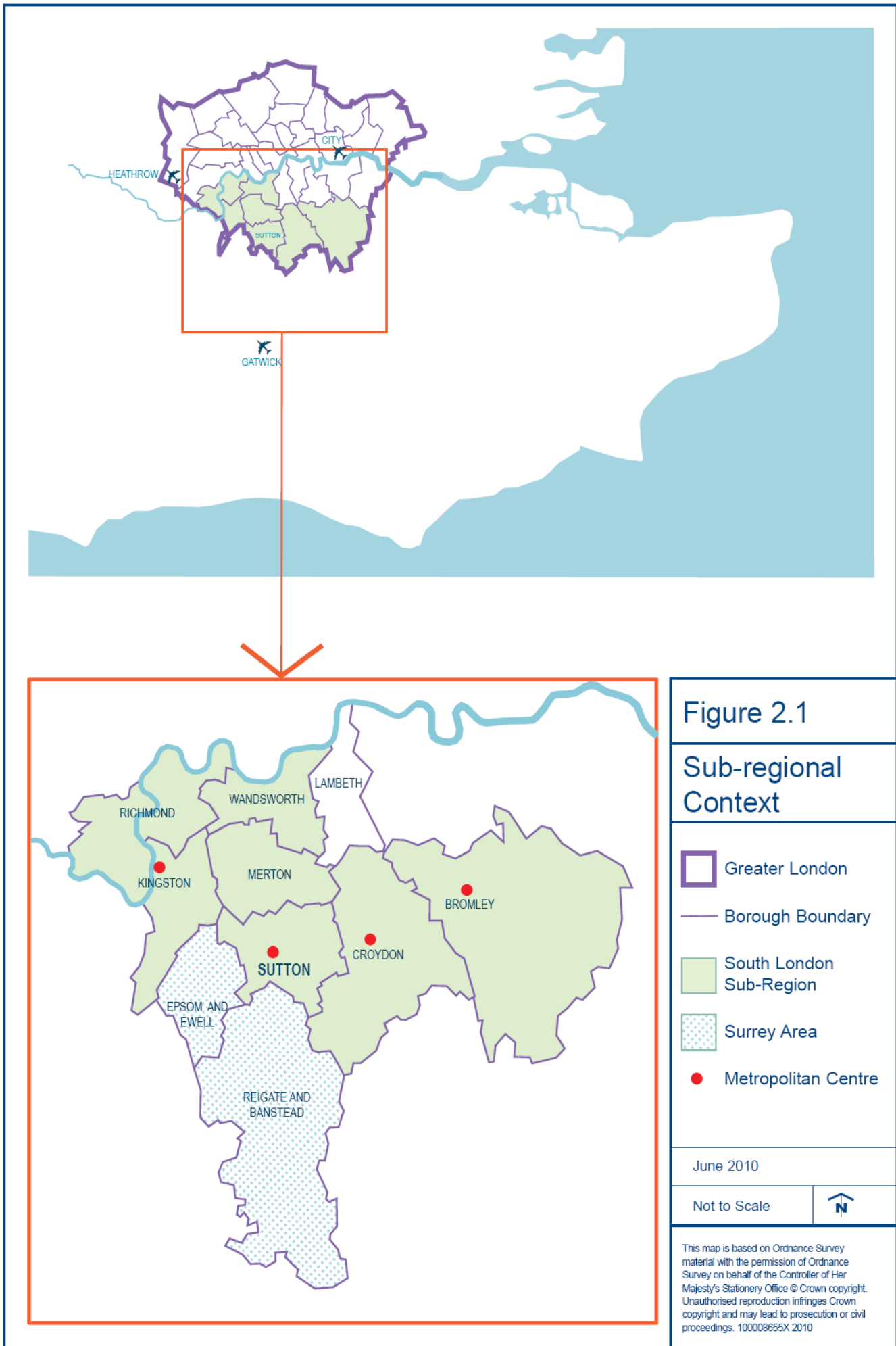







Figure 2.1

Sub-regional Context

-  Greater London
-  Borough Boundary
-  South London Sub-Region
-  Surrey Area
-  Metropolitan Centre

June 2010

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Figure 2.2

LB Sutton Local  
Committee Area and  
Ward Boundaries

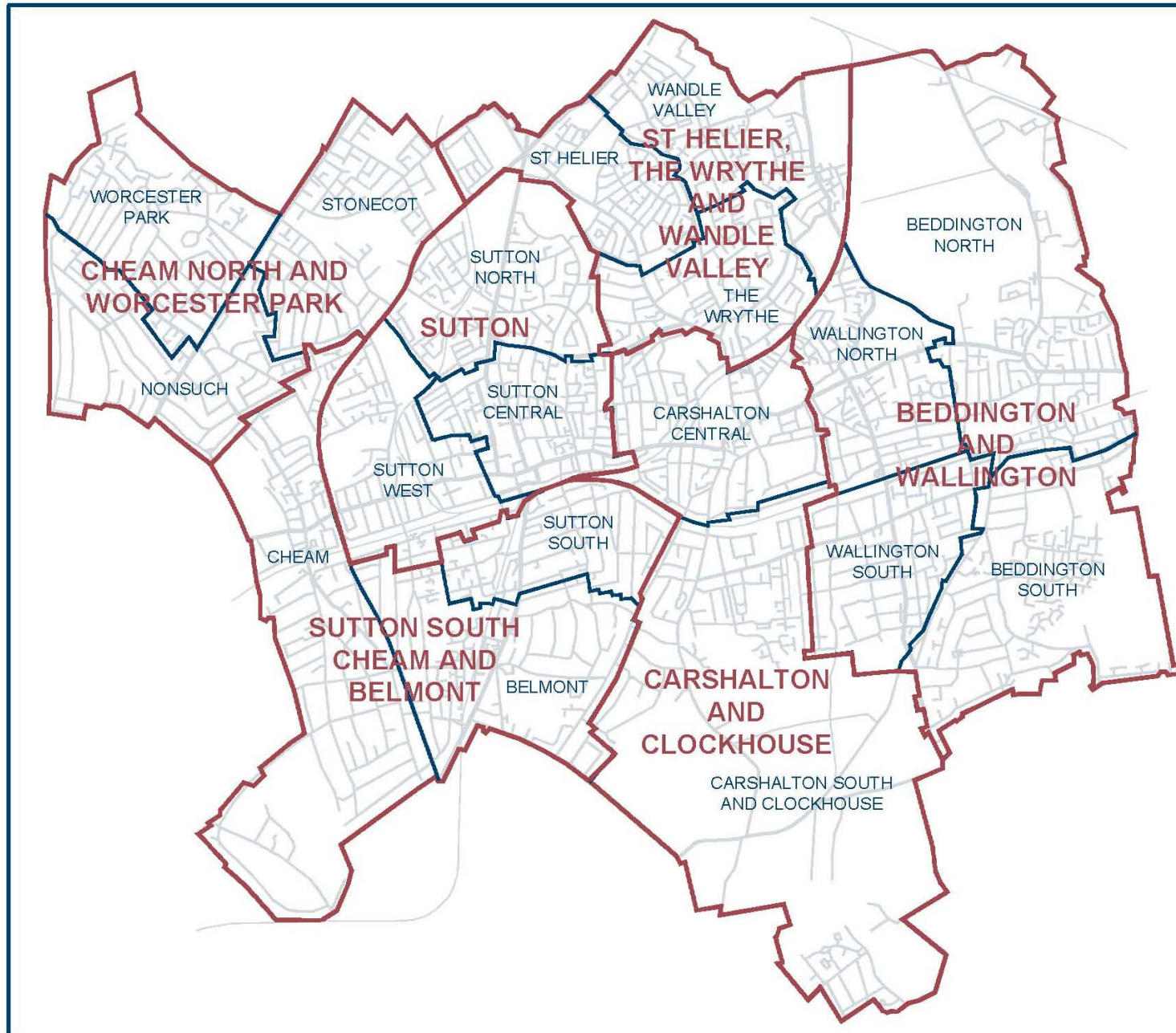
- Local Committee Area Boundary
- Ward Boundary



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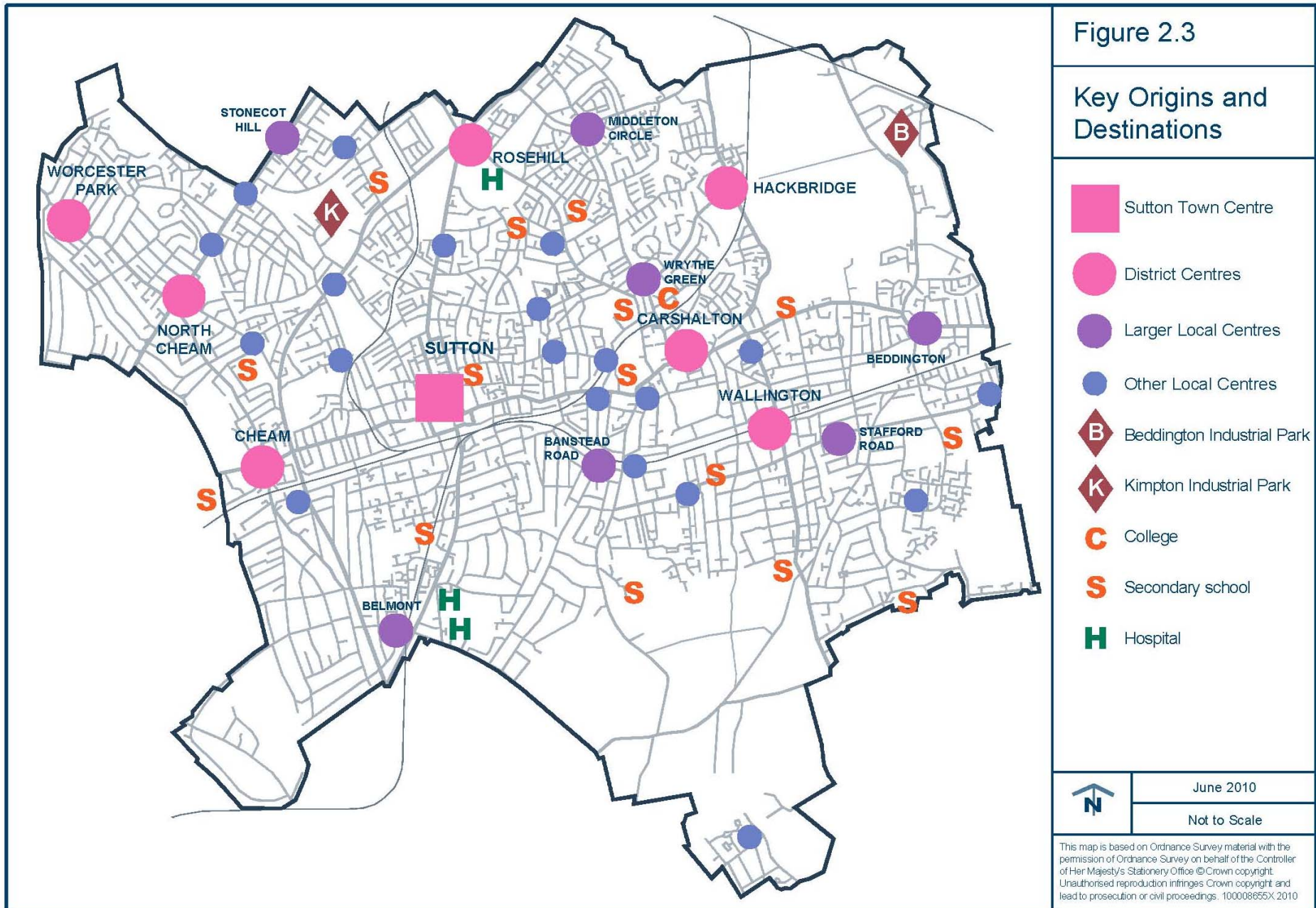
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- 2.8 Following publication of the revised London Plan, with its emphasis on Metropolitan Town Centres as areas of intensification and future growth, the council is seeking to further enhance the strategic role of Sutton Town Centre to enable it to compete successfully with other Metropolitan Centres. The council's Core Planning Strategy, adopted in December 2009, identifies Sutton Station and adjacent land as a major 'opportunity site' where the council will promote a comprehensive, large-scale town centre development, including retail, leisure, office and residential uses. The redevelopment of this area will be supported by major improvements to public transport interchange facilities and provide for the possible extension of Tramlink to the town centre.
- 2.9 As part of Sutton's Local Development Framework (LDF) the council has produced a draft Area Action Plan for Sutton Town Centre aimed at integrating the future development of a number of opportunity areas into a comprehensive planning framework in order to ensure the long-term success and vitality of the centre and provide for major transport improvements. Sutton Town Centre is expected to accommodate 40% of the borough's future housing growth over the next 15 years.
- 2.10 In addition to Sutton Town Centre, there are seven district centres in the borough at Wallington, Worcester Park, North Cheam, Rosehill, Cheam, Carshalton, and Hackbridge, along with a number of local centres throughout the borough (see Figure 2.3). The council has recently upgraded Hackbridge to a district centre as part of its plans for a major expansion of housing and employment there in the context of the creation of a 'sustainable suburb'. Hackbridge is expected to accommodate 20% of future housing growth in the borough over the next 15 years.
- 2.11 The LDF Core Planning Strategy identifies five major opportunity areas within Wallington town centre and significant potential exists for achieving the comprehensive redevelopment of these sites for suitable town-centre uses.
- 2.12 Industrial and commercial development in the borough is concentrated in three strategic industrial areas at Beddington (108ha), Kimpton (21ha) and Imperial Way (part of the larger Purley Way Industrial Area), each of which are located close to key radial road transport routes into London and to the M25. There are also a number of long-established smaller industrial sites throughout the borough. These include the Felnax industrial estate in Hackbridge which is being proposed for mixed-use sustainable redevelopment with improved access as part of a wider package of proposed transport and environmental improvements to Hackbridge.





- 2.13 The London Borough of Sutton forms an integral part of the Wandle Valley, which is identified in the London Plan as the key regeneration corridor within South London, offering opportunities to provide competitive locations for business and industry, attract new economic sectors and secure the development of vacant or underused land. The Wandle Valley extends across the northern and eastern parts of the borough to include the Beddington Strategic Industrial Area on the eastern boundary with Croydon and areas further to the south at Roundshaw, South Beddington and Wallington. The Core Planning Strategy identifies an ‘area of regeneration and growth’ reflecting the boundaries of the Wandle Valley in Sutton, within which the council will seek to promote the aims of social and economic regeneration and attract further investment for transport and environmental improvements. This includes a proposal for a new Wandle Valley Regional Park spanning the four Wandle Valley boroughs, which offers opportunities for new cycle and pedestrian routes.
- 2.14 The Core Planning Strategy key diagram, shown in Figure 2.4, highlights the main land use patterns and development issues in the borough.

### **Sub-Regional Context**

- 2.15 The London Borough of Sutton forms part of the South London sub-region identified in the Mayor’s London Plan and is consequently covered by the South London Sub-Regional Transport Plan.
- 2.16 The South London sub-region includes the boroughs of Richmond-upon-Thames, Kingston-upon-Thames, Wandsworth, Merton, Sutton, Croydon and Bromley, and, as a result of its ‘fuzzy boundary’, the southern halves of Lambeth and Southwark. It therefore covers parts of inner-London as well as outer London and encompasses a wide range of issues and opportunities.
- 2.17 South London is unique amongst the sub-regions in having four Metropolitan Town Centres – Bromley, Croydon, Sutton and Kingston – which are key retail and employment centres in their own right and support the wider South London economy. Croydon is the largest town centre in London and is London’s third largest centre for office employment, providing employment for many Sutton residents.
- 2.18 South London is also unique amongst the sub-regions in being largely dependent on overground rail for its rail-based public transport due to the less dense underground network compared to other parts of London. Sutton borough does not have any underground lines, the nearest ones being the Northern Line terminus at Morden and the District Line terminus at Wimbledon. In addition, the East London Line was recently extended to West Croydon and now forms part of the London Overground, while the Croydon to Wimbledon branch of Croydon Tramlink, passes through the north east corner of the borough.
- 2.19 Also unique amongst the sub-regions is that South London does not contain any motorways. However, it contains a number of key radial roads which link South London to the M25 or M23, including the A22, A23, A217 / A297, A24,



A243 and A3, together with the A205 south circular and the A232 / A240 outer-orbital routes.

- 2.20 Sutton has reasonably good rail and road-based transport links to its neighbouring London boroughs and to a lesser extent its neighbouring Surrey districts and the other South London boroughs (see Figure 2.5). However, there are opportunities for improvement and these are discussed in Chapter 3.

**Figure 2.4**  
**Core Planning Strategy**  
**Key Diagram**



- Sutton Town Centre
- Strategic Industrial Location
- Suburban Residential Heartlands
- Strategic Open Land
- Strategic Heritage Area
- Priority Community Regeneration Area
- Major Developed Site in the Green Belt
- Centre of Regeneration & Growth
- Centre of Intensification
- Centre of Consolidation
- Hackbridge Sustainable Neighbourhood
- Developing Mixed Uses
- Establishing Low Carbon Zone
- Developing Sporting, Leisure and Cultural Facilities
- Developing New Pathfinder School
- Developing Wandle Valley Regional Park
- Upgrading Public Transport Facilities
- Option for Developing Strategic Healthcare Facility
- Developing Strategic Flood Alleviation Scheme
- Option for Extending London Tramlink
- Improvement to Thameslink Route
- Strategic Road Improvement

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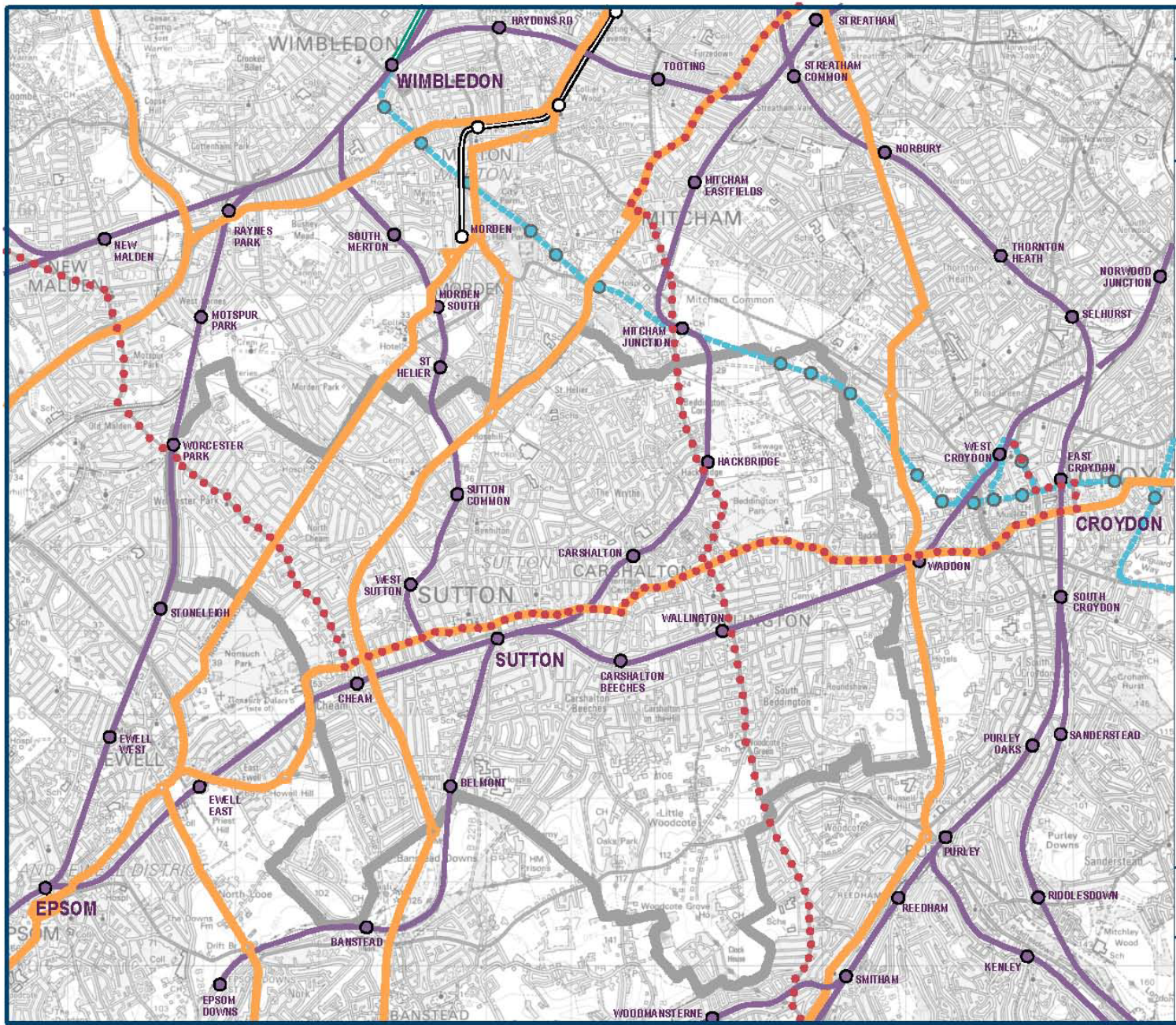
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Figure 2.5

### Sub Regional Transport Context

-  Railway
-  Tramlink Route
-  Strategic Roads
-  Express Bus Routes
-  Underground
-  Northern Line
-  LB Sutton Boundary



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## **Borough Transport Context**

### **Public Transport**

#### ***Rail Services***

- 2.21 The borough is reasonably well-served by the national rail network, with lines through Sutton providing services to the London termini of Victoria and (peak only) London Bridge and the 'Thameslink' loop line service providing a cross-London rail link to Blackfriars, St. Pancras International and Luton / Bedford via the Wimbledon and Sutton loop line. The line serving Worcester Park in the north west of the borough provides services to Waterloo. Away from London there are also direct services from the borough to Epsom Downs, Epsom, Dorking, Horsham and Guildford. The borough is currently served by three TOCs – Southern, First Capital Connect and South West Trains.
- 2.22 There are nine rail stations fully within the borough and one (Worcester Park) spanning the borough boundary, while several stations lie just outside the borough and are used by borough residents, including Banstead, Mitcham Junction, St. Helier, Stoneleigh, Waddon and Woodmansterne (see Figure 2.6).

#### ***Bus Services***

- 2.23 The borough is served by a reasonably extensive network of bus services, mainly using the main roads and serving town centres and other key destinations (see Figure 2.6). To complement the main road bus network, during the 1990s the council initiated a number of 'hoppa' bus routes to penetrate residential areas that were poorly served by conventional buses and these routes have subsequently been incorporated into the TfL bus network and extended.
- 2.24 Around 85% of the urban area of the borough is within 400 metres of a bus service. However, the most recent Public Transport Accessibility Levels (PTALs) map of the borough shows that, despite having some areas of higher public transport accessibility (levels 4-6), such as Sutton, Wallington and Carshalton town centres, the majority of the residential areas and the major industrial areas in the borough fall within areas of relatively low public transport accessibility (levels 1 and 2) (see Figure 2.7). Table 2.1 shows the varying proportions of the urban area of the borough within 400 metres of bus routes at different frequency levels in 2007.

**Table 2.1: Percentage of the Urban Area of the Borough within 400m from Bus Routes**

<b>Frequency of Bus Service</b>	<b>% of Urban Area within 400m of Bus Route</b>
2 buses per hour or more	85%
3 buses per hour or more	80%
4 buses per hour or more	74%
6 buses per hour or more	66%
12 buses per hour or more	32%

*(Source: LBS October 2007)*

#### ***Tram Services***

2.25 The Croydon Tramlink network runs between Croydon and Wimbledon with two stops in the north-east corner of the borough at Beddington Lane and Therapia Lane. The tram stop at Mitcham Junction provides a useful interchange with overground rail services to and from Sutton. The Tramlink depot is also in the borough at Therapia Lane. Croydon Tramlink is now operated by Transport for London.

### **Walking**

2.26 The borough has an extensive network of public rights of way, both within the built up areas of the borough and in the more rural green belt where there a number of pleasant countryside walks. A number of longer-distance strategic walking routes form part of this network, including:

- Part of the London Outer Orbital Path (LOOP);
- The Sutton Countryside Walk;
- Pyl Brook route;
- The Wandle Trail.

### **Cycling**

2.27 The borough has an extensive network of signed cycle routes (see Figure 2.8), much of which forms part of the wider London Cycle Network connecting with neighbouring boroughs. The Wandle cycle route also forms part of the National Cycle Network, managed by Sustrans, who are also developing a number of 'Greenways' routes within and beyond the borough connecting to Olympic venues, including Wimbledon.

### **The Road Network**

2.28 The borough's road network totals 380 km and includes:

- Three strategic Transport for London Road Network (TLRN) 'Red Routes' (17.5 km), two of which link central London to the M25 (A24 and A217) and one of which provides an east-west route across the borough (A232). The TLRN is owned and managed by TfL.
- 12.0 km of 'A' (London distributor) roads
- 24.9 km of 'B' (London and borough distributor) roads
- 16.5 km of 'C' (borough distributor and local access) roads
- 308.2 km of residential (local access) roads.

2.29 The council has adopted a road hierarchy (see Figure 2.9) as the basis for the management and development of the borough road network. Local distributor and access roads are expected to serve primarily as residential roads although local distributor roads are also intended to cater for traffic movement within the borough. Local access roads are considered the most appropriate for traffic calming measures and 20mph zones. Borough distributor roads are expected to cater for cross-borough traffic movement and larger vehicles and most are also bus routes. London distributor and TLRN roads are the main traffic arteries through the borough and carry the heaviest traffic flows, including most longer-distance through traffic, heavy goods vehicles (HGVs) and buses.



## Traffic Growth and Congestion

2.30 The growth in traffic and congestion within the borough over recent years has resulted from a combination of greater car ownership and use, more dispersed and diverse lifestyles and the impacts of new travel-generating developments.

2.31 Table 2.2 sets out the estimated traffic flows in Sutton from 2000-2009 as well as those for inner, outer and central London.

**Table 2.2: Estimated Traffic Flows in Million Vehicle Kilometres for LB Sutton, Inner and Outer London and London 2000 – 2009**

	LB Sutton	Inner London	Outer London	London Total
<b>2000</b>	730	10363	22272	32635
<b>2001</b>	738	10359	22327	32682
<b>2002</b>	746	10326	22464	32791
<b>2003</b>	748	10314	22502	32817
<b>2004</b>	739	10235	22439	32674
<b>2005</b>	749	9777	22908	32686
<b>2006</b>	743	9776	23181	39958
<b>2007</b>	758	9836	23036	32872
<b>2008</b>	712	9541	22613	32154
<b>2009</b>	709	9379	22543	31923

(Source: DfT National Road Traffic Survey)

**Table 2.3: Change in Traffic Levels 1994-2004, 1999-2004 and 2004-2009**

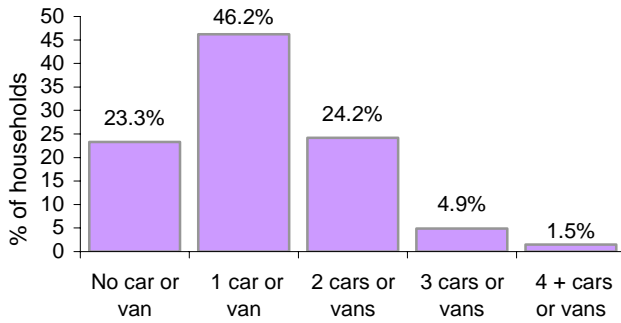
	% Change 1994-2004	% Change 1999-2004	% Change 2004-2009
<b>LB Sutton</b>	5.1%	1.0%	-4.1%
<b>Inner London</b>	1.3%	-1.7%	-8.4%
<b>Outer London</b>	6.6%	0.7%	0.5%
<b>London Total</b>	4.9%	-0.1%	-2.3%

(Source: DfT National Road Traffic Survey)

## Car Ownership

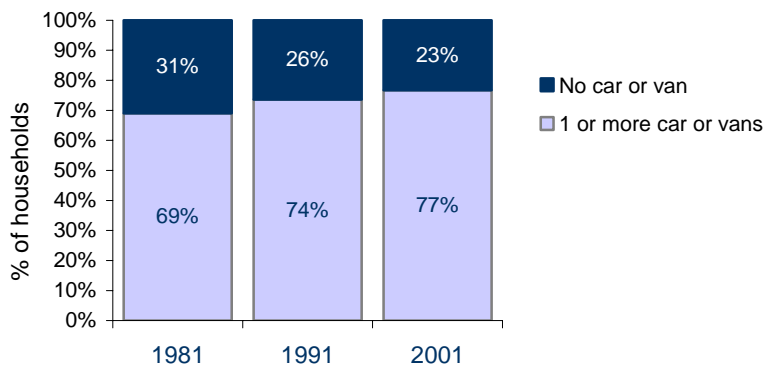
2.32 London Borough of Sutton has one of the highest car ownership levels in London. At the time of the 2001 Census there were 88,361 cars registered within the borough and 77% of borough households owned at least one car or van in 2001 compared to the 71% average for Outer London and 63% for Greater London. This figure has risen from 69% since 1981.

**Chart 2.1: Car Ownership in LB Sutton**



2.33 However, despite the high levels of car ownership in the borough, in 2001 23% of borough households did not own or have access to a car and were therefore dependent on public transport, walking and cycling. Car ownership levels vary considerably between wards, with Sutton Central and the less affluent northern and eastern wards having lower levels than the more affluent southern and western wards.

**Chart 2.2: Car Ownership, 1981-2001**



## Parking Provision

2.34 Sutton Town Centre is served by three multi-storey car parks owned by the council, which provide a total of 2,520 spaces. In addition there are a number of large privately owned car parks which are available for public use, including the St. Nicholas Centre (750 spaces), Morrisons (438 spaces), ASDA (587 spaces) and B&Q (477 spaces). The district centres of Carshalton, Wallington, Cheam, and Worcester Park are served by nine surface car parks owned by the council, providing a total of 752 spaces, together with a number of superstore and station car parks.

2.35 The Sutton LDF applies restraint-based maximum parking standards for new development proposals, which take into account of the varying levels of public transport accessibility across the borough and the need to promote the use of sustainable modes of transport over the private car. The level of restraint varies according to both the type and scale of activity and its location. Sutton Town Centre is the only part of the borough that has relatively high accessibility levels, and therefore this area is subject to the maximum degree of parking restraint, which could include car free developments.

## Travel Patterns and Modal Split

2.36 Table 2.4 below shows the number of trips made and distance covered by residents within the borough in comparison to the rest of London. It shows that residents of Sutton make the least number of trips per day within the South London sub-region and one of the lowest total distances travelled per day. Around half of the borough's working population work within the borough, with the majority of the remaining half split across the surrounding boroughs (see Chart 2.3).

**Table 2.4: Trip Rates and Distance**

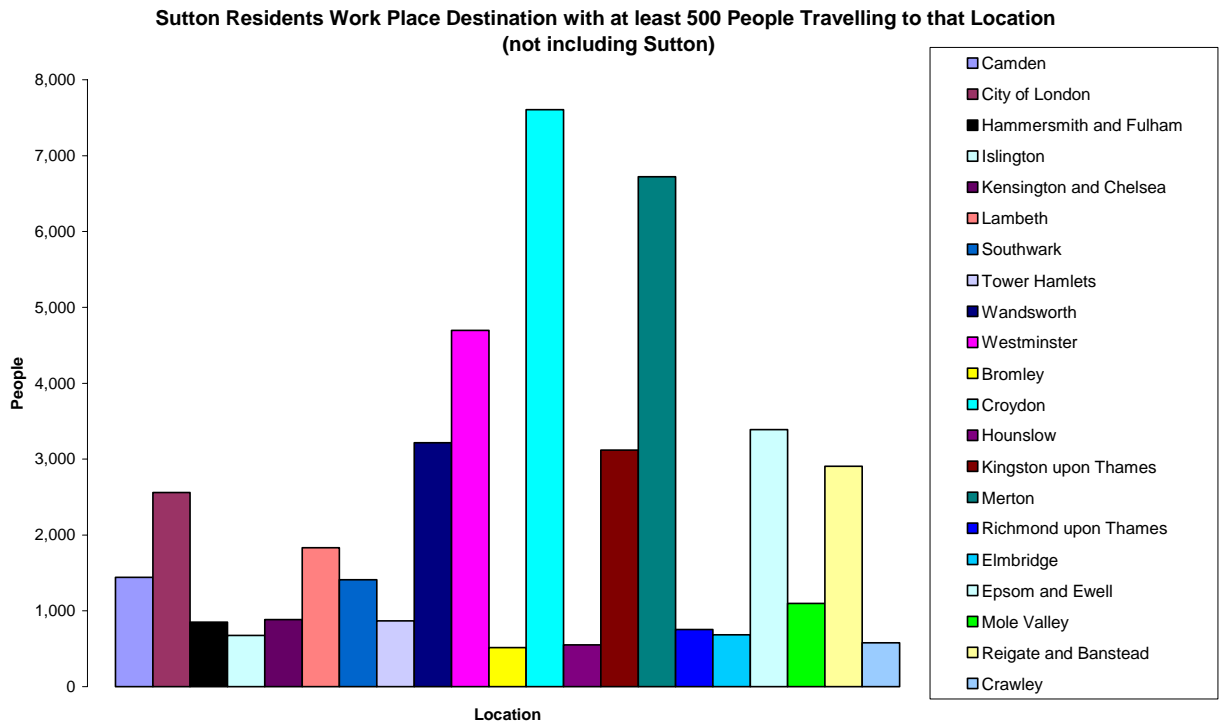
Trips and travel distance, totals and per person per day, by residents of the region and borough, London residents 2006-2009					
Area	Population aged 5 and over (000's)	Trips per day (000's)	Total distance travelled per day (000km)	Trips per person per day	Distance travelled per person per day (km)
<b>Central</b>	1,242	3,199	15,398	2.6	12.4
<b>East</b>	1,892	4,301	24,875	2.3	13.1
<b>North</b>	980	2,591	14,989	2.6	15.3
<b>South</b>	1,512	4,219	26,760	2.8	17.7
<i>Bromley</i>	279	833	5,748	3	20.6
<i>Croydon</i>	309	768	4,611	2.5	14.9
<i>Kingston</i>	141	463	2,666	3.3	18.9
<i>Merton</i>	180	523	3,322	2.9	18.5
<i>Richmond</i>	169	522	3,252	3.1	19.3
<b>Sutton</b>	<b>170</b>	<b>439</b>	<b>2,841</b>	<b>2.6</b>	<b>16.7</b>
<i>Wandsworth</i>	263	672	4,320	2.6	16.4
<b>West</b>	1,345	3,571	22,114	2.7	16.4
<b>Greater London</b>	6,971	17,881	104,137	2.6	14.9

(Source: London Travel Demand Survey 2006/9)

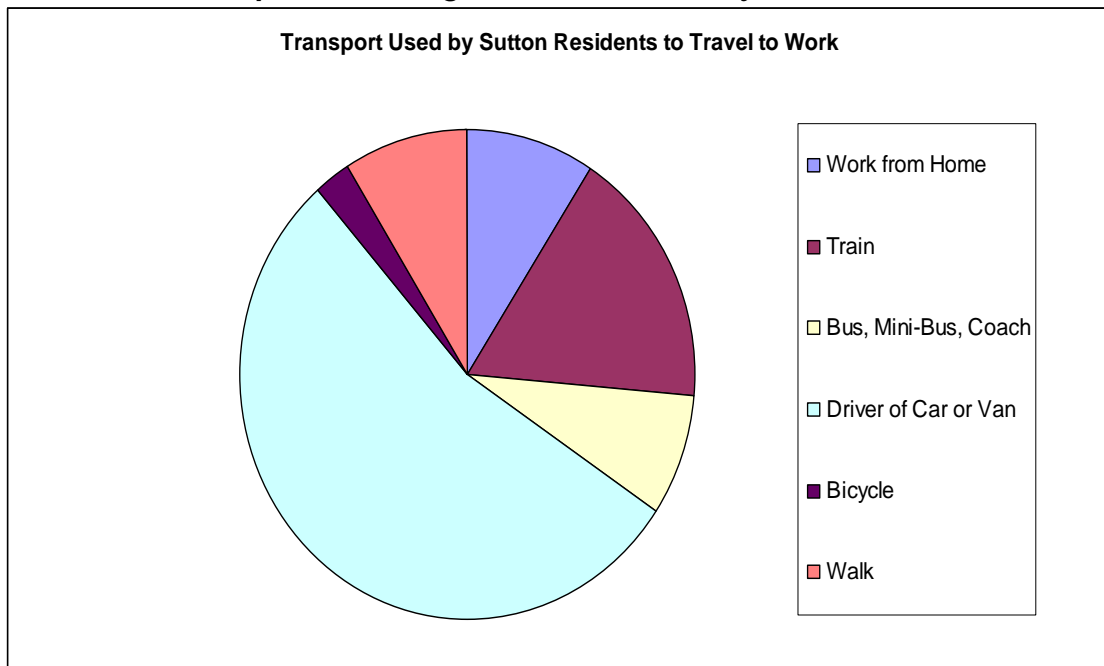
N.B. total distance travelled refers to straight line 'crow fly' distance



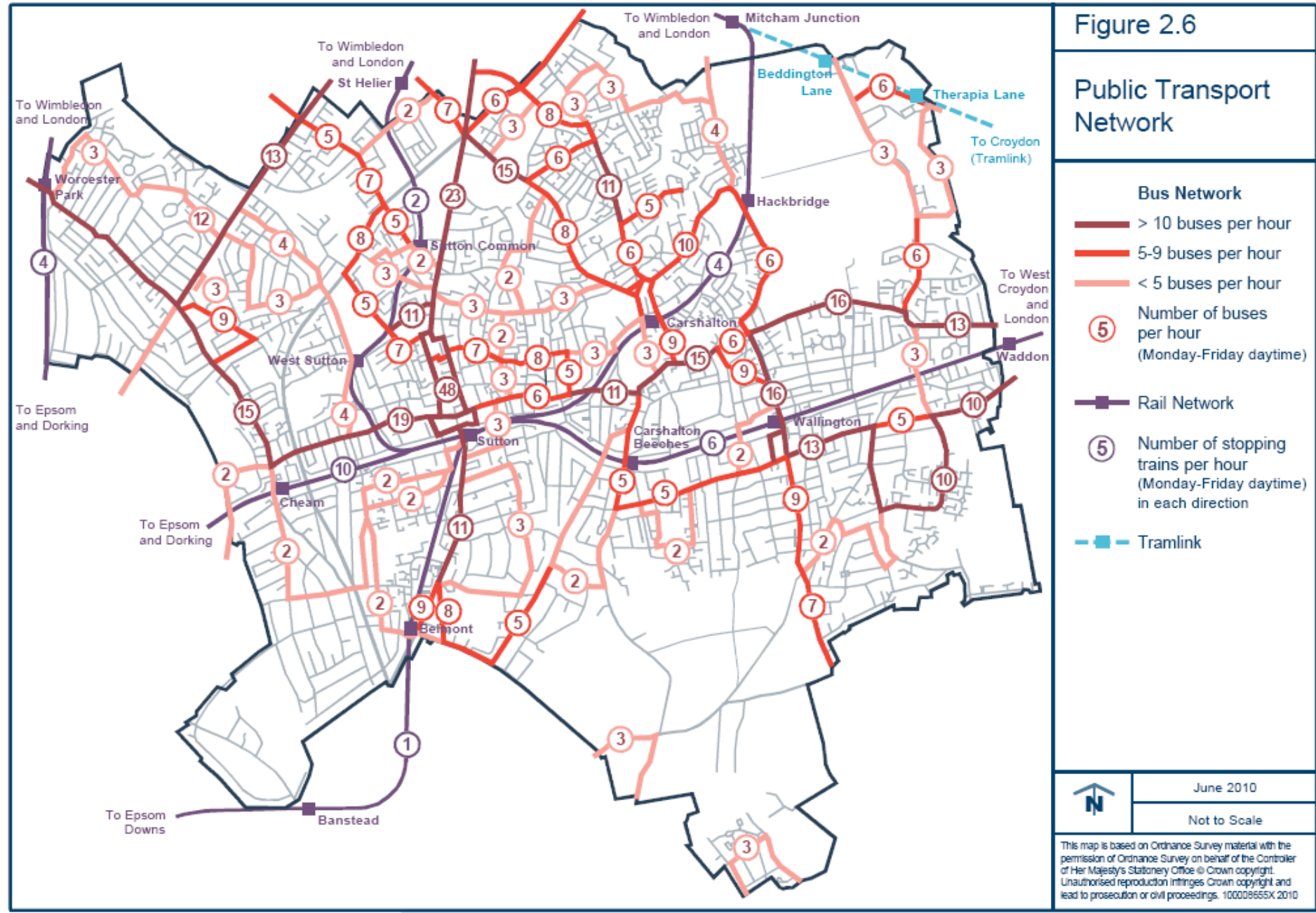
**Chart 2.3: Workplace of Sutton Residents**



**Chart 2.4: Modal Split for Borough Residents' Journey to Work.**



2.37 Sutton residents travel an average of 10.5 km on their work journey, with over half of all residents using a motor vehicle for this journey and the remainder using public transport, walking or cycling, or working from home (see Chart 2.4).





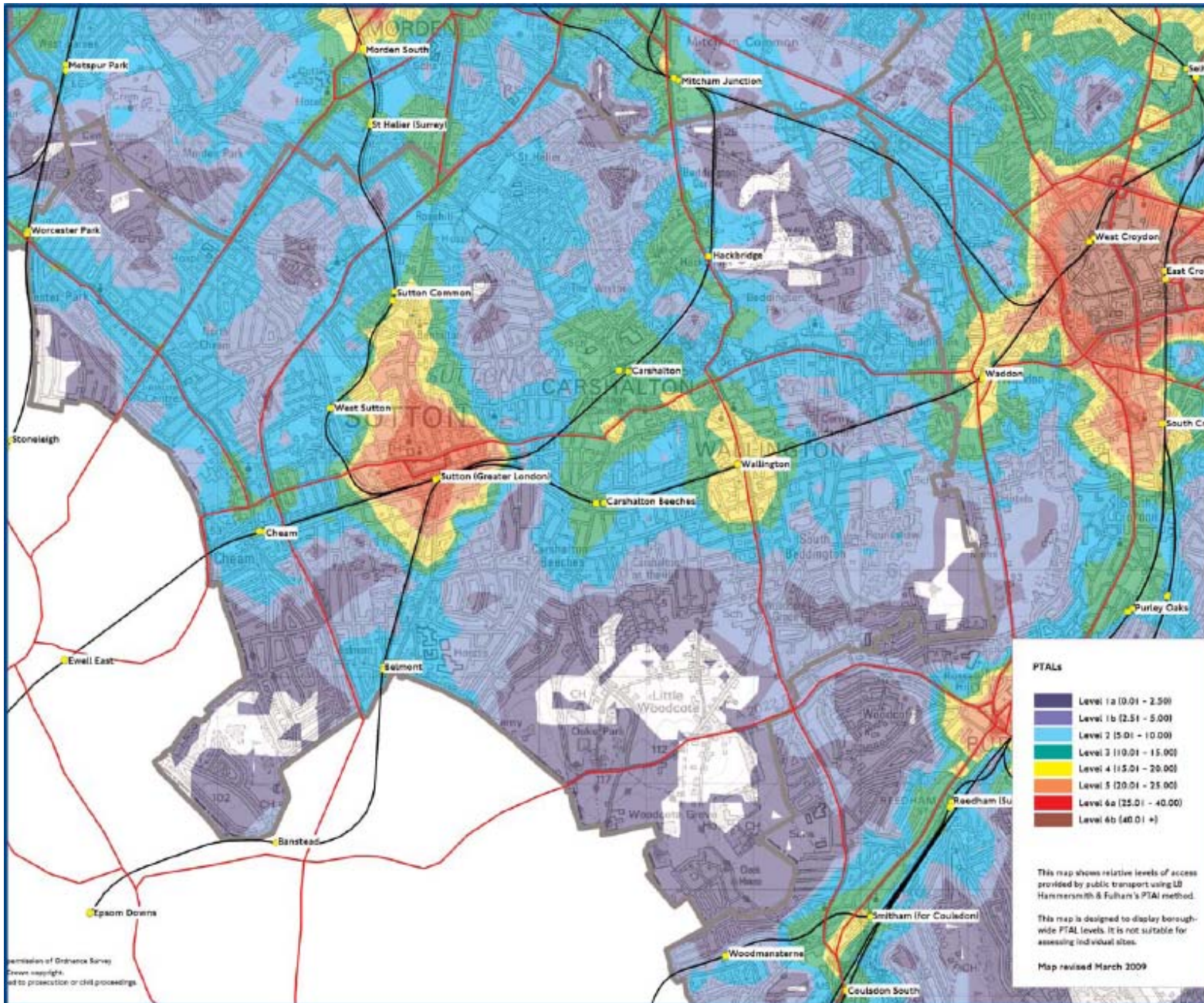


Figure 2.7

LB Sutton  
Public Transport  
Accessibility Levels  
2008

**PTALS**

Level 1a (0.01 - 2.50)
Level 1b (2.51 - 5.00)
Level 2 (5.01 - 10.00)
Level 3 (10.01 - 15.00)
Level 4 (15.01 - 20.00)
Level 5 (20.01 - 25.00)
Level 4a (25.01 - 40.00)
Level 4b (40.01 +)

This map shows relative levels of access provided by public transport using LB Hammersmith & Fulham's PTAL method.

This map is designed to display borough-wide PTAL levels. It is not suitable for assessing individual sites.

Map revised March 2009



June 2010

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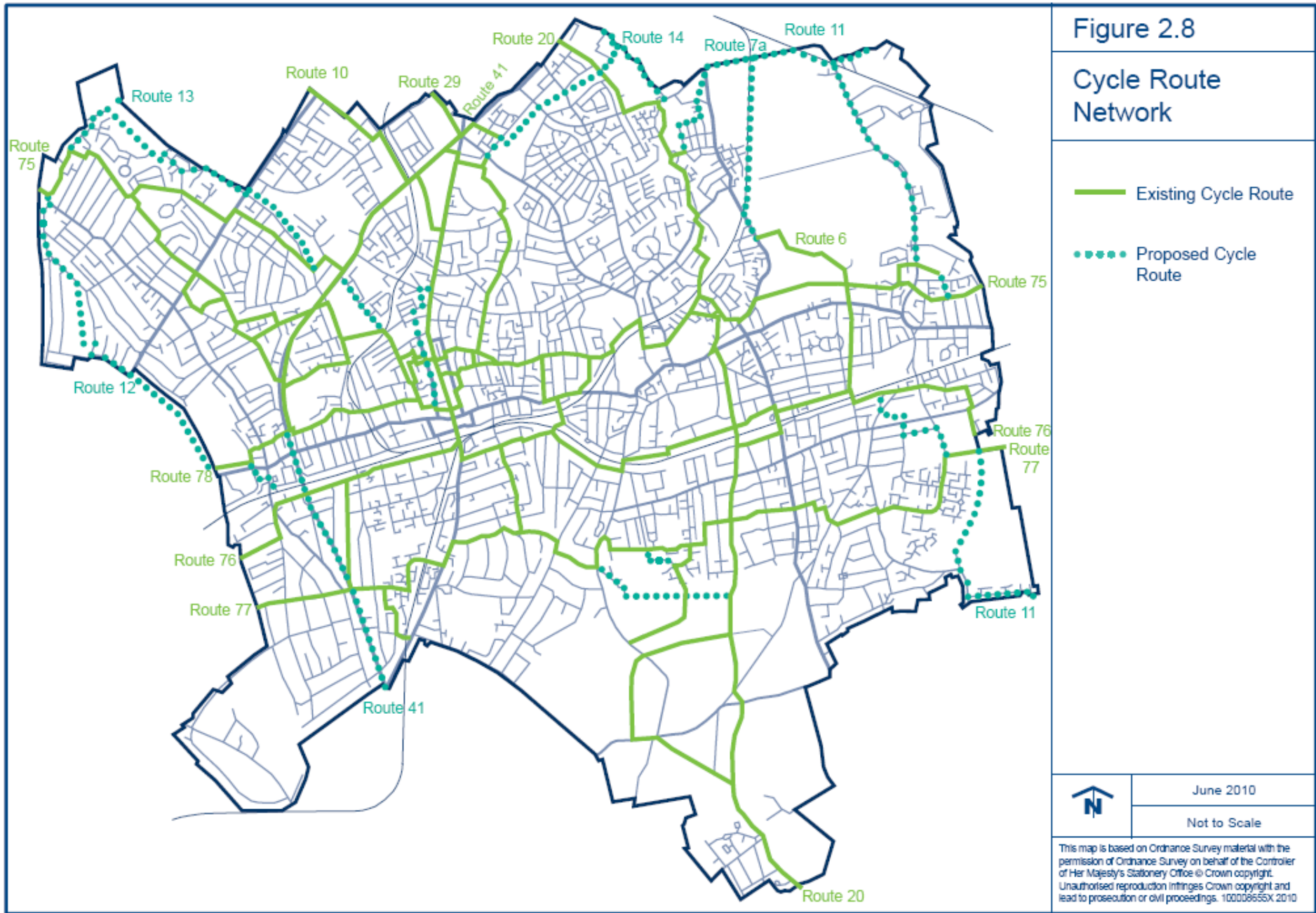






Figure 2.9

### Borough Road Network

- TIER 1  
 Strategic Routes of national/regional importance including Priority (Red) Routes (TfL Road Network)
- TIER 2  
 London Distributor Roads
- TIER 3  
 Borough Distributor Roads
-  Local Access Roads



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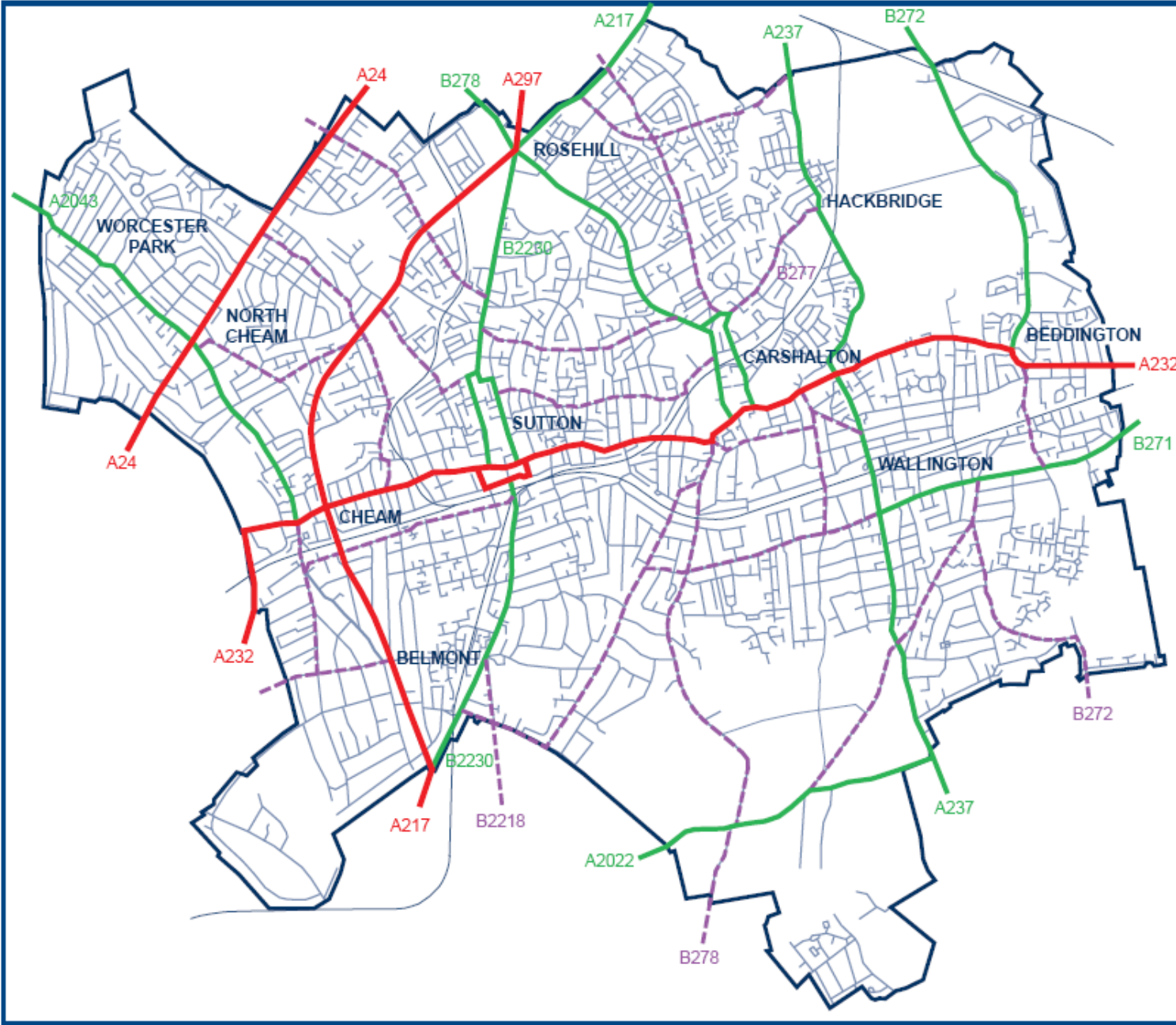


Figure 2.10

### Air Quality Management Areas

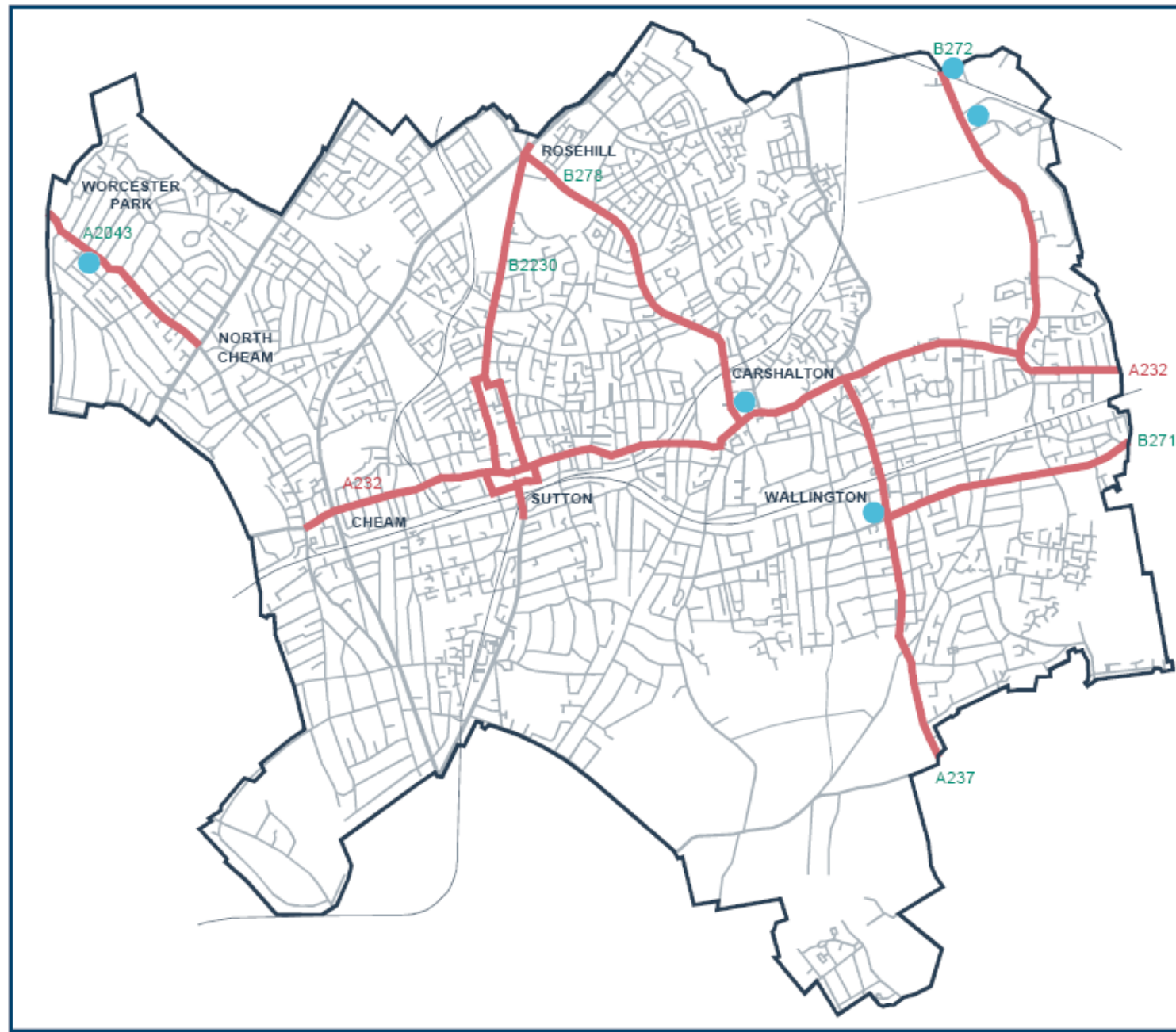
-  Air Quality Management Areas
-  A232 Transport for London Road Network
-  B271 Borough Roads
-  Air Quality Monitoring Stations



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## 3.0 TRANSPORT CHALLENGES AND OPPORTUNITIES

### Local Transport Challenges and Opportunities

- 3.1 The biggest challenge facing the borough is the high level of car ownership and usage and the consequential problems of traffic congestion and air pollution. Sutton has one of the highest car ownership levels in London, particularly in the more affluent southern wards and the large areas of inter-war housing which are some distance from rail stations, such as North Cheam and Stonecot Hill. Sutton also borders some of the most affluent areas of Surrey which have even higher car ownership levels and whose residents inevitably drive into and through the borough. Apart from the A217 Sutton bypass, which is dual-carriageway for most of its length in the borough, and possibly the A24, Sutton's roads are not designed to carry large volumes of traffic quickly and efficiently. The main east-west road, the A232, passes through Cheam village, Sutton town centre and Carshalton village, which are major 'pinch points' and sources of congestion. Cheam and Carshalton are also Conservation Areas. The main roads in the borough also have the worst air quality and most have consequently been declared 'air quality management areas' (see Figure 2.10).
- 3.2 Although Sutton has a relatively good public transport network comprising bus, tram and rail, services on some routes are infrequent, particularly in the evenings and at weekends. This, together with the fact that parts of the borough are some distance from the nearest rail station or high frequency bus route, leads to a high level of car dependency. Other factors contributing to car dependency in the borough include the relative ease of parking in outer London, diverse journey patterns, the proximity to the M25 and neighbouring Surrey, a relatively small proportion of the workforce commuting into central London by train, and a relative lack of congestion compared to inner and central London.
- 3.3 In an attempt to address these issues, the council recently piloted a pioneering behavioural change project in partnership with TfL called Smarter Travel Sutton, aimed at reducing car use and achieving a modal shift to more sustainable modes. This project was successful in increasing sustainable travel, notably in increasing cycling levels and bus usage, but the corresponding reduction in traffic levels and car use has not been as marked, partly because much of this originates from outside the borough. There is therefore scope to achieve further modal shift and traffic reduction in the borough, and this will be the focus of the Sutton Transport Plan. In particular, there is scope to convert many of the shorter local journeys from car to walking and cycling and some of the medium to longer distance journeys to public transport. The latter will require the co-operation of TfL and the bus operators for buses and trams, and the Department for Transport, Network Rail and the TOCs for rail, to achieve significant improvements to public transport.
- 3.4 In order to attract more people out of their cars and onto sustainable forms of transport there is a need to improve conditions for users of these modes, and the council will be focussing its transport investment on this over the next three years. In particular, there is scope to improve and extend the borough cycle network to encourage more cycling, and to improve the walking environment and create new paths. In addition there is scope to improve access to public transport services and stations and work with the operators to improve services and infrastructure.
- 3.5 In summary, the main transport challenges facing the borough are:

- High car ownership levels in parts of the borough, but considerable disparities between the affluent and less affluent wards;
- High levels of car use and dependency;
- Traffic congestion in certain locations, mainly around town and district centres, not only at weekday peak times but also at weekends;
- Parking stress in some older housing areas with no off-street parking;
- Traffic dominance and poor pedestrian environment in town and district centres;
- Poor air quality on the main road network and associated health issues;
- Relatively low levels of walking, cycling and public transport use;
- Relatively poor levels of public transport accessibility across large parts of the borough, and poor service levels on some routes, particularly off-peak;
- Crowding on some rail and tram services at peak times and weekends;
- Lack of step-free access to most of the borough's rail stations;

### **Sub-Regional Transport Challenges and Opportunities**

3.6 The Sub-Regional Transport Plan Interim Report for South London (February 2010) identifies the following four key challenges for the sub-region:

1. Reducing public transport crowding;
2. Improve access and movement to / from and within key locations;
3. Improve connectivity to / from and within the South sub-region; and
4. Manage highway congestion and make efficient use of the road network.

3.7 In order to address these challenges, TfL has identified a number of planned strategic transport interventions as set out in the Sub-Regional Transport Plan Interim Report. The sub-regional challenges relate closely to the MTS goals and challenges, which are set out below together with a statement of local issues and opportunities arising from these.

### **Mayoral Goals, Challenges and Outcomes**

3.8 The MTS sets out the Mayor's goals for transport in London and the challenges and outcomes relating to each of these goals that he expects boroughs and other stakeholders to address to help achieve them. This section therefore sets out how Sutton's Transport Plan, along with other council strategies, intends to address each of these challenges and achieve the outcomes.



**GOAL 1 – SUPPORT ECONOMIC DEVELOPMENT AND POPULATION GROWTH**

**Challenge 1.1 – Supporting Sustainable Population and Employment Growth**

***Outcome – Balancing capacity and demand for travel through increasing public transport capacity and / or reducing the need to travel***

- 3.9 Sutton’s Core Planning Strategy (CPS), which was adopted in December 2009, sets out the borough’s spatial strategy for achieving sustainable population and employment growth. Sutton is expected to accommodate an additional 5,175 dwellings over the next 15 years to 2025, with 40% of these dwellings in Sutton town centre, 20% in Hackbridge and 10% in Wallington, and the remainder in the other district centres and rest of the borough. Partly as a result of this housing growth, a 22% increase in population is projected in Sutton Central ward, which is the most accessible ward in the borough in terms of PTALs, up to 2019. Over the same period, the population of the borough is expected to grow, with a projected increase of 7,364 (4%) occurring between 2009 and 2019 with a further increase of 3% to 195,757 by 2031.
- 3.10 The Core Planning Strategy contains the following strategic objectives in relation to transport:
- SO14 – To reduce car dependence, congestion and the impacts of air pollution on the borough’s environment and improve health and well-being.***
- SO15 – To provide the necessary level of community infrastructure and transport to support economic development and housing growth.***
- 3.11 The sub-title for the borough’s CPS is “*balanced sustainable growth*” which support’s the council’s vision of “*creating a sustainable suburb in London*”. As part of the CPS, the council intends to concentrate housing and employment growth in town centres, particularly Sutton and Wallington town centres, where public transport accessibility is highest and a wide range of services are within walking distance, thus reducing the need to travel. However, even in these most accessible of the borough’s town centres, the council recognises the need to make improvements to public transport and walking and cycling access in order to reduce car dependency. To this end, the council has prepared a draft Sutton Town Centre Area Action Plan (AAP), which sets out a range of potential transport options and improvements to be taken forward in the longer term, primarily funded by new developments.
- 3.12 In Wallington the council is currently developing an Integrated Transport Package to improve sustainable transport access to and within the town centre and enable people to make more sustainable travel choices. This package-based approach will then be rolled out to the other town centres in the borough.

- 3.13 Hackbridge has also been identified as an area for sustainable growth due to the presence of a number of 'opportunity sites' and it is recognised that there is a need for significant transport improvements there to improve sustainable transport options. A Hackbridge Masterplan has been produced which sets out a range of transport improvements that are required to improve access and movement opportunities, especially by sustainable modes.
- 3.14 The CPS seeks to achieve a sustainable balance between population and employment growth, so that there are sufficient and suitable employment opportunities within the borough to meet the needs of the population growth. Although a high proportion of borough residents work in the borough, Sutton has the lowest number of jobs of all the South London boroughs. Whilst the proportion of the economically active population commuting from the borough to Central London and Canary Wharf is relatively low, a significant proportion commute to neighbouring outer London boroughs, particularly Croydon, and neighbouring Surrey towns such as Epsom and Reigate. Similarly there is considerable inward commuting into the borough, particularly by train into Sutton town centre, but also by car from neighbouring Surrey.
- 3.15 The council will seek to improve public transport links and services to and from Sutton and improve walking and cycling routes and facilities, in order to achieve a modal shift from the car to more sustainable modes. Where appropriate, developer contributions will be sought to contribute towards transport improvements that are required to serve new developments. The council's Supplementary Planning Documents (SPDs) on Planning Obligations; Transport Assessments and Travel Plans; and Car Clubs set out the criteria and potential uses for such contributions.
- 3.16 Public transport crowding (defined by TfL's Railplan model as the number of people standing per square metre) has been identified by TfL as a key challenge facing South London. This is largely a problem at peak times on certain overground and underground rail lines, but can also be a problem on trams and buses at certain times. In South London severe public transport crowding has been identified on South West Trains (SWT) routes into Waterloo, Southern and Southeastern services into London Bridge, and Southeastern services into Victoria, as well as on much of the Northern Line and parts of the District Line in South London. Crowding on Tramlink has been identified as a problem between Belgrave Walk and Wimbledon and between Mitcham Junction and Croydon, and on buses around Croydon town centre. The council also occasionally receives reports of buses in the borough being crowded during school start and finish times and will ask TfL to consider putting on extra buses when appropriate.
- 3.17 The Sub-Regional Transport Plan (SRTP) Interim Report does not identify any public transport crowding issues in the Sutton area, apart from on the Tramlink Croydon to Wimbledon branch, which is being addressed through planned dual-tracking on the section between Mitcham Junction and Wimbledon to allow an increase in frequency. Network Rail's South London Route Utilisation Strategy (RUS) (March 2008) identified the rail lines between Sutton and Victoria via Hackbridge, Sutton and Norwood junction via Wallington, and the Thameslink route between Tooting and central London as having 'significant standing at peak times' or worse during the morning. Furthermore these lines are still shown as having 'significant standing at peak times' post-2016 following the completion of

the Thameslink programme, and post-2019 following completion of the train and platform lengthening programme.

- 3.18 The South London RUS, MTS and SRTP Interim Report only consider crowding in the peak periods, mainly the morning peak, as these are considered to be the busiest periods. However, this overlooks other periods of the day and week when there is also often crowding on public transport. In particular the later evenings and weekends are periods when there is considerable demand for travel which is not always met by adequate capacity. Many trains are operated as 4-car length during these periods, often resulting in standing between Sutton and central London. Service frequencies are also often lower at weekends and do not adequately cater for growing demand for leisure travel.
- 3.19 No additional peak trains are planned in the short to medium term due to capacity constraints on the inner-London network and at London termini. Therefore train lengthening is seen as the best way to increase capacity, and the main intervention planned in the borough is selective platform lengthening to accommodate 10-car trains. However, not all stations in the borough will benefit from this programme. At present platform lengthening is proposed for Sutton, Wallington, Cheam and Carshalton, but not for Carshalton Beeches, Hackbridge or Belmont, or the Thameslink loop line stations. The introduction of 10-car trains on the south London lines is planned for 2011/12. The council is concerned at the exclusion of some of the borough's stations from the platform lengthening programme, particularly Hackbridge in the light of planned housing growth in that area, and has raised these concerns with Network Rail. The council would like to see Hackbridge and Carshalton Beeches reinstated into the platform lengthening programme.
- 3.20 There is currently considerable investment going into the Thameslink Programme, but it now appears there will be few, if any, direct benefits to the borough. Indeed, Sutton is likely to lose its cross-London services from 2015 when all Sutton-Wimbledon loop line trains will terminate at Blackfriars or London Bridge. In order to compensate for this, there are proposals to increase the frequency of trains on the Sutton-Wimbledon loop line to 4 trains per hour (tph), which the council would welcome. However, the retention of direct, cross-London services would be preferable and the council will continue to lobby for this. An increase in late evening and Sunday operating hours on the Thameslink loop line would also be welcomed by the council.

<b>Challenge 1.2 – Improving Transport Connectivity</b>
<b><i>Outcome – Improving people's access to jobs</i></b>
<b><i>Outcome – Improving access to commercial markets for freight movements and business travel, supporting the needs of business to grow</i></b>

- 3.21 Sutton has reasonably good transport connections, both within and beyond the borough, by road and rail. However, there are certain connections that are missing or could benefit from some improvement. The borough context section in Chapter 2 describes the borough's transport networks and connectivity.

- 3.22 The council will continue to work with TfL, Network Rail, bus and rail operators, sub-regional partnerships and neighbouring boroughs to seek improvements to public transport connectivity within the borough and across the sub-region.
- 3.23 At a borough level, the council will continue to improve connectivity through improvements to bus routes and stops, improved access to rail stations and tram stops, improved pedestrian and cycle routes and improved interchange between modes. The focus of these improvements will be on town and district centres where much of the borough's employment and business activity is located, through the Integrated Transport Packages and the Sutton Town Centre AAP, and on industrial areas such as Kimpton and Beddington where much of the industrial and warehouse employment is located. Significant access improvements have recently been carried out at Kimpton and a major highway improvement scheme is being developed for Beddington Lane to improve access to the Beddington Industrial Estate.
- 3.24 The council will continue to work closely with businesses through its business travel plan networks and other travel planning and smarter travel work, in order to encourage use of sustainable modes of transport by employees and businesses. Freight transport issues will be considered through the planning system and the council will require Delivery and Servicing Plans and Construction Logistics Plans where appropriate, to encourage efficient and sustainable freight and servicing transport to new developments. The council is a member of the South London Freight Quality Partnership, which works with the business community and the freight industry to improve freight transport operations and assist them in becoming more efficient and environmentally-sustainable.
- 3.25 Improving sub-regional connectivity has been identified as a key challenge in the SRTP Interim Report, both in terms of rail and road based transport. Unlike the other sub-regions, South London has few tube lines and is therefore largely dependent on overground rail and tram for longer public transport journeys and bus for shorter ones. The overground rail network is largely radial, providing links to and from central London, although there are some orbital links, for example from Sutton to Croydon and Wimbledon. However, there are gaps in the orbital rail network, such as Sutton to Kingston and Sutton to Bromley / South East London. The bus network does not always provide very well for orbital journeys either, with the only longer distance orbital express bus serving Sutton being the X26 between Heathrow and Croydon. This service used to extend to Bromley and Dartford but was cut back due to unreliability. Within Sutton there is no direct orbital bus service that traverses the borough apart from the limited stop X26.
- 3.26 The strategic road network is also largely radial, providing connections between central and inner-London and the M25 and beyond. The A205 South Circular provides an orbital route in inner South London but is congested around town centres and does not have the same level of capacity and grade separation as the North Circular in North London.
- 3.27 The SRTP Interim Report identifies a number of areas for improvement, including rail links to Heathrow; links to areas outside the London boundary; links to opportunity and growth areas including Hackbridge; and access to and within strategic interchanges. Key links that are identified as needing improving include Sutton to Brixton, Sutton to Canary Wharf and Sutton to Kingston. The council would not necessarily prioritise the first two and would prefer to see improved

orbital links in outer South London, as well as links to places in neighbouring Surrey, given greater priority.

- 3.28 The East London Line has recently been extended from New Cross to West Croydon and is now operated by TfL as part of the London Overground. This has improved links from Sutton to South East London and the City / Canary Wharf, but a change of trains is required at West Croydon. It has also resulted in Sutton losing its direct off-peak Southern train services to London Bridge. The council would like consideration to be given to an extension of the East London Line to Sutton and possibly beyond to Wimbledon, Kingston and Richmond to complete an outer orbital London Overground network.
- 3.29 Journey times on existing rail lines between Sutton and Central London are slow relative to other outer London boroughs and have increased in recent years. The council would like to see journey times reduced through improved timetabling and signalling, to improve Sutton's competitiveness as a business and residential location within the sub-region.
- 3.30 The SRTP Interim Report identifies a number of proposed 'strategic interchanges' which include Wimbledon and Clapham Junction, but not Sutton, which is one of the busiest stations in the sub-region.
- 3.31 Improving access to key locations in South London, particularly by public transport but also by car, has been identified by TfL as another challenge facing the sub-region. Key locations are those considered to be of sub-regional importance, attracting trips from outside the borough, such as Metropolitan Centres, major town centres or areas able to accommodate growth. Issues identified in the SRTP Interim Report include the need to balance the many demands for road space, including those of pedestrians, cyclists and buses; the need to improve interchange between modes; and the needs of freight traffic to service town centres.
- 3.32 TfL recognise that many of the challenges overlap and some of the interventions planned to meet other challenges will also improve access to key locations. In terms of priority locations, Sutton Town Centre has been identified alongside the other Metropolitan Centres and a number of smaller town centres and opportunity area. Hackbridge is also identified as a potential new district centre and key growth area for the borough.
- 3.33 The council is currently implementing a major town centre renewal scheme in Sutton which includes improvements to pedestrian access and movement, and public realm improvements within the town centre. More substantial longer term improvements are identified in the draft Sutton Town Centre AAP, including an extension to the Tramlink network and a number of adaptations to the highway network in the town centre to extend the pedestrian priority areas and prioritise public transport.
- 3.34 Transport improvements are planned for Hackbridge as part of the council's proposal to create a 'sustainable suburb'. The council is currently developing an Integrated Transport Package for Wallington district centre and is planning further integrated packages for the other district centres. Major highway improvements are planned for Beddington Lane to improve access to the Beddington strategic industrial area.

<b>Challenge 1.3 – Delivering an efficient and effective transport system for people and goods</b>
<b><i>Outcome – Smoothing traffic flow (managing delay, improving journey time reliability and resilience)</i></b>
<b><i>Outcome – Improving public transport reliability</i></b>
<b><i>Outcome – Reducing operating costs</i></b>
<b><i>Outcome – Bringing and maintaining all assets to a good state of repair</i></b>

- 3.35 An efficient and effective transport system for people and goods is central to the objectives of the MTS and the Sutton Transport Plan. The transport system is, for most people, a means to an end and not an end in itself, and if it is running efficiently and effectively it should be a seamless part of everyday life. Transport is also important for businesses and the economy, both in terms of getting employees to and around for work and getting goods to and from markets. However, inevitably in a city the size of London there are conflicting pressures on the system and inefficiencies that reduce its effectiveness. The aim of the MTS and Sutton Transport Plan is to balance the sometimes conflicting and competing needs of road users, competing demands on limited funds and the need to ensure that investment is targeted in the most cost-effective way to achieve the plans' goals and objectives.
- 3.36 The council supports the Mayor's objective of smoothing traffic flow, so long as it does not lead to increased vehicle speeds, additional traffic generation and fewer opportunities or less time for pedestrians and cyclists to cross the road. As an Outer London borough with fewer traffic signals and major junctions than more inner and central boroughs, Sutton's traffic generally flows quite smoothly. However, there are a number of congestion 'hot-spots' or stretches of road with considerable numbers of traffic signals or other impediments, notably on-street parking. The council will, where appropriate, take steps to smooth traffic flow and improve journey times, particularly for bus users. This could include linking traffic signals so that they work in unison to avoid stop-start journeys, something that the council has recently done in Central Road in Worcester Park and Woodcote Road in Wallington. Other measures that will be considered include reviewing and removing unnecessary traffic signals, removing or restricting obstructive parking on main roads and bus routes, and selective road and junction widening to remove bottlenecks. These measures will assist in improving public transport reliability by reducing delays to buses and will also reduce delays and therefore operating costs to businesses.
- 3.37 The Traffic Management Act 2004 imposed a duty on all local traffic authorities to secure the expeditious movement of traffic on their road networks and to facilitate the expeditious movement of traffic on other authorities' networks. Authorities are required to make arrangements that they consider appropriate for planning and carrying out the action to be taken in performing the duty. Part of the arrangements must be the appointment of a Traffic Manager and in Sutton a Senior Engineer performs this role in ensuring that the Network Management Duty is discharged.

- 3.38 The council provides information and details of major road works and events that are happening to the London Traffic Control Centre (LTCC). Information is also provided on a weekly basis to interested parties (Police, utilities, TfL Street Management, London Buses) of all forthcoming highway works to be carried out by the council and includes the expected duration, contact numbers, etc.
- 3.39 The council will continue to maintain its assets, as resources allow, to ensure that they are kept in a good state of repair. This is quite a challenge, especially after the cold winter of 2009/10, as many roads in the borough are in a poor state of repair and there are limited revenue funds for maintenance. However, in recognition of the damage to roads during the winter of 2009/10 the council allocated an additional £500,000 to its road maintenance budget in 2010/11 to repair and resurface borough roads. The council, in conjunction with Network Rail, is currently carrying out a major reconstruction of the A237 London Road bridge over the railway at Hackbridge to strengthen it for heavier vehicles. Further bridge and structure maintenance work will be carried out as required.
- 3.40 One of the challenges identified in the SRTP Interim Report is tackling congestion and making efficient use of the highway network. The report highlights the fact that car ownership in South London is high in comparison with the other sub-regions, and this contributes to a high level of car use and consequent traffic congestion. Congestion is identified as being a particular problem around the Metropolitan Town Centres, including Sutton, and along the corridors into Central London, not only during the weekday peaks but also at weekends as a result of retail and leisure trips. Most of the congestion hotspots identified are in the more inner South London boroughs, but problem junctions include 'Five Ways' in Waddon where the A232 meets the A23 just outside the borough, and the junction of the A2043 and A3 at New Malden. Within the borough, congestion hotspots at busy times include Sutton Town Centre, Rosehill, Worcester Park, Cheam village, Carshalton village, and Wallington.
- 3.41 The council has recently been implementing signal linking schemes, using SCOOT, in Worcester Park and Wallington to try and reduce congestion and smooth traffic flow. TfL is currently identifying sites where traffic signals could be removed to reduce delays to traffic, and has identified five pelican / toucan crossings in the borough which it would like to remove. The council considers that these do not cause undue delay to traffic and are necessary to provide safe crossing points for pedestrians and cyclists and therefore does not support their removal. However there may be some locations, such as minor junctions, where signals could be considered for removal and the council will liaise with TfL to identify and agree these. In other locations there may be scope to adjust the timings and phasing of signals to reduce unnecessary delays to traffic while continuing to provide safe and convenient pedestrian crossing facilities.
- 3.42 The council has a long standing desire for the implementation of a traffic management scheme for Carshalton village and the historic ponds which are part of a Conservation Area and are on the A232 TLRN road. The council will work with TfL to develop an appropriate scheme for this area to reduce the environmental impact of traffic in this area and ease congestion.
- 3.43 The council's overall Smarter Travel programme will continue to promote a modal shift away from cars to more sustainable modes of transport which make more efficient use of the road network, such as buses.



## **GOAL 2 – ENHANCE THE QUALITY OF LIFE FOR ALL LONDONERS**

### **Challenge 2.1 – Improving the journey experience**

***Outcome – Improving public transport customer satisfaction***

***Outcome – Improving road user satisfaction (drivers, pedestrians, cyclists)***

***Outcome – Reducing public transport crowding***

- 3.44 As transport plays a key part in most peoples' everyday lives, it can also have a major influence on quality of life, including health. If it runs smoothly, transport and travel should be an experience that is unremarkable, or indeed even pleasurable. However, often the transport system does not run smoothly, and produces harmful externalities, which can have a detrimental effect on quality of life. The council will continue to work with its transport partners to improve the journey experience for all road users and users of public transport, in order to enhance quality of life.
- 3.45 In seeking to improve the journey experience it is important to look at the whole journey from door-to-door, which could involve several modes and changes, and make this as 'seamless' as possible. While the council will seek to improve the journey experience for all modes and journeys, it will focus particularly on improving conditions for users of sustainable modes of transport in order to make smarter travel choices more attractive and convenient.
- 3.46 For longer journeys the main sustainable transport mode is public transport, which includes buses, trains, trams, and for some journeys beyond the borough, London Underground. The council does not operate or control public transport, but works closely with TfL, Network Rail, bus and rail operators to achieve improvements to public transport infrastructure and services. This is largely done through the council's quarterly Public Transport Liaison Group (PTLG) meetings, but also through routine bus, rail, TfL, Mayoral and London Councils consultations. Representatives of user groups such as Sutton Rail Users' Forum sit on the PTLG and the views of residents are also represented by elected Members and officers. The council seeks improvements to rail and bus frequencies, connectivity, hours of operation, routes, stopping patterns and station / stop infrastructure and passenger facilities. Where it has the powers, the council will continue to improve bus stops, bus priority and the public realm around stations and tram stops in order to enhance the customer experience.
- 3.47 A key element of improving the passenger experience is reducing public transport crowding. This problem is mainly associated with peak time rail services and is being addressed by the TOCs and Network Rail through the train and platform lengthening programme and the provision of additional capacity and services. TfL are also planning to increase capacity on the Wimbledon branch of Tramlink by dualing the track where possible to allow additional services to operate in order to relieve crowding on trams. Crowding on buses is not normally a problem in Sutton but does occur at school start and finish times on some services used by school children, and on certain other peak services. Where possible, TfL commission



special school bus services, or additional service buses, to relieve crowding on buses. The council makes requests to TfL to increase capacity where it is made aware of crowding problems, and where appropriate seeks developer contributions through Section 106 agreements to fund additional bus services or amendments to routes.

- 3.48 The council seeks to improve road user satisfaction through schemes to reduce congestion, smooth the traffic and reduce delays, including for buses, manage parking and maintain and repair the roads, cycleways and footways. The council also implements schemes to improve road safety, encourage walking and cycling and enable the efficient movement and delivery of goods. Priority will be given to enabling smarter travel choices by improving conditions and facilities for sustainable modes of transport.

<b>Challenge 2.2 – Enhancing the built and natural environment</b>
<b><i>Outcome – Enhancing streetscapes, improving the perception of the urban realm and developing ‘better streets’ initiatives</i></b>
<b><i>Outcome – Protecting and enhancing the natural environment</i></b>

- 3.49 For many years the council has been implementing schemes to enhance the built environment and urban realm. These have been predominantly small scale public realm improvements in district and local shopping centres and some larger schemes around industrial estates such as Kimpton and Beddington Lane. The major public realm improvement over the last twenty years has been the semi-pedestrianisation of the main shopping area of Sutton High Street. A major High Street renewal scheme is currently being implemented in Sutton Town Centre to further enhance and improve the public realm, funded mainly by TfL, but also by Section 106 contributions and the London Development Agency.
- 3.50 A scheme is currently being designed called ‘Wandle Gateways’, using Viridor landfill tax credits, to improve the public realm at a number of key gateway sites to the River Wandle riverside trail, which will include signing and pathway improvements and enhancements for pedestrians and cyclists.
- 3.51 The council has also allocated a significant amount of its own funds to each of the six Local Committees to implement public realm schemes in their areas. Where major new developments take place the council will require developers to provide high quality streets and public realm based on the principles of the DfT’s Manual for Streets and the principles of home zones / shared streets, including providing an attractive natural environment and landscaping.
- 3.52 The council will continue to implement schemes that enhance the built and natural environment, including enhancing streetscapes, improving the perception of the public realm and developing ‘better streets’ initiatives, in accordance with the principles of the Manual for Streets and other good practice guidance. Where appropriate this could include introducing the concept of ‘shared space’ and ‘home zones’. In all cases the council will expect priority to be given to pedestrians, cyclists and other non-car modes of transport, while accommodating motor vehicles in an appropriate manner.

3.53 Measures to protect and enhance the natural environment are important, not only to provide attractive green spaces but to provide habitats for flora and fauna, especially trees which are important sinks for CO<sub>2</sub> and therefore assist in combating climate change. Having adequate green spaces and porous surfaces is also important to provide drainage for rainwater and reduce flooding which is an increasing effect of climate change. Drought resistant species should be used where possible in new planting schemes. All transport schemes promoted by the council will be designed so as to minimise loss of natural land, soft landscaping and trees and where possible to increase it through additional tree planting and provision of green space. Adequate highway drainage is also important to avoid polluted water running off into water courses and natural areas and minimise flooding. Schemes to improve access to natural environments such as parks and open spaces and the River Wandle corridor will be promoted and implemented where possible, to encourage active leisure travel and exercise and improve quality of life.

<b>Challenge 2.3 – Improving air quality</b>
<b><i>Outcome – Reducing air pollutant emissions from ground-based transport, contributing to EU air-quality targets</i></b>

3.54 Vehicle emissions account for a significant proportion of air pollution generated within the borough, particularly in the vicinity of major roads. Elevated pollution levels can have detrimental health effects, especially for people with asthma and heart problems. The main air pollutants of concern are nitrogen oxides (NO<sub>x</sub>), carbon monoxide (CO), particulates (PM<sub>10</sub>) and hydrocarbons such as benzene. When nitrogen oxides and hydrocarbons react together in hot sunshine they form low-level ozone which causes summer smog. There are some roadside locations within the borough where levels of nitrogen oxides and particulates sometimes exceed the Government’s air quality objectives for these pollutants and this is mainly due to vehicle emissions. Road traffic is also a major source of carbon dioxide (CO<sub>2</sub>), the main greenhouse gas that is believed to be responsible for climate change, and accounts for around 30% of total CO<sub>2</sub> emissions in London.

3.55 The Environment Act (1995) requires every local authority to carry out a review and assessment of air quality in their area to determine whether national air quality objectives will be met. In Sutton this process was completed in 2000, with a further review and assessment in 2003. The Act also requires that, where exceedences of air quality objectives are predicted, the local authority must declare an Air Quality Management Area (AQMA) and subsequently draft an Air Quality Action Plan containing measures designed to ensure that the relevant objectives are met.

3.56 In Sutton, the air quality management areas that were declared coincide with the busy main roads in the borough. In addition, in March 2010 the whole of the Beddington Lane industrial area was declared an air quality management area. The council has adopted an Air Quality Action Plan (AQAP) which is revised from time to time to reflect changing circumstances.

- 3.57 The Government's Air Quality Strategy has established air quality objectives for a range of pollutants. For both nitrogen dioxide (NO<sub>2</sub>) and particulates (PM10) there are two objectives – one based on the annual mean level of the pollutant and the other based on a permitted number of exceedences of an hourly mean level (for NO<sub>2</sub>) or a daily mean level (for PM10). The council maintains five continuous air quality monitoring sites in Carshalton, Wallington, Beddington, Worcester Park and Beddington. At the Carshalton site NO<sub>2</sub> and ozone are measured, whilst at the other sites NO<sub>2</sub> and PM10 (particulates) are measured.
- 3.58 For NO<sub>2</sub>, levels at the Wallington site have exceeded both air quality objectives each year from 2006 – 2009, and the annual mean objective was also exceeded at the Worcester Park site in 2009.
- 3.59 For PM10, both air quality objectives were met at all sites from 2006 – 2009, except at the Beddington Lane site in 2007 when the daily mean objective was exceeded.
- 3.60 The mechanisms by which the council will seek to implement many of the action points set out in the AQAP are largely dependent on transport interventions. The AQAP confirms the council's support for the London-wide Low Emission Zone (LEZ) and focuses on the need to reduce traffic congestion and vehicle emissions by promoting sustainable forms of transport, such as walking, cycling and public transport over the private car, improved public transport and facilities for pedestrians and cyclists, traffic calming measures aimed at reducing speeds in residential areas, travel awareness campaigns, employer and school travel plans and vehicle emissions testing.
- 3.61 Many of the actions in the AQAP are measures the council carries out as part of its general transport interventions, such as promoting and facilitating sustainable transport and making improvements to the highway infrastructure to encourage a modal shift from the private car. Basically a reduction in the use of petrol and diesel powered vehicles is the only way to make a real difference to air quality, but there are other, more subtle, means such as encouraging more fuel efficient driving techniques, reducing unnecessary delays by 'smoothing the traffic', and reducing vehicle speeds. More direct interventions that the council has implemented in recent years include installing several electric vehicle (EV) charging points to encourage take-up of EVs. However, take up has been slower in outer London than in inner London and the limited range of EVs is currently a deterrent to their use for longer journeys. The council will continue to promote the take up and use of EVs and install further charging points as demand increases. The council used to have a considerable number of electric and gas powered vehicles in its fleet around ten years ago, but it became too costly to maintain them and now most of the fleet is run on 30% bio-diesel. The council is currently looking into ways to 'green' its fleet further, by possible use of EVs and other low emission vehicles.
- 3.62 The council also actively supports car clubs, which are a means of reducing car ownership and use by encouraging people to give up their car and only use a car when absolutely necessary. Through the Smarter Travel Sutton project the council has been working with Streetcar to develop the borough car club and promote it alongside alternative forms of transport to the car, to make people think whether their journey is really necessary or could be made more sustainably.

- 3.63 The council has also been working with the South London Freight Quality Partnership on a number of initiatives to address the environmental problems caused by freight vehicles. In particular the council has been preparing a Delivery and Servicing Plan (DSP) for its own activities, with a view to reducing their environmental impact, and as a result of this work will be participating in an EU-funded project called Trailblazer to disseminate its DSP experience across Europe.
- 3.64 Further interventions will be implemented through this Plan, as well as through the planning system, which will seek to reduce vehicle related air pollution in the borough and improve air quality.

<b>Challenge 2.4 – Improving noise impacts</b>
<b><i>Outcome – Improving perceptions and reducing impacts of noise</i></b>

- 3.65 Traffic noise is acknowledged to be one of the most serious environmental problems after air pollution. In an urban area like Sutton, and in most of South East England, it is now virtually impossible to escape from traffic noise and it is the major component of background noise in the borough. Although noise from individual vehicles has generally declined in recent years due to improved designs of vehicles and roads, the sheer growth in the volume of traffic has meant that overall noise levels have increased. Aircraft and helicopter noise is also an increasing problem in the borough.
- 3.66 Traffic noise is a recognised environmental health issue and is something that can affect people’s quality of life and health. Through the planning system the council can seek to mitigate against traffic noise in the design and location of new developments and through measures to reduce the use of motor vehicles. The council’s Smarter Travel Sutton project and other transport schemes seek to achieve a modal shift away from motor traffic and encourage the use of quieter modes of transport, including electric vehicles and bicycles. Smoothing the traffic and reducing vehicle speeds and aggressive driving can also have a beneficial impact on traffic noise and the council will continue to promote these objectives. Improving road surfaces can also reduce noise and the council will continue to invest in road maintenance to achieve this.
- 3.67 The council will also continue to support the London Lorry Control Scheme (LLCS) which restricts heavy goods vehicle (HGV) movements to main roads during the night time and at weekends to avoid noise disturbance in residential streets. The LLCS was established through the Greater London (Restriction of Goods Vehicles) Traffic Order 1985, an environmental control measure to stop unnecessary lorry movements disturbing the peace of Londoners at night and weekends. It is enforced by London Councils on behalf of the 32 London boroughs. The LLCS applies to vehicles over 18 tonnes in weight. Any vehicles in that category must make the fullest use of a prescribed set of roads when travelling in London at the times the restrictions are in force.
- 3.68 The council actively works with residents, businesses, developers and regional partners to control levels of noise. It can also carry out noise level assessment

and monitor construction site development to protect the amenity and the well being of the borough.

<b>Challenge 2.5 – Improving health impacts</b>
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<b><i>Outcome – Facilitating an increase in walking and cycling</i></b>
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3.69 The mode of travel used can have a profound effect on health, with some modes being 'active' and others 'passive'. Active travel includes walking and cycling and to a lesser extent using public transport as this often involves a walk or cycle at either end and commonly involves the use of stairs at stations. The council, through its Smarter Travel Sutton programme and working closely with the Sutton and Merton Primary Care Trust (PCT), has been encouraging General Practitioners to 'prescribe' active travel as part of patients' treatment for conditions such as heart and lung disease. The STS programme has also promoted the health benefits of walking and cycling to the wider population as a means of maintaining a healthy lifestyle as part of residents' day to day activities. Much of the emphasis of this Plan, particularly the Integrated Transport Packages, is on encouraging and facilitating active and sustainable travel which will have beneficial health impacts.



### **GOAL 3 – IMPROVE THE SAFETY AND SECURITY OF ALL LONDONERS**

#### **Challenge 3.1 – Reducing crime, fear of crime and anti-social behaviour**

***Outcome – Reducing crime rates (and improving perceptions of personal safety and security)***

- 3.70 Crime and the fear of crime can act as a deterrent to people using the streets and public transport, particularly at night, alone and on foot. It could mean people choose to use their car or a taxi rather than walk, cycle or use public transport. Therefore reducing fear of crime is an important part of enabling smarter travel choices, one of the council's key objectives.
- 3.71 The council will continue to play its part in reducing crime and fear of crime on the streets by improving street lighting and visibility, installing CCTV cameras, and improving the streetscape. Part of the fear of crime could result from the lack of people using the streets and paths, particularly at night, and so encouraging more people to walk and cycle could have the effect of making the public realm feel safer.
- 3.72 TfL and the TOCs are also taking steps to improve the safety of public transport by funding additional Police and Rail Community Safety Officers and CCTV cameras.

#### **Challenge 3.2 – Improving road safety**

***Outcome – Reducing the numbers of road traffic casualties***

#### **Challenge 3.3 – Improving public transport safety**

***Outcome – Reducing casualties on public transport networks***

- 3.73 As a result of the growth in traffic levels in recent years, the borough's roads have become more congested and potentially more dangerous, particularly for vulnerable road users such as pedestrians and cyclists. Against the background of increasing traffic volumes and congestion in the borough, the council has continued to implement a range of road safety measures, including targeted remedial actions for casualty hotspots, and road safety campaigns. In addition to targeted accident remedial schemes, for a number of years the council has been implementing a programme of area-wide traffic calming and 20mph zone schemes within residential zones. This programme is well advanced and is now being incorporated into the council's programme of Integrated Transport Packages and corridor and neighbourhood schemes. These will be more holistic and innovative schemes, designed to make the streets safer and more convenient for users of sustainable transport. As part of this, consideration will be given to introducing a borough-wide 20mph limit on residential roads, subject to police approval.

- 3.74 In addition, the council liaises with bus and rail operators and TfL to address issues of safety and security on buses, trains and at railway stations. Many of the stations in the borough now have 'secure station' status.
- 3.75 The council has been working towards meeting the national road safety targets of a 50% reduction in the number of people killed or seriously injured, a 60% reduction in the number of children killed or seriously injured and a 25% reduction in the slight casualty rate by 2010 against the 1994-98 average. New Government road safety targets are expected to be announced shortly.
- 3.76 Within the London Borough of Sutton in 2009 there were 57 casualties resulting in death or serious injury. 483 casualties in total, represents a fall of 14% from the previous year. Pedal cyclist casualties increased by 11%, however, pedestrian, powered two-wheeler and car occupant casualties fell by 10%, 40% and 11% respectively.

**Table 3.1: Casualties in 2009 by severity (showing percentage change from 2008)**

	Fatal	Serious	Slight	Total Casualties
Sutton	3 (50%)	54 (-25%)	426 (-13%)	483 (-14%)
Outer London	113 (1%)	1,563 (-8%)	14,201 (0%)	15,877 (-1%)
Greater London	184 (-10%)	3,043 (-8%)	24,752 (1%)	27,979 (-1%)

(Source: TfL London Road Safety Unit)

**Table 3.2: Casualties in 2009 by type (showing percentage change from 2008)**

	Pedestrians	Pedal cyclists	Powered two-wheelers	Car occupants	Total vehicle occupants	Total Casualties
Sutton	76 (-10%)	42 (11%)	57 (-40%)	267 (-11%)	407 (-15%)	483 (-14%)
Outer London	2,604 (1%)	1,291 (16%)	1,951 (8%)	8,758 (-5%)	13,273 (-1%)	15,877 (-1%)
Greater London	5,209 (2%)	3,669 (15%)	4,501 (7%)	12,048 (-8%)	22,770 (-1%)	27,979 (-1%)

(Source: TfL London Road Safety Unit)

**GOAL 4 – IMPROVE TRANSPORT OPPORTUNITIES FOR ALL LONDONERS**

**Challenge 4.1 – Improving accessibility**

**Outcome – Improving the physical accessibility of the transport system**

**Outcome – Improving access to services**

- 3.77 The council has been implementing a local accessibility programme over recent years to improve the physical accessibility of the borough's streets. This has predominantly involved dropping kerbs and providing ramps to assist users of mobility scooters and baby buggies, and installing tactile paving for the visually impaired. Other traffic and highway schemes also provide tactile paving and improved crossing points wherever possible.

- 3.78 The council has also been implementing an ongoing programme aimed at making all bus stops fully accessible to all passengers, in particular to older residents, disabled people, parents with buggies and others with mobility difficulties. The programme started with route 280 and has continued with improvements on routes 213,157,154 and 127. Currently (mid-2010) 72% of the borough's bus stops are fully accessible and it is expected that this will increase by at least 6% at the end of the financial year 2010/11. Some of the borough's bus stops are on TLRN roads which are controlled by TfL, so the council will be encouraging TfL to make these accessible as well so that disabled people are able to use the full bus network.
- 3.79 The council will also continue to lobby Network Rail and the TOCs to make the borough's stations more accessible and will continue to implement station access schemes around stations on land within its control. A station access scheme has recently been implemented at Wallington station and a Step 1 bid has been made to TfL for a similar scheme Hackbridge station. A recent bid by the council to the DfT for Access for All funds for a level access path to platform 2 at Hackbridge was unsuccessful but this scheme could be included in the station access scheme for that station.
- 3.80 The council's Community Services section work closely with a range of charitable and voluntary organisations within the borough to maintain and expand the provision of accessible community transport services for local residents and groups, in particular disabled or elderly people, who would otherwise be prevented from enjoying a full and independent role in the community. The council has well established consultation mechanisms with the Sutton Seniors' Forum and the disability group SCILL (Sutton Centre for Independent Living & Learning).
- 3.81 Dial-a-ride and Taxi-card schemes operate in Sutton. These schemes are principally aimed at people with severe disabilities who are unable to use conventional public transport. Dial-a-ride provides a fully accessible, door-to-door, mini-bus service for people who have difficulty accessing conventional public transport and is available free of charge on request, subject to space being available. The Taxi-card scheme provides subsidised taxi fares for people who are registered disabled and who cannot use other modes of transport.
- 3.82 In common with Dial-a-Ride and the Taxi-card scheme, Sutton Community Transport also provides door to door accessible transport services. Regular 'flexible' demand responsive shopping services enable a wide range of residents to retain independent living in the community. Sutton Community Transport has a significant number of elderly or disabled members who are consulted on travel issues in Sutton.

***Outcome – Supporting wider regeneration***

- 3.83 A key council priority will be to implement further transport improvements within the Beddington and Kimpton Industrial areas aimed at promoting the use of sustainable transport, such as bus and tram services, as well as improving accessibility to, and circulation within, these major employment sites for industrial traffic, pedestrians and cyclists. The council has identified the need for extensive improvement works on Beddington Lane, including improvements to footways, cycleways, carriageways, bus-stops and pedestrian crossings, to facilitate regeneration, prevent loss of established businesses and promote sustainable transport and to promote the uptake of vacant industrial land in the area to boost employment. Work on this scheme has commenced but further funding is required to complete it.
- 3.84 Additional transport funding will also assist in bringing forward sustainable transport schemes as part of the continuing regeneration of the Northern Wards and at Roundshaw, South Beddington and Wallington, which are identified in the CPS as the key community regeneration areas within the borough. The possible extension of Tramlink into the borough to link Rosehill and Sutton Town Centre, together with improved bus and rail links, are key to the borough's future economic development. A Tramlink extension would help to unlock the economic and social regeneration potential of Rosehill district centre and the Northern Wards as a whole, as well as assisting in the regeneration of the northern end of Sutton Town Centre and creating improved access to and linkages between St. Helier Hospital and St George's Hospital in Tooting.

***GOAL 5 – REDUCE TRANSPORT'S CONTRIBUTION TO CLIMATE CHANGE AND IMPROVE ITS RESILIENCE***

***Challenge 5.1 – Reducing CO<sub>2</sub> emissions***

***Outcome – Reducing CO<sub>2</sub> emissions from ground-based transport, contributing to a London-wide 60 per cent reduction by 2025***

- 3.85 The council is committed to developing a cleaner, safer and less car-dominated environment throughout the borough and has adopted a 'One Planet Action Plan' to address these issues.
- 3.86 As part of this commitment, in the late 1990s the council opened the UK's first public electric vehicle charging point in the Gibson Road Car Park, central Sutton. Owners of electric vehicles can obtain free electric charging from this point. Two additional public electric vehicle charging points have recently been installed in two other council-owned multi-storey car parks in Sutton as part of a wider South West London (SWELTRAC) scheme but there is a charge for using these.
- 3.87 Parking is also free for electric vehicles in all pay and display bays within the controlled parking zone and all council-owned surface car parks (controlled by pay and display) within the borough.

- 3.88 The council has previously used electric and gas powered vehicles for its own fleet quite extensively, but due to the cost of servicing and maintaining these vehicles it has had to revert to diesel and petrol vehicles. However most of the current hired fleet uses 30% bio-diesel. As part of its One Planet Living Strategy the council has adopted a target to reduce CO<sub>2</sub> emissions from its fleet by 50% by 2017 and will therefore be looking at ways to further 'green' its fleet.
- 3.89 The council is also developing a Delivery and Servicing Plan for its own activities, which will seek to adopt more sustainable delivery and servicing methods in order to reduce CO<sub>2</sub> emissions.

<b>Challenge 5.2 – Adapting to climate change</b>
<b><i>Outcome – Maintaining the reliability of transport networks</i></b>

- 3.90 The council recognises the challenges posed by climate change and its One Planet Action Plan seeks to ensure that the borough reduces its CO<sub>2</sub> emissions and becomes more resilient to climate change. The council has also been participating in a recent EU-funded project called GraBS to develop its strategy to address climate change in collaboration with European partners.
- 3.91 As far as transport is concerned, the main impacts of climate change are likely to be increased flooding caused by heavier and more concentrated bursts of rainfall; damage to roads caused by colder winters with more ice and snow; damage to trees and debris blown onto roads by stronger winds; and damage to road surfaces caused by prolonged high temperatures and drought. The council will continue to protect and put in place procedures to deal with the impact of climate change on its road network and will expect TfL to do the same for the TLRN. Wherever possible porous road and footway surfaces will be used to assist drainage and measures will be taken to address those places on the highway network that are prone to flooding such as under the railway bridge in Wallington.
- 3.92 Climate change related problems also impact on the operation of public transport, both bus and rail based, and can cause widespread disruption. It is essential that TfL, Network Rail and the TOCs take steps to make the public transport system more resilient to extreme weather, particularly snow and ice.



## 4.0 BOROUGH TRANSPORT OBJECTIVES

4.1 The council has adopted the following borough transport objectives for the STP:

- 1. Ensure that the borough transport network supports the local economy and meets the current and future needs of the borough;**
- 2. Reduce the need to travel through effective spatial planning;**
- 3. Enhance transport accessibility and opportunity for all;**
- 4. Improve the safety and security of all road users, particularly users of sustainable transport;**
- 5. Reduce dependence on the private car and enable smarter travel choices, particularly by improving and encouraging greater use of sustainable transport;**
- 6. Reduce the harmful effects of transport on health and the environment and mitigating its impact on climate change.**

4.2 Table 4.1 below sets out how the borough transport objectives relate to the MTS goals, indicators and high level outputs.

### **How the Borough Transport Objectives were Derived**

4.3 The six borough transport objectives have been derived largely from the council's Sustainable Transport Strategy, adopted in 1999, which contained the following six objectives:

1. Promoting awareness of the effects of travel and encouraging the use of more sustainable forms of transport;
2. Reducing the need to travel;
3. Improving the accessibility and attractiveness of sustainable forms of transport;
4. Reducing the dependence on, and attractiveness of, the car;
5. Improving the safety and security of road users, particularly passengers on public transport, pedestrians and cyclists;
6. Reducing the harmful effects of transport on health and the environment.

4.4 These objectives have been adapted to form the new Sutton Transport Plan objectives. In particular, they have been aligned with the MTS Goals so that they can be clearly linked to the objectives of the MTS. The council has decided to adopt high level, all-encompassing objectives which stand the test of time and can be applied across the whole borough, rather than more specific or localised objectives, as it considers these to be more appropriate for a borough-wide and longer term plan.

4.5 In addition, Sutton's new Sustainable Transport Policy and Action Plan 'Enabling Smarter Travel Choices' has adopted the following objectives, which are also reflected in the borough transport objectives:

- To increase the level of walking, cycling and public transport in Sutton and to 'lock in' the benefits of the Smarter Travel Sutton initiative, by making substantive improvements to the quality of facilities for these modes and

offering a customer service support to help people make the best use of them;

- To support broader council policies to promote sustainability and to strengthen the role of key District Centres;
- To promote accessibility for Sutton residents, by making it easier to access local services and facilities;
- To engage residents and stakeholders in the development of sustainable transport solutions, so that scheme designs reflect local aspirations and public support for the policy is maintained and developed.

**Table 4.1: Relationship between Borough Transport Objectives, MTS Goals, Indicators and Outputs**

	<b>Borough Transport Objectives</b>	<b>MTS Goals</b> (see below for Goals)	<b>Mayoral Indicators</b>	<b>Borough Indicators</b>	<b>MTS Outputs</b> (see below for Outputs)
1	Ensure that the borough transport network supports the local economy and meets the current and future needs of the borough	1	iii) Bus service reliability iv) Asset condition	<ul style="list-style-type: none"> <li>Traffic / pedestrian flow</li> </ul>	A,C,D
2	Reduce the need to travel through effective spatial planning	2,4,5	i) Mode share v) CO <sub>2</sub> emissions	<ul style="list-style-type: none"> <li>Traffic / pedestrian flow</li> <li>Children travelling to school by car</li> <li>Air quality</li> </ul>	A,D,F
3	Enhance transport accessibility and opportunity for all	2,4,5	i) Mode share	<ul style="list-style-type: none"> <li>Traffic / pedestrian flow</li> <li>Children travelling to school by car</li> </ul>	A,C,D
4	Improve the safety and security of all road users, particularly users of sustainable transport	2,3	i) Mode share ii) Road traffic casualties iv) Asset condition		D
5	Reduce dependence on the private car and enable smarter travel choices, particularly by improving and encouraging greater use of sustainable transport	1,4,5	i) Mode share ii) Road traffic casualties iii) Bus service reliability iv) Asset condition v) CO <sub>2</sub> emissions	<ul style="list-style-type: none"> <li>Children travelling to school by car</li> </ul>	A,C,D,E
6	Reduce the harmful effects of transport on health and the environment and mitigate its impact on climate change	2,5	i) Mode share ii) Road traffic casualties iii) Bus service reliability iv) Asset condition v) CO <sub>2</sub> emissions	<ul style="list-style-type: none"> <li>Air quality</li> <li>Children travelling to school by car</li> </ul>	A,C,D,E,F

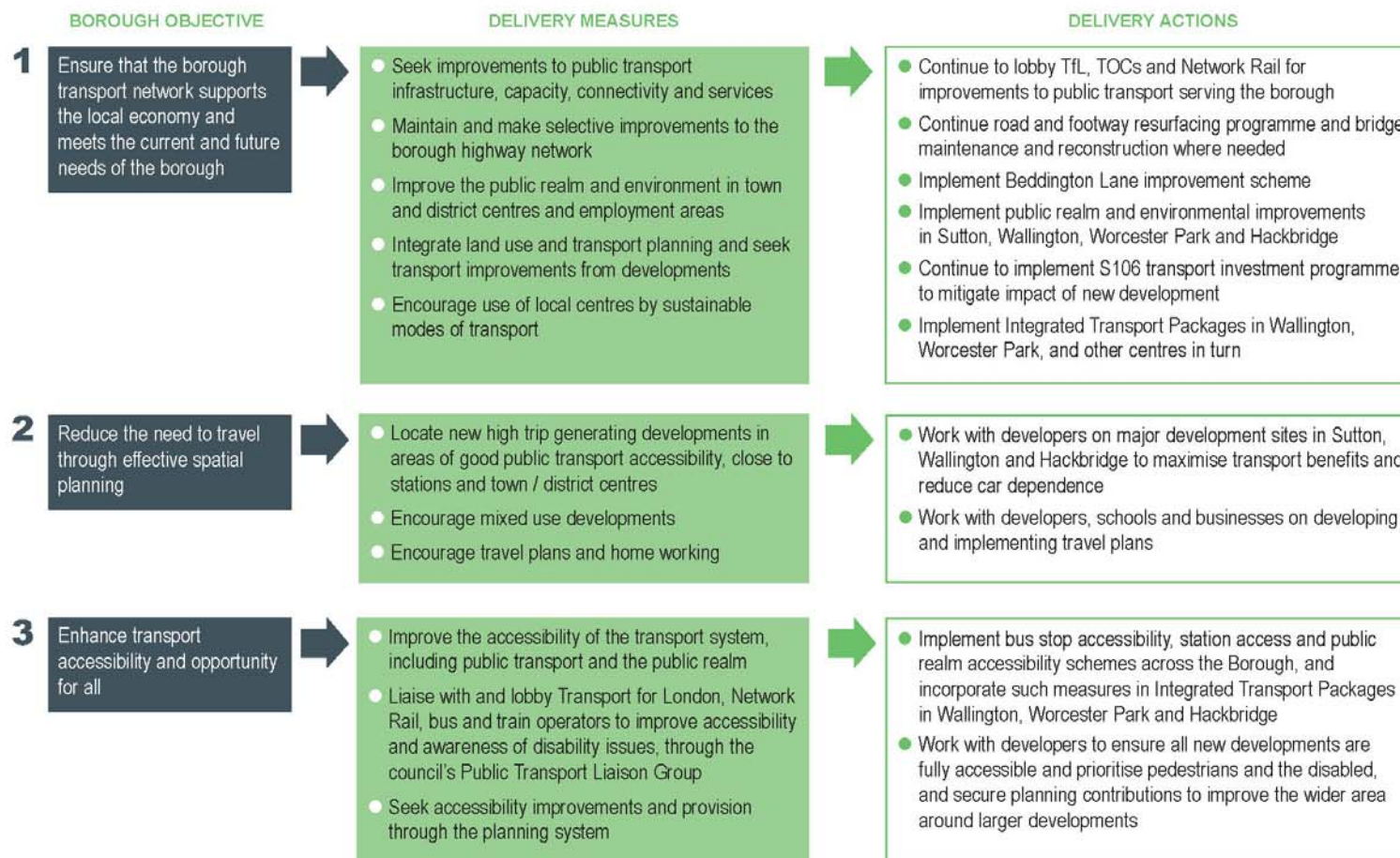
**Table 4.2: MTS goals, indicators and outputs**

<b>MTS Goals</b>	
1	Supporting economic development and population growth
2	Enhancing the quality of life for all Londoners
3	Improving the safety and security of all Londoners
4	Improving transport opportunities for all Londoners
5	Reducing transport's contribution to climate change and improving its resilience
<b>MTS Mandatory Indicators</b>	
i	Mode share
ii	Road traffic casualties
iii	Bus service reliability
iv	Asset condition
v	CO <sub>2</sub> emissions
<b>MTS High Level Outputs</b>	
A	Cycle parking
B	Cycle superhighways
C	Electric vehicle charging points
D	Better streets
E	Cleaner local authority fleets
F	Street trees

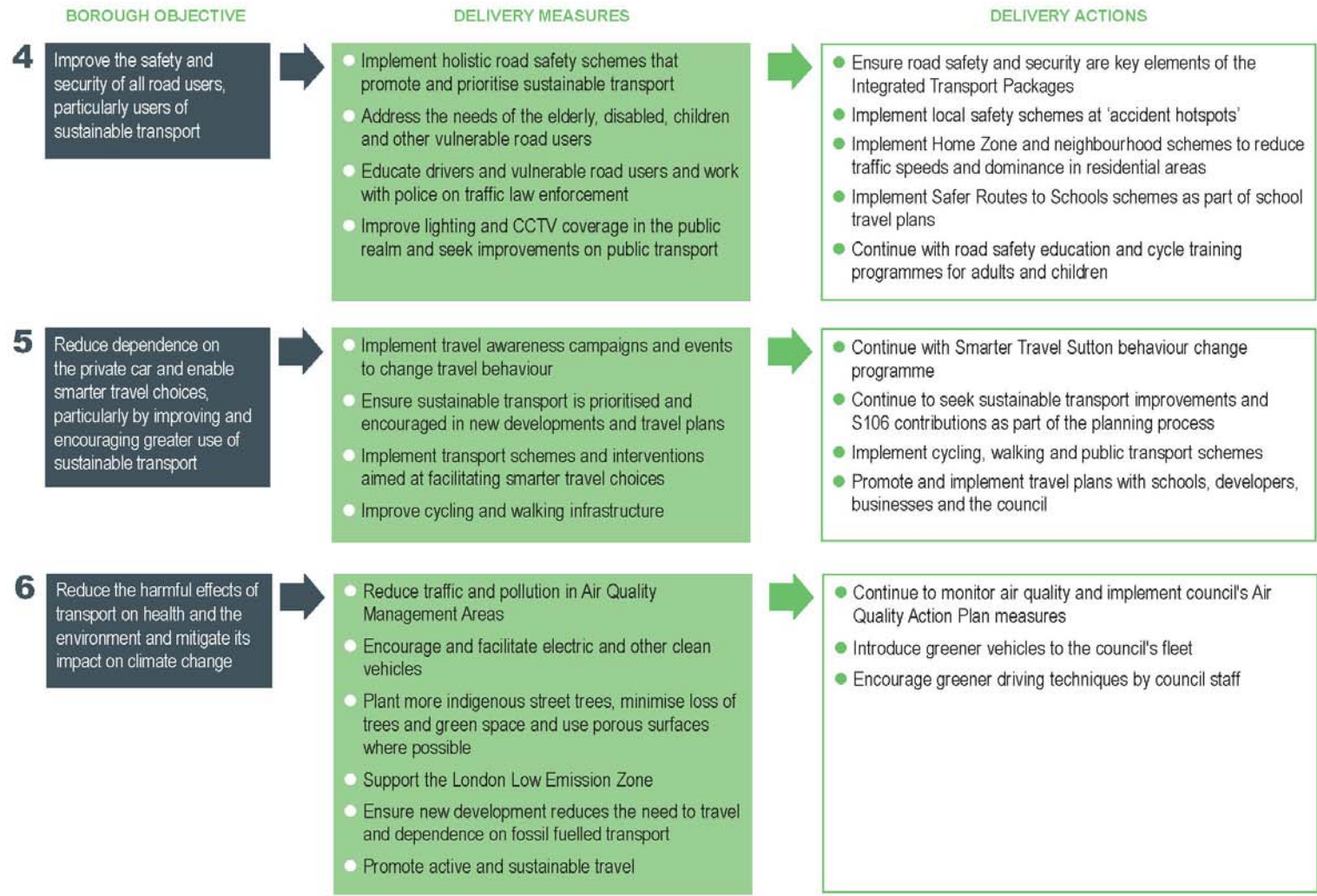
### **Delivering the Borough Transport Objectives**

- 4.6 Table 4.3 below sets out how the council will deliver each of the borough transport objectives, both in terms of general measures and specific actions. This table demonstrates that the council has in place a wide range of measures and actions that together will seek to address the borough transport objectives, and contribute towards meeting the targets set out in the Performance Monitoring Plan.
- 4.7 More details about the specific schemes and interventions that the council intends to implement during the period of the plan to achieve the borough transport objectives are set out in the Delivery Plan.

**Table 4.3: Delivery of Borough Transport Objectives**



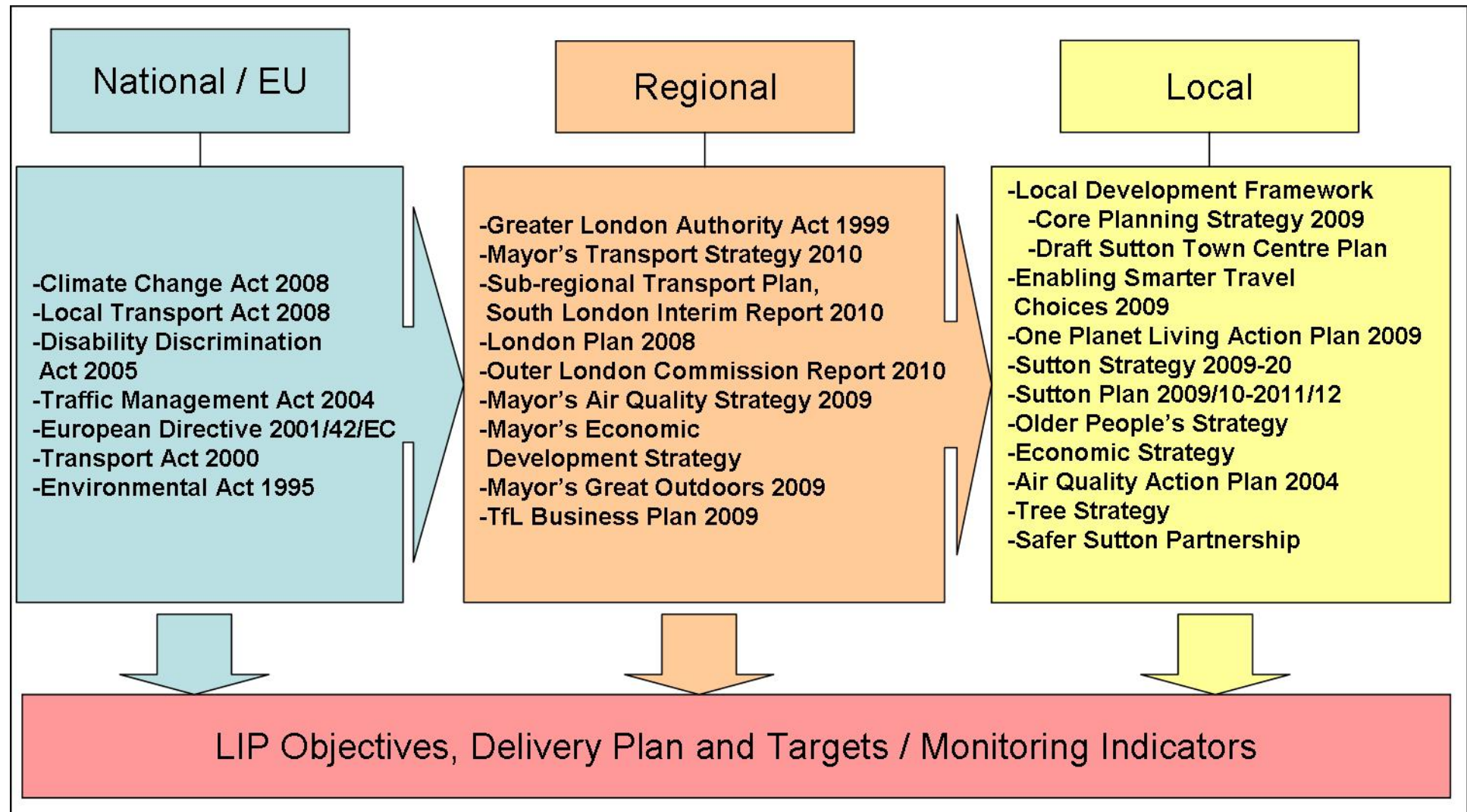




## **Policy Influences**

- 4.8 Figure 4.1 below summarises the main national, regional and local policies and strategies that have influenced or have a relationship with the Sutton Transport Plan. The council has a long-standing reputation as a leading borough on environmental issues, including sustainable transport, dating back to the early 1990s. As referred to above, the council was one of the first in London to produce a Sustainable Transport Strategy in 1999, much of which is still relevant today and is reflected in the new borough transport objectives. More recently the council has been piloting a borough-wide smarter choices programme called Smarter Travel Sutton aimed at changing travel behaviour by encouraging a modal shift to sustainable transport. This has resulted in a new Sustainable Transport Policy and Action Plan - 'Enabling Smarter Travel Choices' - which sets out Sutton's new approach to promoting smarter travel through blending hard engineering measures and soft promotional activities. More details on the local and regional policy influences are set out in Appendix C.

Figure 4.1: Key Policy Influences



## 5.0 DELIVERY PLAN

### Introduction

- 5.1 This section outlines the council's programme of transport schemes and interventions aimed at addressing the borough transport objectives and MTS goals as set out above and the targets set out in the Performance Monitoring Plan. It demonstrates how each of the proposed delivery actions will contribute to the objectives.
- 5.2 The Delivery Plan sets out the council's proposed programme of transport investment for the period 2011/12 - 2013/14 based on the anticipated LIP funding allocation from TfL and other funding sources. It also sets out a list of potential interventions by area that the council would like to see implemented should additional funding become available, as well as longer term proposals beyond 2013/14. This longer list of schemes will identify where transport improvements are required and funding for these schemes may be secured as a result of new developments (Section 106 contributions / community infrastructure levy) or other external sources of funding for transport improvements. The Delivery Plan will be revised every three years to reflect the new TfL funding allocation and a revised investment programme.

### Funding Sources

- 5.3 TfL award funding to boroughs on an annual basis for transport improvements. The funding regime has been changed so that annual awards are now made according to a formula based on a number of fixed criteria such as borough population, number of school pupils, number of employees, length of roads and number of bus routes. Sutton has been disadvantaged under this formula due to its relatively small size and low score on the criteria and has come out bottom of the funding league apart from the City of London. This means that the borough will receive a lower annual funding settlement for transport from TfL than previous years. As a result, the council will have to reduce its transport programme and fully utilise additional sources of funding for transport such as Section 106 planning obligations, other external funding and the council's own revenue funds.

There are four main LIP programmes:

- Corridors and Neighbourhoods
- Smarter Travel
- Maintenance
- Major Schemes

- 5.4 Formula-based funding is allocated for the first two of these and the council can bid for funding for the last two. TfL have listed the key outputs/outcomes of the programmes as follows:

**Corridors & Neighbourhoods** - holistic schemes for key corridors and neighbourhoods that address issues relating to the smoothing of traffic flow, bus reliability, safety, cycling (inc cycle parking and cycle training), public realm and

removal of clutter, local area improvements, including controlled parking zones, 20 mph zones, and also work on Legible London, walking, reduction of street clutter, and expansion of the number of electric charging points.

**Smarter Travel** - travel plans for schools, hospitals and businesses, travel awareness initiatives - potentially integrating with corridor or neighbourhood programmes.

**Maintenance** - bridge strengthening & assessment and principal road renewal.

**Major Schemes** – schemes costing over £1million, including shared space projects and public realm improvements, highway improvements and former area-based schemes, including station access and town centres.

- 5.5 Table 5.1 below shows TfL’s indicative funding to the council for Corridors and Neighbourhoods and Smarter Travel for 2011/14. There is no preset allocation for Maintenance and schemes are assessed by Transport for London on the basis of the needs-based road and bridge condition surveys. Major Schemes form a separate bid, which can be made at any time, and are assessed by TfL on merit. TfL have indicated that they will also allocate £100k per borough for use on local transport projects of their choice and there is no need to identify schemes for this funding. However, the funds must be used for transport schemes broadly consistent with the MTS.

**Table 5.1: LIP Funding from TfL for Corridors & Neighbourhoods and Smarter Travel (£000)\***

2011/2012			2012/13 Indicative Funding	2013/14 Indicative Funding
Corridors & Neighbourhoods	Smarter Travel	Total	Total	Total
1,466	217	1,683	1,686	1,686

\*excludes Maintenance, Major Schemes, Local Transport Funding & additional funding sources.

- 5.6 The section below sets out the council’s intended programme of transport investment over the three years of the LIP and how it intends to fund this. Additional sources of funding will be sought where possible, including Section 106 developer contributions and funding from other sources.

**LIP Programme of Investment for 2011/12 – 2013/14**

- 5.7 Table 5.2 sets out the council’s proposed investment in transport interventions for the financial years 2011/12-2013/14 under each of the TfL LIP funding categories, with an indication of other sources of funding where available.
- 5.8 The proposed interventions set out in Table 5.2 will be delivered by April 2014 (or 2020 for Beddington Lane Regeneration Scheme) unless they are ongoing measures, e.g. Road Safety Education and Training. The interventions marked with a double asterisk (\*\*) are those considered to be ongoing for the foreseeable future.



**Table 5.2: Breakdown of Proposed LIP-funded Investment by Category**

Programme Area		Funding Source	Investment by Year (£000s)				MTS Goals					Borough Objectives					
			2011/12	2012/13	2013/14	Total	Econ. Devt & Pop. Growth	Quality of Life	Safety & Security	Opportunities for All	Climate Change	Econ. Devt & Pop. Growth	Reducing the need to travel	Opportunities for All	Safety & Security	Enabling Smarter Travel Choices	Climate Change
<b>Corridors &amp; Neighbourhoods</b>	Wallington Integrated Transport Package	LIP Allocation	660	0	0	660	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
		S106	50	0	0	50											
	Worcester Park Integrated Transport Package*	LIP Allocation	100	600	500	1200	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
		S106	0	50	0	50											
	Hackbridge Integrated Transport Package*	LIP Allocation	0	25	80	105	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
		S106	0	0	0	0											
	Beddington Lane Regeneration	LIP Allocation	150	150	160	460	✓		✓	✓	✓	✓		✓	✓	✓	✓
		S106	200	300	100	600											
	Cycle Training**	LIP Allocation	100	100	100	300			✓		✓				✓	✓	✓
	Borough wide bus stop accessibility programme**	LIP Allocation	50	50	50	150				✓				✓			
	Expansion of the borough cycle route network**	LIP Allocation	200	200	200	600					✓					✓	✓
		S106	30	30	30	90											
	Local Safety Schemes** (Accident remedial measures at sites with high accident statistics)	LIP Allocation	100	100	120	320			✓						✓		
	Local area accessibility**	LIP Allocation	16	20	29	65		✓		✓			✓	✓			

	Public transport schemes** (Bus priority, station access and interchange)	LIP Allocation	40	60	70	170	✓						✓			✓	
		S106	30	30	30	90											
	Walking**	LIP Allocation	30	40	40	100					✓		✓			✓	✓
		S106	40	10	10	60											
	Home Zones, 20 mph zones**	LIP Allocation	0	100	100	200		✓	✓				✓		✓		
		S106	0	50	50	100											
	Controlled Parking Zones, Traffic Management, Waiting & Loading Restrictions and Parking Review**	LIP Allocation	20	24	20	64		✓			✓		✓			✓	✓
		LBS Capital	30	40	40	110											
	<b>Sub Totals</b>	<b>LIP Allocation</b>	<b>146</b>	<b>146</b>	<b>146</b>	<b>4404</b>											
		<b>Other</b>	<b>380</b>	<b>510</b>	<b>260</b>	<b>1150</b>											
<b>Smarter Travel **</b>	Education, Training & Publicity**	LIP Allocation	16	16	16	48			✓	✓				✓	✓		
	School Travel Programmes (STP's and Safe Routes to School Engineering Works)**	LIP Allocation	98	98	98	294			✓		✓				✓	✓	✓
	Workplace Travel Plans **	LIP Allocation	37	37	37	111					✓		✓			✓	✓
	Travel Awareness **	LIP Allocation	66	66	66	198					✓		✓			✓	✓
<b>Integrated Transport Total</b>			<b>206</b>	<b>219</b>	<b>194</b>	<b>651</b>											
			<b>3</b>	<b>6</b>	<b>6</b>												

Programme Area	Funding Source	Investment by Year (£000s)				MTS Goals					Borough Objectives							
		2011/12	2012/13	2013/14	Total	Econ. Devt & Pop. Growth	Quality of Life	Safety & Security	Opportunities for All	Climate Change	Econ. Devt & Pop. Growth	Reducing the need to travel	Opportunities for All	Safety & Security	Enabling Smarter Travel Choices	Climate Change		
Maintenance	<b>Principal Road Maintenance</b>																	
	London Road, Hackbridge	LIP Allocation	300	0	0	300	✓						✓					
	Brighton Road	LIP Allocation	0	200	0	200	✓						✓					
	Malden Road & Cheam Common Road	LIP Allocation	0	0	300	300	✓						✓					
	<b>Bridge Assessment &amp; Strengthening</b>																	
	Hackbridge Railway Bridge Reconstruction (Strengthening)	LIP Allocation	200	0	0	200			✓						✓			
	Assessments	LIP Allocation	20	20	20	60			✓						✓			
	Maintenance	LIP Allocation	120	360	200	680			✓						✓			
<b>Maintenance Total</b>			<b>640</b>	<b>580</b>	<b>520</b>	<b>1740</b>												

Programme Area		Funding Source	Investment by Year (£000s)				MTS Goals					Borough Objectives					
			2011/12	2012/13	2013/14	Total	Econ. Devt & Pop. Growth	Quality of Life	Safety & Security	Opportunities for All	Climate Change	Econ. Devt & Pop. Growth	Reducing the need to travel	Opportunities for All	Safety & Security	Enabling Smarter Travel Choices	Climate Change
Local Transport Funding	Beddington & Wallington Area Committee	LIP Allocation	22.2	22.2	22.2	66.6	✓						✓				
	Carshalton & Clockhouse Area Committee	LIP Allocation	32.7	32.7	32.7	32.7	✓						✓				
	Cheam North & Worcester Park Area Committee	LIP Allocation	16.9	16.9	16.9	50.7	✓						✓				
	Sutton Area Committee	LIP Allocation	16.5	16.5	16.5	49.5			✓						✓		
	South Sutton, Cheam, Belmont Area Committee	LIP Allocation	15.7	15.7	15.7	47.1			✓						✓		
	St Helier, The Wrythe & Wandle Valley Area Committee	LIP Allocation	17.8	17.8	17.8	53.4			✓						✓		
<b>Local Transport Funding Total</b>			<b>100</b>	<b>100</b>	<b>100</b>	<b>300</b>											

Programme Area		Funding Source	Investment by Year (£000s)				MTS Goals					Borough Objectives					
			2011/12	2012/13	2013/14	Total	Econ. Devt & Pop. Growth	Quality of Life	Safety & Security	Opportunities for All	Climate Change	Econ. Devt & Pop. Growth	Reducing the need to travel	Opportunities for All	Safety & Security	Enabling Smarter Travel Choices	Climate Change
Major Schemes	Worcester Park Integrated Transport Package*	LIP Allocation	500	500	0	1000	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
		S106	0	500	0	500											
	Hackbridge Integrated Transport Package*	LIP Allocation	500	500	0	100	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
		S106	0	50	0	50											
	Sutton Town Centre Integrated Transport Package*	LIP Allocation	0	0	TBC ***	TBC***	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
		S106	0	0	100	100											
<b>Major Schemes Total</b>			<b>1000</b>	<b>1550</b>	<b>100</b>	<b>2650</b>											

\* The Integrated Transport Packages will be funded through the Corridors & Neighbourhoods programme if unsuccessful as a Major Scheme bid. If successful, an alternative District Centres will be substituted in the Corridors & Neighbourhoods programme.

\*\* Interventions considered to be ongoing for the foreseeable future.

\*\*\* The exact costs of the Sutton Town Centre package will depend on the extent of the proposals taken forward (See Appendix B).

## **Commentary on LIP Programme of Investment**

- 5.9 This section provides a commentary on the council's general approach under each of the LIP categories and sets out possible measures. More details of each individual scheme or intervention are provided in the Annual Spending Submission, to be submitted to TfL each October.

### **Corridors and Neighbourhoods**

- 5.10 Corridors are lengths of road and their immediate hinterland, and are basically linear corridors that are identified for a comprehensive route-based treatment. Junction and spot treatments can be implemented on corridors but generally the whole route should be treated holistically.
- 5.11 Neighbourhoods are discrete zones encompassing both residential areas and town or local centres and generally cover the areas between the main road corridors.
- 5.12 For many years the council has been implementing a neighbourhood-based approach to traffic calming which has addressed traffic and road safety problems on a zonal basis across the borough. Most of these zones have now been 'treated' with traffic calming measures. For the purposes of the neighbourhood-based approach the borough was divided into forty discrete zones, generally bounded by the main roads and ward boundaries. For the purposes of developing future transport schemes it is proposed to define each ward as a neighbourhood, although these could be broken down into smaller, more discrete, neighbourhoods for implementation purposes. These neighbourhoods will be the focus of a holistic approach to transport interventions in the future, although with the limited funding available such interventions will have to be relatively small scale. Priority will be given to areas that have not been treated under the previous area-based traffic calming programme, and where new development is likely to be taking place. Such areas may be considered appropriate for the introduction of 'home zones' or 20mph zones.
- 5.13 The council has adopted an area-based, or neighbourhood, approach to transport interventions with its Integrated Transport Packages, which is described in more detail below. Corridors will also be addressed as funding allows, particularly where they form part of the ITPs, although with limited funding outside the ITP areas the scope for major corridor improvements is limited. For the purposes of the LIP, the council has elected to use the borough road hierarchy as the basis for identifying corridors. Therefore the primary focus for the corridors approach will be London Distributor (Tier 2) and Borough Distributor (Tier 3) roads linking the ITP areas, but will also take into account other bus routes, air quality management areas, key cycle routes and accident locations. These corridors, together with the integrated package areas, are shown in Figure 5.1.
- 5.14 TfL control the TLRN or 'red routes' which form Tier 1 – the Strategic Road Network and will be developing their own corridor programme for these routes, which is summarised below. The council will work closely with TfL on this programme, in particular on key junctions where a red route intersects a main borough road, and where appropriate will put forward joint schemes for implementation.



- 5.15 The corridor approach will also be applied to key bus routes that are not on these roads and key borough and strategic cycle routes, including the Wandle Trail.
- 5.16 Overall, a holistic 'better streets' approach will be applied, alongside measures aimed at 'smoothing traffic flow' while also benefiting cyclists and pedestrians. Appendix B lists typical measures and interventions that the council will implement on corridors and in neighbourhoods.

### **Integrated Transport Packages**

- 5.17 The main focus for the council's transport investment over the period of this plan will be implementing a series of Integrated Transport Packages in the borough's town centres and their immediate hinterland (800m 'ped-shed' zones), which will take in some of the neighbourhood areas. This approach forms the basis of Sutton's new Sustainable Transport Policy 'Enabling Smarter Travel Choices' (see Appendix D) which aims to 'lock-in' the benefits of the Smarter Travel Sutton project. Figure 5.1 shows these town centres and an 800 metre 'ped-shed' zone around them that will be covered by the packages in turn over a ten year period. In some cases, where centres are close together, they have been merged into one package, while others will overlap. Wallington is currently being addressed, to be followed by Worcester Park / North Cheam and Hackbridge / Rosehill. More details on the council's programme of Integrated Transport Packages are provided on page 67.
- 5.18 A brief description of the specific corridor and neighbourhood schemes proposed for implementation as part of the core LIP programme is provided below.

### **Scheme Assessment Methodology**

- 5.19 As shown in Table 5.2 above, schemes have been assessed according to whether they meet the Mayor's Transport Strategy Goals and the Borough Transport Objectives. In order to prioritise schemes a more sophisticated scheme assessment methodology will be developed that scores schemes against the following criteria:
- A) Policy Fit
    - contribution to MTS Goals and Outcomes
    - contribution to LIP Objectives and Targets
  - B) Scale and value for money
    - scale of problem being addressed or area of treatment
    - scale of impact of measure
    - cost versus benefit / best use of resources
  - C) Deliverability
    - availability of funding
    - political / public acceptability
    - technical / practical feasibility
    - risk

## Integrated Transport Packages

The council's programme of Integrated Transport Packages is based on its new Sustainable Transport Policy and Action Plan – Enabling Smarter Travel Choices. This Policy builds on the three-year Smarter Travel Sutton behavioural change project which was highly acclaimed and won many awards.

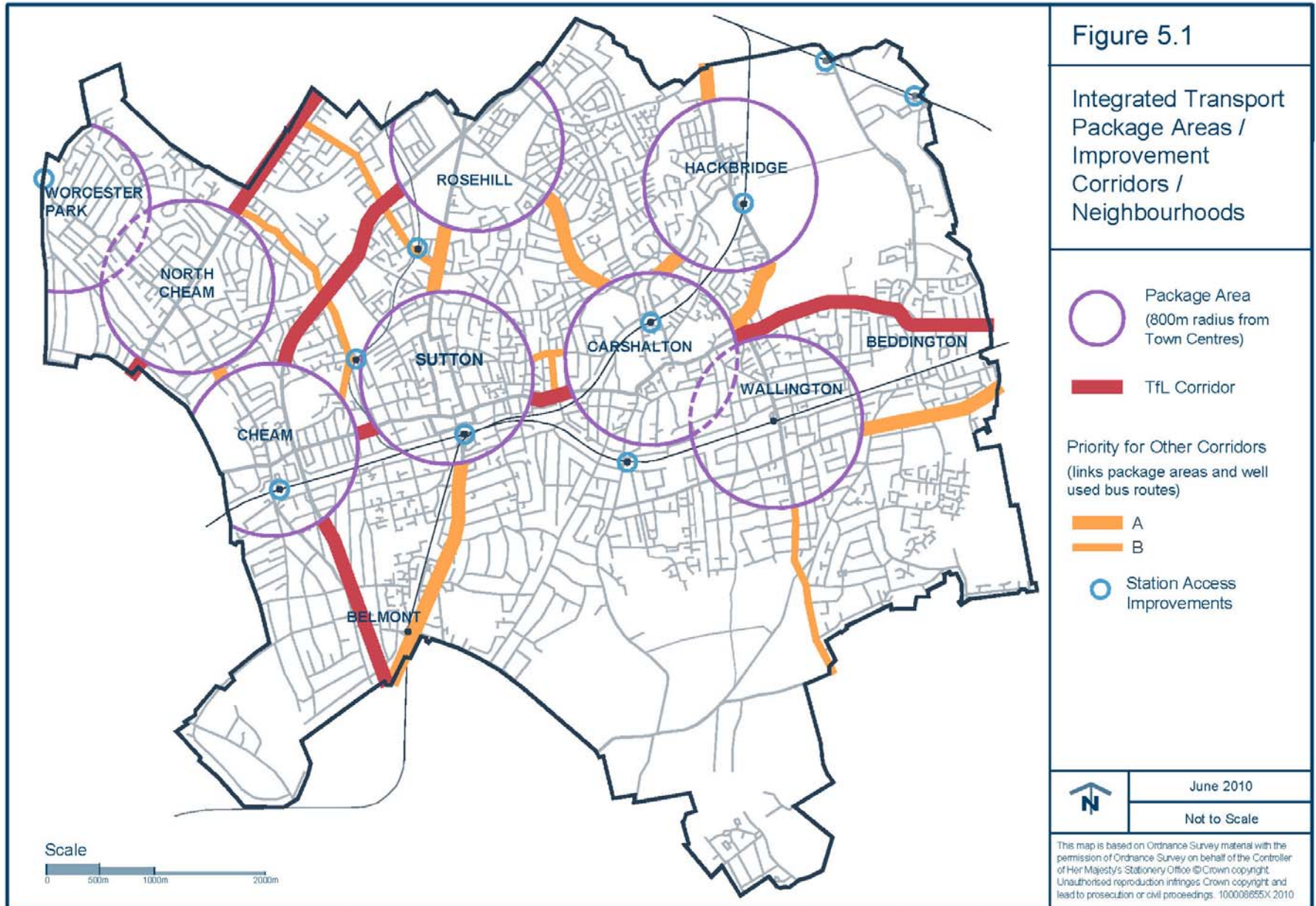
The Integrated Transport Package approach is designed to integrate 'hard' and 'soft' transport measures and provide infrastructure and services that make walking, cycling and public transport the easiest and most natural choices for the majority of Sutton residents' local journeys. Alongside the infrastructure improvements, Smarter Travel Sutton will continue with its marketing and promotional work to provide a high quality customer service for users of these sustainable modes.

This approach fits perfectly with Mayoral and borough transport policy and reinforces and supports wider local planning policy and the council's corporate objectives of promoting sustainability. The council believes it is the most cost effective way of using scarce resources to meet the objectives of the LIP and MTS. The approach is based on the following five key strands:

1. **Targeting trips where sustainable travel modes should be the first choice** – this examines the type of trips that are currently being made by sustainable modes and those which should be, and seeks to understand and address the barriers that are stopping people from adopting these modes.
2. **Local destination-based focus** – this focuses on improving travel options for the short local trips to key destinations that could easily be made by sustainable modes. The approach focuses on an 800 metre 'ped-shed' zone around each district centre.
3. **A customer service approach** – this element continues the Smarter Travel Sutton approach of promoting and offering advice on sustainable travel choices, thus enabling smarter travel choices. It aims to offer a level of customer service to users of sustainable modes that is as good as that which car drivers get.
4. **Community participation in developing solutions** – this aims to engage communities in developing a vision for their area and in the design of sustainable transport measures. By asking communities what would encourage and enable them to walk, cycle and use public transport more often, people can feel ownership towards the schemes that are developed, and enable better schemes to be progressed more effectively.
5. **A longer term approach** – this aims to embed the new Policy as a long term approach to transport policy in the borough, to encourage residents and stakeholders to see the bigger picture about what the Policy is trying to achieve rather than viewing each scheme in isolation.

### **Pilot – Wallington Integrated Transport Package**

The Integrated Transport Package approach is currently being piloted in Wallington before being rolled out to the other district centres in the borough. This is a three year pilot project which started in 2009/10 and is continuing until 2011/12. Extensive consultation was carried out by consultants JMP during 2009/10, and draft designs are currently being drawn up for a second round of public consultation in summer 2010, before final plans are drawn up ready for implementation in 2011. More details on the proposed measures to be implemented in Wallington are set out in the Delivery Plan.



## **Smarter Travel**

5.20 Smarter Travel is one of the council's key priorities, having been the subject of the successful three-year Smarter Travel Sutton project from 2006-2009 (more details of which are set out below). The council intends to remain at the forefront of the smarter travel agenda and incorporate this work into its mainstream transport programme. Therefore a significant proportion of the council's LIP funding will be devoted to smarter travel interventions, which have been proven to achieve results in terms of modal shift, reducing congestion and air pollution and encouraging active travel. Smarter travel 'soft' work complements the 'hard' physical engineering measures, including the integrated transport packages, by encouraging a modal shift towards sustainable transport.

5.21 Smarter travel interventions during the period of the STP will include:

- Move it at The Manor annual summer festival in Sutton,
- Community roadshows promoting smarter travel at events etc,
- Maintaining the Smarter Travel Sutton website,
- Ambient advertising,
- Cycle roadshow and cycling promotion,
- Cycle training for adults and children,
- Promoting car clubs,
- Car free day promotions,
- School travel plan work
- Workplace / business travel plan work (including the council's own travel plan),
- Road safety education, training and publicity,
- School visits by Helen Young (ex-BBC weather presenter) to talk about climate change
- Promoting greener driving techniques
- Promoting zero and low emission vehicles (including greening the council's fleet),
- Implementing the council's Delivery and Servicing Plan and participation in EU Trailblazer project

## **Maintenance**

5.22 Well-maintained roads, bridges and footways are vital to enable the efficient and safe movement of people around the borough. The MTS highlights the importance of clearing the backlog of maintenance where it is most needed, to prevent further and more serious damage to the road network.

5.23 The objective of the maintenance programme is to bring all Sutton's principal roads, bridges and footways up to a good state of repair.

5.24 To ensure that the principal road network does not fall into structural disrepair, a corresponding revenue maintenance programme is necessary. The current revenue funding prioritises areas of the principal road network with emergency hotspots and insurance claims. Maintenance of the remaining borough road network is also funded by the council's revenue funds.

## Smarter Travel Sutton

### **Background**

The Smarter Travel Sutton (STS) three year behaviour change programme was launched in September 2006. Its aim was to test whether the approach of using marketing and travel planning techniques could lead to a reduction in the use of the car by local residents.

The STS programme was allocated a £5million budget by Transport for London and delivered together in partnership with a core delivery team based within the borough.

The main target was to achieve 5% point reduction in the mode share of residents' use of the car (baseline 58%). The programme was evaluated using both quantitative and attitudinal methods, including automatic traffic and cycle counters and household telephone surveys using a control area in a neighbouring borough.

### **What is Smarter Travel Sutton and how was it delivered?**

The programme involved a wide range of travel planning tools and social marketing techniques to achieve its goals.

Over 50 individual projects were delivered which were considered to cover a wide audience and influence people in a combination of ways. Some targeted people at home, in their workplace or schools, during their shopping trips and through leisure and recreational activities, with ambient advertising occurring in the background through a variety of media channels. The intention was to create specific interventions for a wide range of people, with a consistent message of 'swap your car once a week' being applied in many different forms.

Key elements of the programme included:

- Personal Travel Planning – every household visited and offered tailored advice and information on local travel options. This involved a team of 25 casual staff over a 6 month period, reaching over 2/3 of borough households.
- School Travel Planning – all 68 borough schools developed a School Travel Plan including measures to reduce car use to school.
- Workplace Travel Plans – over 100 businesses (with a combined staffing of over 16,000 people) developed a Workplace Travel Plan.
- Direct Marketing techniques offering residents discounts and vouchers for cycle purchases, bicycle maintenance, smart water security marking kits etc.
- Major festivals, events and roadshows attracting over 20,000 residents in all.
- Projects to encourage people to shop locally and be rewarded for travelling sustainably.
- Projects to reduce car travel to gyms, leisure centres and children sports activities.
- Additional cycle parking – over 220 new stands installed.
- Additional cycle training for adults and children – now free for all residents.
- Dedicated website containing links to specific projects and offering general travel advice and information attracting over 1,000 unique visitors each month.

## Results

Cycling in Sutton grew by 75% over the 3 year period (see Figure 1). There is also evidence of an upward trend in cycling in the control area (in Croydon) and on the Transport for London Road Network (TLRN). However, the upward trend in Sutton is substantially steeper, suggesting that STS may have built on, and accelerated, an underlying trend.

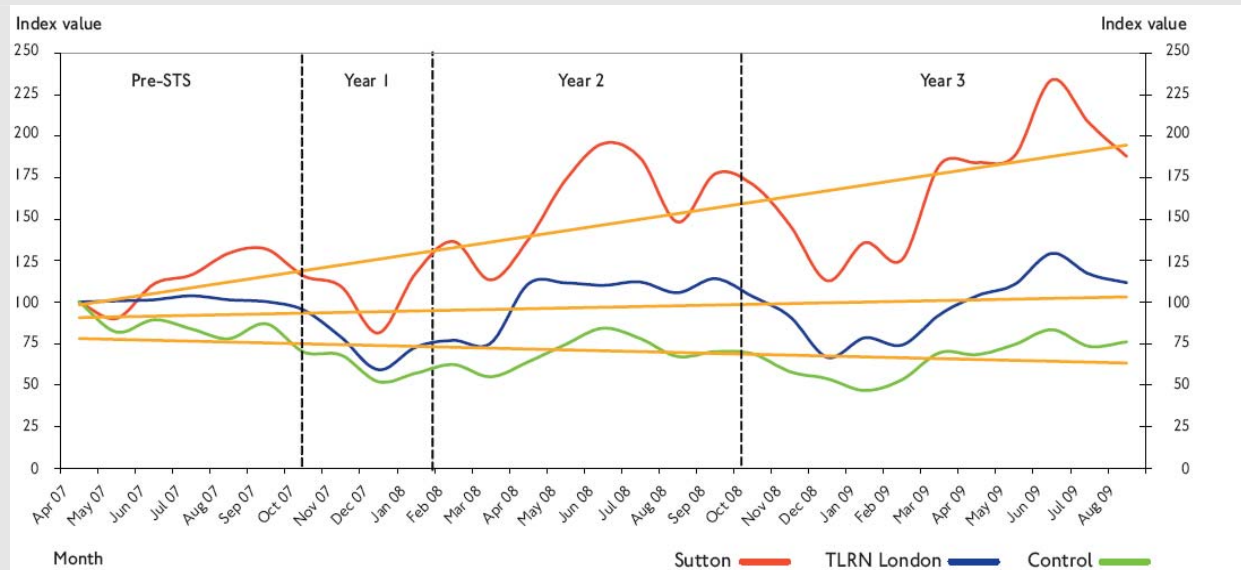


Figure 1: Indexed cycling levels (weekdays) – Sutton, Control and TRLN London

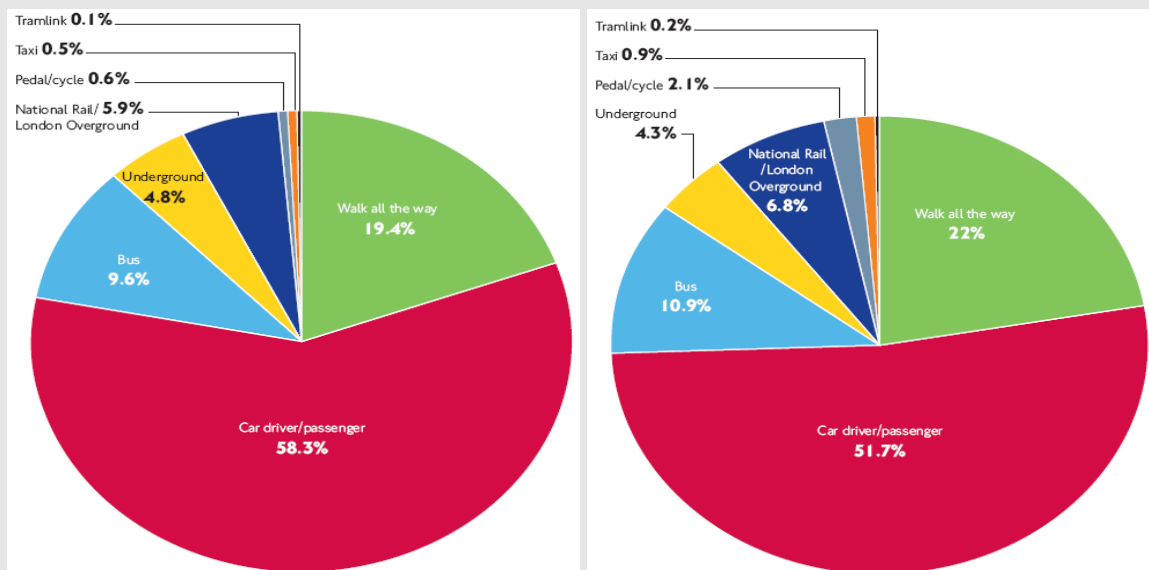


Figure 2: Mode share in Sutton before (left) and after (right) Smarter Travel Sutton

Other significant results include:

- Car use by residents has fallen by 6%.
- 16% Growth in bus passengers
- 5% Reduction in the number of pupils making car/car share trips to school
- 3% Increase in the mode share of walking since the baseline year
- 27,000 Residents attending STS events in Sutton in the year
- 16,350 Employees now working in organisations with Workplace Travel Plans



5.25 Prioritisation of principal roads for maintenance is based on the Detailed Visual Inspection Condition Index (DVI CI) as follows:

- 0 to 30 - good state of repair or few significant defects;
- 30 to 50 - requires resurfacing, patching or surface treatment;
- 50 to 70 - urgent need for resurfacing to prevent major works;
- 70 + - Need for structural maintenance/reconstruction.

5.26 Principal road maintenance during the period of the STP will focus on London Road, Brighton Road, Malden Road and Cheam Common Road.

5.27 The council is currently finalising a Highway Asset Management Plan (HAMP), which has been populated from a generic framework document developed jointly by eight south-London boroughs - Bexley, Bromley, Croydon, Greenwich, Kingston, Lewisham, Merton and Sutton. This consortium approach to developing a HAMP allows great opportunity for collective learning, benchmarking and sharing best practice.

5.28 The council will continue its existing bridge strengthening programme, funded by TfL, in partnership with the Local Bridge Engineers Group (LoBEG) and the appropriate responsible body. Prioritisation of the subsequent bridge strengthening programme is co-ordinated through LoBEG. If the need for bridge strengthening is established, a three step process is followed:

- A bridge strengthening feasibility study is carried out;
- A bridge strengthening design process is undertaken to design and estimate the costs of any works that are needed; and
- If the estimates are approved, implementation begins.

5.29 The Delivery Plan includes the completion of the Hackbridge London Road rail bridge reconstruction and a number of bridge and other structure inspections.

### **Major Schemes**

5.30 Bids will be made under the Major Schemes category for Integrated Transport Packages in Worcester Park, Hackbridge and Sutton. Step 1 bids were submitted in early 2010 for Worcester Park and Hackbridge but were unsuccessful in the first round. However, these will be revised and resubmitted.

### **Delivery of the Mayor's High Profile Outputs**

5.31 The Mayor has identified six high profile outputs in the MTS that all boroughs must contribute to and report on. The following commentary sets out how the council will respond to these.

### ***Cycle Parking***

5.32 The council has been implementing an extensive cycle parking programme over the last ten years or so and the borough now has a reasonably good level of provision, including over 200 new stands installed as part of the Smarter Travel Sutton project. However there is still a need for additional cycle parking provision in some locations and for the replacement of some ageing, unsuitable or damaged stands. As part of the STS project a study was carried out by a cycling consultant

into cycle parking provision and this identified areas of deficiency. The council will allocate £10,000 per annum from its LIP allocation to install further cycle parking in areas of deficiency, taking on board suggestions from local cyclists.

- 5.33 The council also requires cycle parking provision as part of new developments, through the development management process, and this must comply with the council's LDF cycle parking standards.

### ***Cycle Superhighways***

- 5.34 There are no proposed cycle superhighways in the borough. The nearest one starts at South Wimbledon and goes to Bank in the City. The council, in conjunction with the London Borough of Merton, will consider providing feeder routes to link up with this cycle superhighway and will support them through other cycling measures such as provision of cycle parking and training.

### ***Electric Vehicle Charging Points***

- 5.35 The council installed the first public electric vehicle (EV) charging point in one of its town centre multi storey car parks in Sutton in the late 1990s as part of the EU ZEUS project. Also as part of the ZEUS project, the council used to have a number of electric vehicles in its fleet, but these became uneconomical to maintain once the batteries expired. More recently, as part of a SWELTRAC initiative, in 2008 the council has installed two new EV charging points in two of its other multi storey car parks in Sutton. However usage has been very low due to the limited ownership of EVs in the borough and Outer London in general. The council is keen to see an expansion in the ownership and use of EVs and will consider installing further EV charging points in the future as demand increases. The council will also work closely with employers and developers through the travel planning process to encourage them to provide charging points at existing and new developments, in order to encourage the take up of EVs.

### ***Better Streets***

- 5.36 The council supports the 'better streets' agenda and will implement schemes that reflect these principles wherever possible, as well as requiring developers to design them into new developments. The council is currently implementing a town centre renewal project in Sutton Town Centre, funded by TfL and developer contributions, that is seeking to implement 'better streets' principles by improving surfacing and introducing new street trees, seating, cycle parking, lighting and entertainment areas as well as better pedestrian access and crossing points. Better streets principles will also be applied in each of the council's Integrated Transport Packages, starting with Wallington. Where appropriate, the council will consider introducing 'shared space' or 'shared surfaces' to change the balance of priorities away from motor vehicles towards pedestrians and cyclists. Guard railing and other street clutter will also be removed where appropriate. Outline design principles on 'better streets' are included in Appendix B.

### ***Cleaner Local Authority Fleets***

- 5.37 As referred to above, the council had a significant number of EVs in its fleet, as well as Liquid Petroleum Gas (LPG) powered vehicles, in the late 1990s and early 2000s. These vehicles were leased and became uneconomical to maintain and

operate, so were replaced with petrol and diesel powered vehicles. More recently the council has adapted most of its fleet to run on 30% bio-diesel from sustainable sources, which has significant environmental benefits. The council is currently carrying out a review of its fleet services and will consider further ways to 'green' its fleet as part of this process.

### ***Street Trees***

- 5.38 Sutton is known for being a 'green borough' and one of the reasons for this is its abundance of mature street trees, which number approximately 21,000. These trees significantly enhance the borough's streets, providing greenery, habitats and food for wildlife, shade and a 'sink' for CO<sub>2</sub>, thus making a contribution to combating climate change. The council's Tree Strategy and Action Plan sets out how it will manage and enhance the borough's street trees, including planting new trees where possible. There are, of course, significant maintenance issues and costs associated with street trees, including damage to footways and property, and footway and highway obstruction. Developers are encouraged to plant trees as part of new developments. The council has recently planted a number of new trees in Sutton High Street as part of its renewal scheme, and is also installing a 'green wall' as part of this scheme.

## **Non LIP-Funded Programme of Investment**

5.39 Table 5.3 below sets out the council's non-LIP funded programme of investment for the period of the LIP, mainly using Section 106 developer contributions secured through planning obligations, but also the council's own revenue funding for highway maintenance, and other sources. This list is not exhaustive and additional schemes and interventions may arise during the period of the plan as further funding becomes available and new problems or issues are identified. A list of further potential but currently unfunded transport schemes for each Local Committee area is listed in Appendix B. Table 5.4 below lists all currently funded schemes by Local Committee area and those which are borough-wide.

**Table 5.3: Non LIP-funded Investment Programme**

<b>Scheme</b>	<b>Funding Source</b>	<b>Funding available</b>	<b>Year of Implementation</b>	<b>Borough Objectives met</b>	<b>MTS Goals met</b>	<b>MTS High Level Outputs met</b>
Queen Mary's / Orchard Hill site – traffic calming	S106	£40k	2011/12	4,5	2,3	D
Royal Marsden Hospital – sustainable transport	S106	£19k	2011/12	3,4,5,6	2,4,5	A,C
Albion Road, Sutton – general highway or transport improvements	S106	£14k	2011/12	1,4	1,2,4	D
Sutton Common Road – traffic calming	S106	£15k	2011/12	4,5	2,3,5	D
Sutton Town Centre – car parking / transport improvements	S106	£26k	2011/12	1,3	1,2,4	D
Sutton Town Centre – public transport improvements	S106	£129k	2010/11	1,3,5,6	1,2,3,4,5	-
Sutton Town Centre – Car Clubs	S106	£23k	2010/11	1,3,5,6	1,2,4,5	E

<b>Scheme</b>	<b>Funding Source</b>	<b>Funding available</b>	<b>Year of Implementation</b>	<b>Borough Objectives met</b>	<b>MTS Goals met</b>	<b>MTS Outcomes / Outputs met</b>
Grove Road, Sutton – general highway or transport improvements	S106	£10k	2010/11 – 2011/12	1,2	1,2,4	D
Langley Avenue – traffic calming	S106	£30k	2010/11 – 2011/12	4	2,3	D
London Road, North Cheam – public transport provision and environmental improvements	S106	£8k	2010/11 – 2011/12	1,3,5,6	1,2,4,5	D,F
The Hamptons – parking restrictions, cycle way, CPZ consultation	S106	£48k	2010/11 – 2011/12	3,4,5	1,2,3,4	D
Worcester Park – public transport initiatives	S106	£9k	2011/12 – 2013/14	1,3,5,6	1,2,3,4,5	-
Reactive maintenance	LBS Revenue	£1000k – 2011/12 £1050k – 2012/13 £1000k – 2013/14	2011/12 - 2013/14	1,4	1,4	D
Micro Asphalt	LBS Revenue	£200k – 2011/12 £210k – 2012/13 £220k – 2013/14	2011/12 - 2013/14	1,4	1,4	D
Carriageways	LBS Revenue	£600k – 2011/12 £630k – 2012/13 £670k – 2013/14	2011/12 - 2013/14	1,4	1,4	D
Footways	LBS Revenue	£600k – 2011/12 £630k – 2012/13 £670k – 2013/14	2011/12 - 2013/14	1,4	1,4	D

**Table 5.4 Locally-specific schemes by Local Committee Area (2011/12-2013/14)**

<b>Local Committee</b>	<b>Scheme</b>	<b>Details</b>	<b>Indicative funding *</b>	<b>Funding Source</b>
<b><i>Beddington and Wallington</i></b>	Wallington Integrated Transport Package	A package of measures to improve access to Wallington district centre by sustainable modes of transport and to improve the public realm	£710,000	LIP / S106
	Beddington Lane Improvement Scheme (S106 / LIP)	Carriageway widening, improved drainage and lighting, improved footways and cycleways	£1,060,000	LIP / S106
	Hilliers Lane road bridge	Maintenance of road bridge	£10,000	LIP
	Plough Lane footbridge	Maintenance of footbridge	£25,000	LIP
	Therapia Lane Culvert	Maintenance of culvert	£8,000	LIP
	Manor Road retaining wall	Maintenance of retaining wall	£12,000	LIP
	Local Transport Funding	Scheme details yet to be identified	£66,600	LIP
<b><i>St. Helier, The Wrythe and Wandle Valley</i></b>	Hackbridge Integrated Transport Package	A package of measures to improve access to Hackbridge district centre by sustainable modes of transport and to improve the public realm	£210,000	LIP / S106
	London Road resurfacing	Principal road carriageway resurfacing between Longfield Avenue and bridge	£150,000	LIP
	Reconstruction of London Road railway bridge at Hackbridge	Completion of bridge scheme	£200,000	LIP
	Goat Road (east) road bridge	Bridge strengthening and assessment	£9,000	LIP
	Local Transport Funding	Scheme details yet to be identified	£53,400	LIP
<b><i>Carshalton and Clockhouse</i></b>	Bus priority measures – Route 154	Park Hill and Beeches Avenue – parking restrictions to improve bus movement and reliability	£20,000	LIP
	Bus priority measures – Route 154	Westmead Road by Carshalton Grove – parking restrictions to improve bus movement	£6,000	LIP
	Local Transport Funding	Scheme details yet to be identified	£32,700	LIP
	Queen Mary's / Orchard Hill site – traffic calming	Traffic calming measures and cycle route improvements to new school	£40,000	S106



Local Committee	Scheme	Details	Indicative funding *	Funding Source
<b>Sutton South, Belmont and Cheam</b>	Cycle route improvements – Devonshire Avenue	Contra-flow cycle lane to allow two-way cycling in one way street, and improve cycle access to school	£41,000	LIP
	Cycling and pedestrian improvements – Grange Vale	Improve access through under railway bridge for pedestrians and cyclists	£30,000	LIP
	Cycle route improvements - Cheam	Modify Traffic Order to allow cycling in short section of Park Lane near Malden Road where it is currently banned	£5,000	LIP
	Accident remedial measures – Malden Road by Park Road, Cheam	Measures to reduce casualties	£30,000	LIP
	Grange Vale railway bridge	Bridge maintenance	£12,000	LIP
	Homeland Drive railway bridge	Bridge maintenance	£17,000	LIP
	Local Transport Funding	Scheme details yet to be identified	£47,100	LIP
	Royal Marsden Hospital – sustainable transport improvements	Scheme details yet to be identified	£19,000	S106
	Albion Road, Sutton – general highway or transport improvements	Scheme details yet to be identified	£14,000	S106
<b>Sutton</b>	Accident remedial measures – St. Nicholas Way	Measures to reduce casualties outside UCI cinema	£30,000	LIP
	Brighton Road - maintenance	Resurfacing	£200,000	LIP
	St. Nicholas Way / Civic Offices pedestrian underpass	Maintenance of subway	£14,000	LIP
	Local Transport Funding	Scheme details yet to be identified	£49,500	LIP
	Sutton Town Centre – car parking / transport improvements	Scheme details yet to be identified	£26,000	S106
	Sutton Town Centre – public transport improvements	Scheme details yet to be identified	£129,000	S106
	Sutton Town Centre – Car Clubs	Scheme details yet to be identified	£23,000	S106
	Benhill Wood Road area– traffic calming	Scheme details yet to be identified	£15,000	S106
	Grove Road, Sutton – general highway or transport improvements	Scheme details yet to be identified	£10,000	S106

Local Committee	Scheme	Details	Indicative funding *	Funding Source
<b>Cheam North and Worcester Park</b>	Worcester Park Integrated Transport Package	A package of measures to improve access to Worcester Park district centre by sustainable modes of transport and to improve the public realm	£1,250,000	LIP / S106
	Re-route S3 bus through Kimpton Industrial Park	Complete scheme including bus gate and new bus stops	£20,000	LIP
	Pembury Avenue road bridge	Bridge maintenance	£7,000	LIP
	Central Road culvert	Assessment of culvert	£10,000	LIP
	Central Road retaining wall	Maintenance of retaining wall	£6,000	LIP
	Malden Road and Cheam Common Road	Principal Road Maintenance	£300,000	LIP
	Local Transport Funding	Scheme details yet to be identified	£50,700	LIP
	Langley Avenue – traffic calming	Scheme details yet to be identified	£30,000	S106
	London Road – public transport provision and environmental improvements	Scheme details yet to be identified	£8,000	S106
	The Hamptons, Worcester Park – parking restrictions, cycle way, CPZ consultation	Cycle route to Buckland Way and parking restrictions / CPZ	£48,000	S106
	Worcester Park – public transport initiatives	Scheme details yet to be identified		S106

\* Budget over three year LIP period – may not reflect total scheme cost and LIP funding not guaranteed for 2012/13 and 2013/14

### ***Borough-wide funded schemes***

Scheme	Details	Indicative funding *	Funding Source
Complete bus stop accessibility programme	Make all bus stops on borough roads fully accessible to assist disabled users and those with children in buggies.	£150,000	LIP
Borough Cycle Network – improvements and expansion	Provide new and improve existing cycle routes in the borough, review and upgrade signing, and minor improvements	£750,000 **	LIP / S106
Cycle training	Train adults and children cycle roadcraft and safety	£300,000	LIP
Cycle parking	Provide new cycle parking stands in public places	£30,000	LIP
Local area accessibility and footway improvements	Review all junctions and crossing points for accessibility and improve dropped kerbs / provide improved crossings, and improve footways and pedestrian routes	£65,000	LIP
Public rights of way upgrade / walking improvements	Implement improvements to footpaths as identified in the Public Rights of Way Improvement Plan & walking schemes	£170,000	LIP / S106

<b>Scheme</b>	<b>Details</b>	<b>Indicative funding *</b>	<b>Funding Source</b>
20mph zones / Home Zones	Implement further 20mph zones and / or home zones and investigate the feasibility of a borough-wide 20mph limit on all minor residential roads (local access roads)	£300,000 **	LIP / S106
Controlled Parking Zones / Parking and Loading Schemes and Traffic Management	Parking controls, loading bays and traffic management as required to improve traffic flow and rationalise parking	£174,000	LIP / LBS
School travel Plans / Safer routes to schools	Continue to implement School Travel Plans and Safer Routes to Schools schemes.	£294,000	LIP
Workplace Travel Plans	Plans to encourage and facilitate sustainable transport	£111,000	LIP
Travel Awareness	Promotional campaigns and events to raise awareness about the benefits of sustainable travel	£198,000	LIP
Education, Training and Publicity	Road safety campaigns and education	£48,000	LIP

\* Funding over three year LIP period – may not reflect total scheme cost and LIP funding not guaranteed for 2012/13 and 2013/14

\*\* May include some specific schemes identified for each Local Committee Area

## **Commentary on Non-LIP funded Programme of Investment**

- 5.40 The non LIP-funded programme of investment is largely funded through Section 106 developer contributions secured through planning obligations (S106 agreements). S106 contributions are generally provided for specific purposes related to a new development and the purpose for which they can be used is set out in the agreement. In the past this has sometimes not been scheme specific, e.g. “improving sustainable transport in the borough”, but more recently the Government has amended the regulations so that S106 agreements must be far more specific about what schemes and interventions the contribution is required for. Therefore the council is developing a ‘scheme bank’ or list of potential schemes for each Ward / Local Committee area for which S106 transport contributions will be sought where appropriate. The scale of contributions will normally be determined in accordance with the formula set out in the council’s Planning Obligations SPD, which is currently undergoing revision.
- 5.41 Table 5.3 above sets out the current S106 funding that is available for transport schemes and what it is to be spent on. In most of these cases work is underway to spend these funds and future revisions of the Delivery Plan will provide an updated list of S106 transport funds. Funding derived from S106 agreements will be used to support the council’s Transport Strategy and achieve the objectives and targets of the STP.

### **Un-funded and longer term schemes and proposals**

- 5.42 Appendix B sets out a list of potential schemes and proposals that are currently unfunded by either the three-year LIP programme or other funding sources such as Section 106 contributions and council capital funds. These schemes include both strategic, larger scale proposals, many of which require the co-operation and funding from third parties such as TfL and Network Rail, and smaller scale local schemes that could be funded through future LIP or S106 funding. These smaller scale schemes could be brought forward during the period of the LIP should additional funding become available, such as through Section 106 developer contributions, and could also form part of future LIP programmes post-2014. This list is not exhaustive and will be updated regularly as new schemes are identified. It will be used to assist the council in securing S106 contributions from developers.

### **TfL’s Proposed Investment on the TLRN**

- 5.43 TfL control three roads in the borough – the A217, the A24 and the A232. TfL’s proposals for these roads are set out in the TLRN Investment Plan. Schemes that are identified in Sutton for implementation or commencement in 2011/12 are set out in Table 5.5 below. The programme for 2012/13 and 2013/14 is not yet published.

**Table 5.5: TLRN Investment Programme 2011/12**

<b>Scheme Location</b>	<b>Description</b>	<b>Category</b>
A232 Croydon Road, Beddington Primary School	Puffin Crossing	Walking
Cheam High Street – The Broadway to St. Dunstan’s Hill	Junction improvements	Bus priority
A232 Carshalton Village – Cambridge Road to Manor Road	Feasibility study for town centre traffic improvements	Smoothing traffic flow
A217 Rosehill Roundabout	Cycling scheme	Cycling
A232 Gander Green Lane roundabout	Geometry design – cycling scheme	Cycling
A232 Sutton town centre gyratory	Provision of improved cycling facilities in Sutton Town Centre	Cycling
A217 Glastonbury Road crossing	Junction cycling improvement	Cycling
A232 Acre Lane / Rotherfield Road	Footway widening and provision of shared use for cyclists	Cycling
A232 St. Dunstan’s Hill	Junction improvements and provision of ASLs for cyclists	Cycling
Borough-wide	Review and implementation of cycle route signing on the TLRN	Cycling
High Street, Cheam – Belmont Rise to Abbotts Road	Road safety improvements	Road safety

## **Risk Management**

5.44 There are risks associated with any major investment programme and it is inevitable that there will be unforeseen circumstances in the implementation process. These risks could be financial e.g. cost over-runs or insufficient funding, procedural e.g. objections to schemes, or physical e.g. services that need moving or implementation not matching design. However the council has in place mechanisms to deal with potential risks and will seek to mitigate these as far as possible. Potential risks and mitigation measures are set out in Table 5.6 below.

**Table 5.6: Risk Management**

<b>Risk</b>	<b>Mitigation Measure</b>
Schemes may encounter opposition from residents and / or not be approved by the Local Committee	Schemes will be devised in consultation with the public and Councillors to ensure there is support for them.
Insufficient funding to complete all proposed schemes and implement high quality schemes.	Prioritise schemes according to how well they meet the borough transport objectives and implement fewer higher quality schemes.
Local Committees and residents may request schemes that do not contribute towards achieving LIP targets.	Officers will need to make clear that all schemes must contribute towards the borough transport objectives and the MTS goals.
Unforeseen costs e.g. moving services, or on site problems.	Contingency funding will be incorporated into all scheme budgets.
Lack of co-operation / support from external bodies e.g. utility companies, Network Rail.	Discussions will need to be held and a way forward sought. If necessary an alternative scheme will be funded.

## **Revenue and Maintenance Funding**

5.45 All capital investment in new or improved physical infrastructure will require future revenue investment on maintenance in order to ensure it remains in a safe and usable condition. Revenue funding for maintenance is not provided by TfL through the LIP and is not generally available from other external sources, so will need to be provided by the council's own revenue funds. New schemes will be added to the council's maintenance schedule to ensure adequate maintenance in order to maintain the value of the capital investment, within the limited budgets available. There is also a need to ensure adequate maintenance of existing highways, cycleways, footways and the public realm, including signing, in order to support the council's wider transport policies, particularly enabling smarter travel choices. In view of the council's reduced and limited budgets, other options for carrying out some of this maintenance work will need to be considered, such as using Community Payback workers and community / conservation volunteers.



## **6.0 PERFORMANCE MONITORING PLAN**

### **Introduction to Indicators and Targets**

- 6.1 In order to determine how effective the LIP has been at achieving both the borough transport objectives and the higher level goals and objectives of the MTS it is necessary to monitor the impact of the Delivery Plan against a set of indicators and targets. The Mayor has set a number of mandatory indicators, in addition to which boroughs are encouraged to select their own local indicators. Boroughs are also encouraged to set targets for each of the indicators to provide a means of measuring progress and demonstrating that the interventions have had a real impact, although in some cases it may be appropriate to have an indicator without a target.
- 6.2 The council has already adopted a number of transport-related indicators and targets in various strategies, as set out below. These have been adopted as LIP indicators and targets as far as possible, where they align with the Mayoral and borough indicators.

### ***One Planet Living Action Plan***

- Reduce residents' car trips to 40% of total trips by 2016 from a baseline of 52% in 2009
- Reduce the percentage of children travelling to school by car by 3% by 2011 (from a baseline of 27.8% in 2006/07)
- Reduce CO<sub>2</sub> emissions from Sutton Council fleet by 50% by 2017 (baseline to be confirmed)
- Less than 10% of council staff commuting as the single occupant of cars by 2017 (from a baseline of 46% in 2009)

### ***Sutton Strategy 2009-20 / Local Area Agreement***

Indicators / targets for 2009/10 and 2010/11:

- Reduce pollution (CO<sub>2</sub> emissions) in the area (11% reduction by 2010/11 on 2005 baseline of 5 tonnes)
- Put plans in place for adapting to climate change (3 plans to be in place by 2010/11)
- Reduce the percentage of children traveling to school by car to 24.8% by 2010/11 (from a baseline of 27.8% in 2006/07)

### ***Enabling Smarter Travel Choices***

- A 5-10% reduction in car driver trips (2006 baseline)
- Growth in levels of walking, cycling and public transport use, and increasing satisfaction with these modes
- Growth in the amount of time people are engaged in active travel
- An increase in trips to school by foot or by bike.

## ***Wallington Integrated Transport Package***

6.3 The following indicators and targets have been adopted in order to monitor the success of the Wallington Integrated Transport Package:

- Accident hotspots – to reduce the three year average accidents rate (2007-2009) by 50% at each specific location 12 months after scheme completion;
- Junction operational capacity (Woodcote Road / Stafford Road / Stanley Park Road) – an increase in pedestrian footfall of 5% and no significant increase in stop line delays;
- Wallington station activity – 5% increase in pedestrian footfall at each entrance point 12 months after scheme completion;
- Attitudinal analysis – general increase in the number of people with a positive view of Wallington of 5% year on year, based on questionnaire responses;
- Bus occupancy data – 5% increase in passengers boarding and alighting in Wallington 12 months after scheme completion;
- Traffic flows at ATC on Woodcote Road – 2% reduction in 24-hour daily flow 12 months after completion of scheme;
- Pedal cycle flow on Woodcote Road – 20% increase in 12-hour daily flow 12 months after completion of scheme;
- Footfall in Wallington town centre – 5% increase in footfall at survey sites;
- Air quality – 5% reduction in average daily mean and 5% reduction in median value for daily 24-hour mean for each month for NO<sub>2</sub> and PM<sub>10</sub>s.

## **Borough Indicators and Targets**

6.4 Table 6.1 sets out the council's proposed LIP indicators and targets, including interim targets. In addition to the mandatory Mayoral indicators the council has adopted a number of borough indicators to monitor the success of its LIP, as listed below:

### ***Mandatory Mayoral Indicators***

- Mode share
- Road traffic casualties
- Bus service reliability
- Asset condition
- CO<sub>2</sub> emissions

### ***Additional Borough Indicators***

- Children travelling to school by car
- Traffic and pedestrian flow
- Air quality

**Table 6.1: Borough LIP Indicators and Targets**

Indicator	Target	Baseline	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2021/22	2026/27	2031/32
						<b>Trajectory and longer term targets over MTS period</b>					
Mode share	Reduce mode share for driver only residents' car trips to 46% by 2014 and 40% by 2016	58% - 2006/07 – 2008/09 average			50.75%		40%				40%
	Increase cycling mode share to 4% by 2014	1% in 2009/10		2.5%	2.75%						6%
	Increase walking mode share to 30% by 2014	25% in 2009/10		26.1%	26.5%						32%
	Increase public transport mode share to 20% by 2014	16% in 2009/10		18%	20%						22%
	Increase mode share for all non-car travel to 54% by 2014	42% in 2009/10		49%	49.25%						60%
Road traffic casualties	New DfT / Mayoral targets to be announced shortly. Likely to be a 50% reduction in KSIs by 2017/18	2004-2008 average- 71	55	53	52						
Bus service reliability	Maintain bus reliability at 2008/09 average 0.9 (mean excess wait time) or reduce	2008/09 average – 0.9		0.9	0.9						0.9
Asset condition	Reduction in % of principal road carriageway where maintenance should be considered	2008/09 – 3%			2%						2%
CO <sub>2</sub> emissions	Mayoral target - 60% reduction in CO <sub>2</sub> emissions London-wide by 2025.	1990 levels									
	Local target – 17% reduction in CO <sub>2</sub> emissions from ground based transport in the borough by 2014	2008/09 – 121 (kilo-tonnes)	109	105	101						60
	Reduce CO <sub>2</sub> emissions from the council fleet by 50% by 2017	tbc						<50%			
Children	To reduce by 3% by 2014	24% in			21%						20%

travelling to school by car		2009/10									
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Indicator	Target	Baseline	2011/12	2012/1 3	2013/1 4	2014/1 5	2015/1 6	2016/1 7	2021/2 2	2026/2 7	2031/3 2
Traffic and pedestrian flow	To be monitored as part of ITPs and local targets set for ITP area	n/a									
Air quality	NO <sub>2</sub> – annual mean not exceed 40 u/m <sup>3</sup> and not more than 18 occurrences when hourly mean value > 200 u/m <sup>3</sup>	n/a – annual target									
	PM10 - annual mean not exceed 40 u/m <sup>3</sup> and no more than 35 days when daily mean > 50 u/m <sup>3</sup>	n/a – annual target									

*A pro-forma will be added for each target showing the trajectory and setting out more details about how the target will be met. Intermediate targets to be developed further.*

## **Achieving the Targets**

### ***Mode share***

- 6.5 A shift away from car to trips made by more sustainable modes of transport, such as walking and cycling, will be achieved through a range of interventions that make these sustainable travel options a more attractive proposition. Measures such as local area accessibility and walking improvements, development of the borough cycle network and cycle parking provision will increase the attainability of walking and cycling targets, while measures to improve access to bus and rail services will make public transport more attractive. The programme of Integrated Transport Packages will make sustainable transport more attractive and hopefully lead to a modal shift.

### ***Road traffic casualties***

- 6.6 The desired reduction in road traffic casualties will be achieved through measures such as home zones and 20mph zones, installation of new crossings, in addition to local safety schemes at sites with high accident statistics. Measures will be targeted at vulnerable road user groups and also at making sustainable transport safer and more attractive, thus contributing to other targets as well.

### ***Bus service reliability***

- 6.7 Mean excess wait time targets will be met or exceeded by development of bus priority measures, such as junction improvements and parking restrictions that help ensure the smooth flow of bus movements.

### ***Asset condition***

- 6.8 This target will be addressed by the planned principal road and structures maintenance and resurfacing programme.

### ***CO<sub>2</sub> emissions***

- 6.9 This target will be addressed through a combination of measures aimed at reducing use of fossil-fuel powered vehicles, particularly private motor vehicles. This will include measures to improve sustainable transport, including smarter travel interventions.

### ***Children travelling to school by car***

- 6.10 The target of reducing the number of children travelling to school by car will be addressed through the continuation of the council's Smarter Travel Sutton approach to promoting sustainable transport through School Travel Plans. Policies that promote consultation and education in changing travel behaviour will see the borough working with local schools in the development of school travel programmes. Engineering interventions will be implemented to provide safer routes to schools, where appropriate.

### ***Traffic and pedestrian flow***

- 6.11 In some instances, it may be appropriate to adopt the Better Streets approach to facilitate a more efficient negotiation between different road users, as opposed to relying on more formal measures that impinge on both the flow of pedestrian and vehicular flows. This indicator and target will be addressed and monitored through the Integrated Transport Packages that the council will be implementing in each of the borough's District Centres in turn, starting with Wallington.

### ***Air quality***

6.12 The same approach will be taken in achieving air quality targets as with CO<sub>2</sub> emissions. This target will be addressed through a combination of measures aimed at reducing use of fossil-fuel powered vehicles, particularly private motor vehicles. This will include measures to improve sustainable transport, including smarter travel interventions.

### ***Mayor's High Level Outputs***

6.13 In addition to the mandatory indicators, the Mayor has identified a number of high level outputs which he expects boroughs to address and report on in their LIPs. These are set out below:

- Cycle parking
- Cycle superhighways
- Electric vehicle charging points
- Better streets
- Cleaner local authority fleets
- Street trees

### **Monitoring and Reporting**

6.14 Details on how each of these indicators and high level outputs will be monitored and reported are set out below.

### **Mayoral Indicators**

#### ***Mode Share***

6.15 This indicator monitors the proportion of personal travel made by each mode of transport and gives a broad indication of general travel behaviour of households within a given borough. The proportion of a person's travel by the following modes is measured:

- Foot
- Cycle
- Powered two-wheeler (motorbike)
- Car
- Taxi
- Bus/coach
- Rail / underground / tram

6.16 Where several modes are used for a journey, the one for the longest leg of the journey is counted as the main mode e.g. walking to the station then catching the train to London would count as rail.

6.17 TfL will be reporting on this indicator using data from the London Travel Demand Survey and the data is based on trip origin for a given borough rather than residence. Data will be reported on a three year average. This may be supplemented by additional local surveys e.g. for the ITPs.

6.18 Targets are to be set by boroughs for non-car, walking and cycling mode share.

### ***Road Traffic Casualties***

- 6.19 This indicator, which is based on NI47, monitors (1) the total number of people killed or seriously (KSI) injured in road traffic collisions, and (2) total casualties including slight injuries. Figures are based on a three-year rolling average and include TLRN roads within the borough. Data is supplied by TfL based on statistical returns supplied by the London Road Safety Unit.
- 6.20 Boroughs are required to set targets for (1) total KSIs and (2) total casualties, which should be based on the national road safety targets. Revised national targets are due to be set in 2010.

### ***Bus Service Reliability***

- 6.21 This indicator is based on the Mayor's priority of improving public transport reliability, and is based on excess wait time experienced by passengers over and above what might be expected if the service is on time. The indicator is measured across the whole route by TfL using iBus data based on a number of measurement points located within each borough. Only high frequency routes with five or more buses per hour are measured.
- 6.22 Targets are to be agreed between boroughs and TfL, based on a sample of four busy bus routes.

### ***Asset Condition***

- 6.23 This indicator monitors the proportion of the borough's principal road network where maintenance should be considered. It is based on NI168, and is a significant indicator of the state of boroughs' principal roads. Data is based on detailed visual inspection surveys carried out by L.B. Hammersmith and Fulham for each borough, and will be reported by TfL.
- 6.24 Targets are to be agreed between boroughs and TfL.

### ***CO<sub>2</sub> Emissions***

- 6.25 This is a new indicator based on the Mayoral commitment to reduce emissions of CO<sub>2</sub> in London by 60% of 1990 levels by 2025. This indicator will measure CO<sub>2</sub> emissions (in tonnes) from ground-based transport per year, based on the GLA's London Energy and Greenhouse Gas Emissions Inventory. This indicator relates to NI186 and will be monitored and reported on by TfL.
- 6.26 A local target will be agreed between the borough and TfL.

### **Borough indicators**

#### ***Children Travelling to School by Car***

- 6.27 This is an additional borough indicator that has been selected by the council to monitor the impact of its LIP in encouraging sustainable school travel. It will be monitored through 'hands up' and more formal surveys at schools as part of the school travel planning process, and reported by the council on an annual basis.



6.28 A target has been set by the council as part of its One Planet Action Plan.

### ***Traffic and Pedestrian Flow***

6.29 This is an indicator that the council has selected as a means of measuring the success of its Integrated Transport Packages and will therefore be monitored for each of the town and district centres in turn when they are the subject of an ITP. At present this is being monitored for Wallington, where an automatic traffic counter has been set up on Woodcote Road to measure traffic levels. A pedestrian flow survey was also carried out in May 2010 and will be repeated after the implementation of the ITP.

6.30 Local targets have been set as part of the Wallington ITP as set out above and similar targets will be set for future ITPs. There is no borough-wide target for this indicator.

### ***Air Quality***

6.31 This is a local indicator that has been selected due to the importance of air quality to public health and the significant contribution that transport makes to it. The council has a number of air quality monitoring stations that monitor a number of pollutants in the borough's air quality management areas.

6.32 Targets for NO<sub>2</sub> and PM10s, based on the Government's National Air Quality Objectives, have been adopted for the LIP. Data will be reported by the council on an annual basis.

### ***Adapting to Climate Change***

6.33 Addressing climate change is a key priority for the council and this indicator has been included in the LIP as transport infrastructure needs to become more resilient to climate change. Sutton's Strategy has adopted a target to put in place three plans to combat climate change by 2010/11.

6.34 There is no specific target in the LIP for this indicator, as it is difficult to set specific targets, but the indicator will be used to monitor the council's on-going activities in this area and how they are protecting the transport system from the affects of climate change. The council will report on this on an annual basis.

## **Mayor's High Level Outputs**

### ***Cycle Parking***

6.35 The Mayor has set London-wide targets for increasing cycle parking and he expects all boroughs to play a role in achieving these by implementing a programme of cycle parking. Boroughs are required to identify in their Delivery Plans how they will contribute towards this target and are required to report on the number of spaces provided as part of the annual reporting process.

### ***Cycle Superhighways***

6.36 The Mayor is implementing twelve cycle superhighways across London to encourage and facilitate a significant increase in cycling. Boroughs are expected to demonstrate how they will support this programme on their roads through their Delivery Plans e.g. through cycle parking, cycle training and smarter travel initiatives.

### ***Electric Vehicle Charging Points***

6.37 The Mayor has set London-wide targets for an increase in the provision of electric vehicle charging points and expects all boroughs to contribute towards this target, and demonstrate how they will do this in their LIPs. Boroughs are expected to report on the number of charging points installed as part of the annual reporting process.

### ***Better Streets***

6.38 This is another of the Mayor's key priorities, and is defined in more detail elsewhere in the LIP. Boroughs are required to demonstrate how they will support the better streets agenda in their Delivery Plans and report annually on guardrail removal.

### ***Cleaner Local Authority Fleets***

6.39 The Mayor expects boroughs to take steps to make their fleets more environmentally friendly and they are required to report annually on the number and percentage of their fleet that comply with each of the Euro standards, and the number of electric vehicles in their fleet.

### ***Street Trees***

6.40 The Mayor has placed a high priority on monitoring and increasing the number of street trees, as these are a significant contributor to better streets and climate change mitigation. Boroughs are required to include information on the number of street trees planted and felled as part of the annual reporting process.

# APPENDICIES

## APPENDIX A

### LIST OF CONSULTEES

#### ***Statutory***

Epsom and Ewell Borough Council  
Greater London Authority (GLA)  
Metropolitan Police Authority  
London Borough of Croydon  
London Borough of Merton  
London Fire Brigade  
London Fire and Emergency Planning Authority  
Police Consultative Group  
Reigate and Banstead Borough Council  
Royal Borough of Kingston upon Thames  
Surrey County Council  
Sutton Centre for Independent Living and Learning (SCILL)  
Transport for London (TfL)

#### ***Additional***

##### National

Arriva  
British Medical Association  
British Transport Police  
Department for Communities and Local Government  
English Heritage  
Environment Agency  
First Capital Connect  
Friends of the Elderly  
Highways Agency  
Metrobus  
Muslim Cultural & Welfare Association  
National Grid  
National Trust  
Network Rail  
Rambler's Association  
Streetcar

##### Regional

BioRegional  
First Capital Connect  
Groundwork London  
London Buses  
London Climate Change Partnership  
London Cycling Campaign  
London General Transport Services Ltd

London Green Belt Council  
London Travel Watch  
London Wildlife Trust  
Southern Trains  
South West Trains  
Sutton & East Surrey Water plc  
Sutton and Merton Primary Care Trust  
Thames Water Property Services  
Tram Operations Limited (Tramlink)

Local

Affinity Sutton  
Albion Road Residents Association  
All Saints Church  
Apeldoorn Residents Association  
Beddington Park Residents Association  
BedZED Residents Association Committee  
Belmont and South Cheam Residents Association  
Benhillon Court Residents Association  
Carshalton Beeches Residents Association  
Carshalton Boys Sports College  
Carshalton College  
Carshalton Fields Residents Association  
Carshalton High School for Girls  
Carshalton on the Hill Residents Association  
Cheam Chamber of Trade  
Christ Church, Sutton  
Churchill, Abbots & Prior Residents Association  
Corbet Close Residents Association  
Cyclism  
Epsom Coaches  
Epsom and St Helier NHS Trust  
Erskine Village and Benhill Community Association  
Friends of Beddington and Grange Parks  
Friends of Carshalton Park  
Friends of the Grove  
Friends of Oak Park  
Friends of Old Wallington Hamlet  
Friends of Queen Mary's Park  
Friends of Roundshaw Park  
Glenthorne High School  
Hackbridge Property Unit Trust  
Heathdene Area Residents Group  
Highfields Residents Association  
Kimpton Residents Action Group  
Mill Green Residents Association  
Mitcham Common Conservators  
Moorlands Residents Association  
Northern Wards Forum  
Oakhill Education Trust  
Onslow Gardens Residents Association  
Rotary Clubs of Sutton

Roundshaw Community Board  
Royal Marsden NHS Foundation  
Safer Sutton Partnership Service  
Sheen Way Residents Association  
South Sutton Neighbourhood Association  
South Wallington and District Residents Association  
South West Gander Green Association of Residents  
Springboard Residents Association  
St Barnabas Church  
St Christopher's Church  
St Helier Ambulance Station  
St Helier NHS Trust  
St John the Baptist Church  
St Oswald's Church  
St Philomena's School  
St Raphael's Hospice  
St Patrick's Church  
Sutton Centre for the Voluntary Sector  
Sutton Chamber  
Sutton and Cheam Society  
Sutton Christian Centre  
Sutton Cycling for Young People  
Sutton Environment Network  
Sutton Garden Suburb Residents Association  
Sutton Group Wildlife Trust  
Sutton Housing Partnership  
Sutton Living Streets  
Sutton MENCAP  
Sutton Police Station  
Sutton Rail Users' Forum  
Sutton Racial Equality Council  
Sutton Seniors Forum  
Sutton Town Centre Partnership  
Sutton Traveller Forum  
Sutton Vineyard Church  
Sutton Youth Parliament  
The Carshalton Society  
Trinity Church  
Wallington Baptist Church  
Wallington County Grammar School  
Wallington High School for Girls  
Wallington North and District Residents Association  
Wandle Group  
Woodcote Avenue Area Residents Association  
Woodcote Green Residents Association  
Woodstock Road Residents Association  
Worcester Park Residents Association

## **APPENDIX B**

### **LIST OF UN-FUNDNED TRANSPORT SCHEMES AND POTENTIAL MEASURES**

#### **B1 – Strategic Schemes**

N.B. Most of these schemes, notably public transport improvements and traffic schemes on TLRN (Red) Routes are outside the council's control and would need co-operation and funding from third parties. However the council will continue to lobby for these schemes.

<b>Scheme</b>	<b>Details</b>	<b>Indicative cost</b>	<b>Timeframe</b>
Tramlink extension to Sutton Town Centre via Rosehill	The council has identified two possible routes, from Morden and Tooting / Mitcham, both converging at Rosehill. These routes (London Borough of Sutton sections) are safeguarded in the LDF Core Strategy	£60-100m	Post-2017
Improvements to Sutton Station area including a new public transport interchange	Improvements to bus and rail interchange, and potentially incorporating a Tramlink interchange on the South Point site – land safeguarded. Could include changes to road layout and and public realm improvements, and opening up of side entrance.		Short to medium term
New road linking Sutton High Street / Mulgrave Road and Grove Road	This would divert general traffic away from the section of the High Street between the station and Grove Road, allowing for the creation of a public transport / cycle / pedestrian only corridor. Details are in the draft Sutton Town Centre Area Action Plan.		Medium term
Highway schemes to assist the regeneration of the northern end of Sutton Town Centre	New roads adjacent to the High Street between Crown Road and Burnell Road / Vale Road to allow for part-pedestrianisation of that section of the High Street as part of a regeneration scheme. Details are in the draft Sutton Town Centre Area Action Plan.		Medium term
Traffic Management scheme in Carshalton Village on A232 TLRN road	Traffic management scheme, possibly involving diversion of through traffic along Ruskin Road, to reduce adverse impact of traffic on the historic Carshalton Ponds Conservation area, reduce congestion and air pollution and improve the pedestrian environment of the High Street		Short to medium term
Extension of London Overground rail service	Extension of London Overground from West Croydon to Sutton and possibly on to Wimbledon and Clapham Junction / Kingston to form a south outer orbital route		Medium to longer term

<b>Scheme</b>	<b>Details</b>	<b>Indicative cost</b>	<b>Timeframe</b>
Improved frequency and hours of operation on Thameslink route	Increased frequency of 4 trains per hour on Thameslink loop line from 2015, when Sutton trains will terminate at Blackfriars / London Bridge and improved Sunday and late evening service.		Medium term
Improved frequency and capacity on Southern services, especially via Hackbridge	Establish regular 4 train per hour 15-minute stopping service on Hackbridge line, to bring rail services closer to tube frequencies		Medium term
Improved service on Epsom Downs Line	Improve frequency on Epsom Downs line and introduce Sunday service. Consider converting to shuttle service / light rail with additional stops.		Medium term
New route to London Bridge	To compensate for loss of Sutton – London Bridge off-peak service, consider new regular service via Peckham Rye, opening up connections with South East London and Kent at Peckham Rye		Medium term
Improved services between Sutton and Horsham / Guildford to create improved route and connection options	Improved services to Horsham would improve connections between Sutton and the south coast, while improved services to Guildford would improve connections to Portsmouth and Reading		Medium term
Station Access improvements	Creation of step-free access to stations and new access routes wherever possible		Short to medium term
Orbital / express bus improvements	Improvements to X26 orbital express service, including improved evening frequency and additional stop at Beddington Plough. New express bus between Sutton and central London and improved links to places outside London such as Reigate / Redhill, Epsom, Gatwick Airport.		Short to medium term
Night bus improvements	Improvements to night buses serving Sutton including re-instatement of the N213 between Sutton and Croydon.		Short to medium term
Local bus service improvements	Improved local cross-borough bus links between Worcester Park / Cheam and Carshalton / Wallington, between North Cheam / Stonecot Hill and St. Helier Hospital / Wallington and between Cheam and Kimpton / Rosehill along A217. Extend S4 east to Purley Way. Sunday and late evening service on all routes.		Short to medium term



## B2 - Borough-wide schemes

Scheme	Details	Indicative cost
London Lorry Control Scheme signs borough wide	Review and amend signs as necessary	
Borough-wide review and upgrade of directional road signs	Review and amend / improve signage as necessary to ensure vehicles use appropriate roads and routes	
Air quality monitoring and review	Continue to monitor air quality and implement remedial measures in Air Quality Action Plan.	
Review of all traffic signals in borough	Upgrade signal controlled junctions with no pedestrian phase	
Guard rail removal and de-cluttering	Remove unnecessary guard rail and footway clutter to improve the pedestrian environment and public realm	
Borough boundary signs	Install new borough boundary signs at all main entry points into borough where needed.	
Review of speed limits	Review all speed limits in borough and on approach roads from Surrey to ensure consistency, effectiveness and logic, and revise where necessary. Consider blanket 20mph limit on all local access (residential) roads.	

## B3 Local Schemes (by Local Committee area)

*N.B. List incomplete – to be developed further following consultation. Full details of cycle route schemes will be included in the Borough Cycle Action Plan*

Local Committee	Scheme	Details	Indicative cost	
<b>Beddington and Wallington</b>	New / improved cycle routes around Beddington Park and Beddington Farmlands (proposed Wandle Valley Regional Park)			
	Improvements to LCN Route 75 – Carshalton to Croydon boundary			
	Improvements to pedestrian and cycle access to Beddington Industrial Area			
	Cycle and pedestrian improvements at key junctions (including on A232 TLRN e.g. Wallington Green)			
	Improvements to footpaths, rights of way and pedestrian crossings/ accessibility			
<b>Local</b>	<b>Scheme</b>	<b>Details</b>	<b>Indicative</b>	

<b>Committee</b>			<b>cost</b>	
	Improvements to bus stops and bus priority			
	Improved / new access routes to Wallington station			
	New level access path to Platform 2 at Hackbridge station			
	Completion of outstanding / unfinished Zones & 20mph zones			
	Bus priority measures – Parkgate Road (rationalise parking)			
	Silver Wing industrial estate – access improvements			
<b>St. Helier, The Wrythe and Wandle Valley</b>	Hackbridge traffic management measures			
	Hackbridge station access improvements			
	Hackbridge Masterplan transport measures			
	Rosehill Integrated Transport Package			
	Improvements for pedestrians and cyclists – St. Helier estate and Rosehill			
	New and improved cycle routes – St. Helier open space and Poulter Park			
	Improvements for pedestrians and cyclists – River Wandle corridor			
	Improvements for pedestrians and cyclists around Dale Park			
	Improvements for pedestrians and cyclists – Wrythe Green and Carshalton College access			
	Convert path alongside Royston Park to shared use for cyclists			

<b>Local</b>	<b>Scheme</b>	<b>Details</b>	<b>Indicative</b>	
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<b>Committee</b>			<b>cost</b>	
	Improvements to pedestrian, cycle and public transport access to St. Helier Hospital			
	Restrict / control parking on bus routes, particularly in St. Helier estate, e.g. Robertsbridge Road and Thornton Road to smooth traffic / bus flow for buses			
	Carshalton College / station CPZ			
	St. Helier Hospital CPZ			
	Complete unfinished Zones / 20mph zones / traffic calming			
	Consider options for Home Zone			
	Improve bus stops / shelters and accessibility			
	Parking and loading review in Rosehill and local centres			
<b>Carshalton and Clockhouse</b>	Bus priority measures – Park Hill (rationalise parking)			
	Bus priority measures – Ringstead Road (rationalise parking)			
	Bus priority measures – Beeches Avenue (rationalise parking)			
	Carshalton Beeches station – cycle parking and access improvements			
	Carshalton station – access, cycle parking and bus stop improvements			
	Shorts Road – West Street footpath – convert to allow cycling			
	Junction of Mill Lane / North Street – raised table and / or cycle facilities			
	Mill Lane & Wandle cycleway – improvements for pedestrians and cyclists			
	Grove Park – introduce new cycle routes and improve pedestrian routes			
<b>Local</b>	<b>Scheme</b>	<b>Details</b>	<b>Indicative</b>	

<b>Committee</b>			<b>cost</b>	
	Carshalton Park - introduce new cycle routes and improve pedestrian routes			
	Westmead Road – review traffic islands and improve safety for cyclists			
	Clockhouse estate – improve access by sustainable transport			
	Oaks Park and Green Belt – improvements to cycle routes and public rights of way			
	Woodmansterne Road – further safety and traffic calming measures between Woodmansterne Lane and The Warren			
<b>Sutton South, Belmont and Cheam</b>	Brighton Road – walking scheme			
	Sutton station – access improvements			
	Cheam station - access improvements			
	Belmont station – access improvements			
	Sutton and Royal Marsden Hospitals – sustainable transport access improvements			
	Belmont village – parking and bus stop improvements			
	Area-wide – cycling and walking improvements (to be identified)			
	Cheam Park – recreational walking and cycling route			
<b>Sutton</b>	Throwley Way / Throwley Road – remove conflict with turning movements across bus lane			
	Throwley Way / Benhill Avenue - remove conflict with turning movements across bus lane			
	Sutton station – access improvements			

<b>Local</b>	<b>Scheme</b>	<b>Details</b>	<b>Indicative</b>	
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<b>Committee</b>			<b>cost</b>	
	Sutton Common station - access improvements			
	West Sutton station – access improvements (including new bridge from St. James Road to station)			
	Sutton town centre – improvements to pedestrian and cycle access routes within 800m 'ped-shed' area			
	Improvements and extensions to existing cycle routes			
	New pedestrian and cycle signing scheme for Sutton town centre			
	Bus stop upgrades in Sutton town centre			
	Improved taxi / minicab facilities in Sutton town centre			
	Improve footpaths between A217 and Alexandra Avenue / Collingwood estate			
<b><i>Cheam North and Worcester Park</i></b>	Increase capacity of bus stand in Priory Road to accommodate two buses			
	Re-locate alighting point in Church Hill road to make it accessible			
	Central Road – remove parking from bus stop layby south east of Stone Place			
	Provide additional bus stop in Central Road			
	Convert Pyl Brook path to shared use for cyclists			
	Improve footpath from Trafalgar Avenue to Green lane (and convert to bridleway)			
	Improve footpaths around Ridge Road / Kimpton Industrial Park			
	Improve path across playing fields north of Green Lane and convert to shared use			

<b>Local</b>	<b>Scheme</b>	<b>Details</b>	<b>Indicative</b>	
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Committee			cost	
	Improve pedestrian and cycle access to The Hamptons, including new route along Green Lane to Lower Morden			
	Review and modification of parking on 'S' hoppa bus routes			
	Pedestrian, cycle and public realm improvements at local centres including Abbots Road / Priory Road and Sutton Common Road.			
	Improvements to existing LCN+ route 75			

## **B4. Typical measures for Corridors and Neighbourhoods**

### ***Pedestrian / footway improvements***

- New footpaths and cycleways e.g. through open spaces and parks and to improve permeability and serve desire lines,
- Footway resurfacing / repaving,
- Improved dropped kerbs at junctions with tactile paving,
- Footway widening,
- Prioritising the footway over vehicles at driveways and minor access roads,
- Removal and re-positioning of footway clutter and 'pinch points' / blind spots,
- Public realm and landscaping improvements (including street trees),
- Accessibility improvements e.g. Ramps at steps, dropped kerbs,
- Guard rail removal,
- Sign rationalisation and improvement,
- Improving drainage to avoid ponding / flooding, including at the roadside and crossings,
- Provision of seating and bins,
- Street lighting improvements,
- Improved crossing points – both formal and informal,
- Raised entry treatments at side road junctions,
- Pedestrian phases at all signal controlled junctions,
- Prevention and removal of footway parking where problematic,
- Planting of further street trees and soft landscaping,
- Parking restrictions at junctions and dropped kerbs / crossing points'
- Improved cleansing and maintenance (revenue funding),
- Cutting back overgrowing vegetation (revenue funding).

### ***Cycling improvements***

- Off-road and segregated / shared cycle paths,
- On-road cycle lanes with priority at junctions including advanced stop lines,
- Contra-flow cycle lanes in one-way streets,
- Gaps in road closures,
- Parking restrictions in cycle lanes,
- Review of pinch points and other danger spots for cyclists,
- Measures to assist cyclists at junctions and crossings,
- Cycle parking at destinations such as shops and pubs,
- Cycle route signing and marking,
- Carriageway surface and drainage improvements (revenue funding),
- Improved cleansing and maintenance (revenue funding).



### ***Public transport improvements***

- Bus lanes and bus priority measures at junctions and traffic signals,
- Parking restrictions in bus lanes, around bus stops and at other pinch points,
- Bus cage markings,
- Bus stop improvements including accessibility and improved waiting facilities,
- Improved bus stop signing and information,
- Station and tram stop access improvements,
- Improved taxi facilities outside stations,
- Improved integration of bus and rail.

### ***Highway and traffic management***

- 'Home Zones' and shared space / surfaces,
- Traffic management measures to reduce through traffic,
- Selective carriageway widening and removal of pinch points,
- Revised road layouts e.g. Right turn lanes,
- Junction improvements,
- Signal linking, retiming and removal,
- Road safety measures and speed cameras / flashing signs,
- 20mph limits and traffic calming measures,
- Parking rationalisation and restrictions including CPZs,
- Loading bay review and provision,
- Signing review and rationalisation,
- Street lighting improvements,
- Provision of car club bays and electric vehicle charging points,
- De-cluttering including guard rail and surplus sign / post removal,
- Network management to reduce delays caused by roadworks etc.,
- Addressing noise and air pollution'
- Maintenance and resurfacing / refreshing road markings (revenue funding),

## **APPENDIX C**

### **LOCAL AND REGIONAL POLICY INFLUENCES**

#### **Local Policy Influences**

##### ***Local Development Framework***

The Local Development Framework (LDF) sets out the council's land use planning policies and strategy which are used to shape and manage future development in the borough. The location of new development and its relationship to transport provision are important factors in ensuring the transport impact of new development is minimised. Therefore the LDF, which consists of several Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs), contains policies and guidance that seeks to ensure that larger trip-generating developments are located in areas of higher public transport accessibility (generally the town and district centres) and make appropriate provision for access by sustainable transport, including securing improvements through planning obligations where appropriate. Promoting mixed use developments and local centres also remain a key influence on reducing the need to travel and encouraging the use of sustainable modes.

##### ***Smarter Travel Sutton***

In 2006 Sutton Council was chosen as the pilot borough in London for a three-year sustainable travel towns initiative, funded by TfL. This initiative became known as 'Smarter Travel Sutton' (STS) and encompassed the whole borough. It was essentially a travel awareness campaign on a large scale, targeting all borough households and residents in an effort to reduce congestion and change travel behaviour. More details on the project and its achievements are set out on page 56. Towards the end of the STS project the council commissioned JMP consultants to produce a strategy to 'lock-in' the benefits of the project by adopting a longer term programme of physical works to improve conditions for sustainable transport. This strategy was adopted in 2009 as Sutton's new Sustainable Transport Policy and Action Plan 'Enabling Smarter Travel Choices'. The core objective of this new policy is "to enable Sutton residents to make more sustainable travel choices".

The continuation of the Smarter Travel Sutton initiative remains a key priority for the council and as such is a major policy influence on the LIP. The primary aim of the STS initiative is to reduce congestion by encouraging modal shift to more sustainable travel modes, particularly walking and cycling for local journey. Therefore the focus of the LIP is on improving conditions for pedestrians and cyclists, and also improving access to public transport. The primary means by which the council intends to achieve these aims is by implementing a series of 'Integrated Transport Packages' in each of the borough's district centres in turn, starting in Wallington. The full Integrated Transport Packages programme and more details of this new approach are set out in the Delivery Plan.

##### ***One Planet Living***

As part of its commitment to addressing environmental issues, the council is aiming to make Sutton a 'One Planet Borough', which means that residents' lifestyles only

consume the resources that can be provided sustainably by one planet earth, compared to the present UK consumption rate of three planets. To assist this aim, in December 2009 the council published a 'One Planet Action Plan' which established a number of targets to achieve a 'One Planet borough'. The targets relating to transport are set out in the previous section and have been incorporated into the LIP targets. A Transport Action Plan has been produced by the Smarter Travel Sutton section to address the transport elements of One Planet Living.

### ***Sutton Partnership and Local Area Agreement***

The Sutton Partnership is the borough's Local Strategic Partnership (LSP), set up to help meet the wide range of challenges our borough faces both now and in the future.

The Partnership brings together hundreds of local groups and businesses to create and deliver exciting new strategies to boost economic growth and improve our overall quality of life. Government advises all local councils take the lead in forming LSPs to improve public services, deliver sustainable growth, regenerate depressed areas economically, socially and physically, and most importantly involve a wide range of people from within the borough in deciding how to achieve those aims.

All councils must lead the production of a Sustainable Communities Strategy for their area, in consultation with the local community. The Sutton Partnership Board has the responsibility for the borough to oversee the preparation, implementation and review of our Sustainable Communities Strategy, entitled the Sutton Strategy. This Strategy will include the Partnership's priorities for improving quality of life and creating a sustainable future in the borough for the next three years and beyond, and has been used to inform the selection of the borough's transport objectives.

The Safer Sutton Partnership Board brings together council officers, the police, health workers, the fire service, probation officers and local magistrates to implement an ongoing programme of actions aimed at reducing crime across the borough.

Sutton, in partnership with the Metropolitan Police, was the first council in the country to integrate its community safety staff with local police under a single management structure. Headed by the police, it brings together everyone involved in community safety, from both police and the council, to form a single unit for the benefit of local people.

The Sutton Partnership's 'Sutton Strategy 2009-20' is subtitled 'Creating a Sustainable Suburb in London' and strongly reflects the councils wider 'One Planet' and 'Smarter Travel' objectives. The three themes of the Strategy are '*Fairer, Safer, Greener*'. A key element of the vision of the strategy is "*to reduce dependency on private car ownership and provide better choices to travel by public transport, cycling or as a pedestrian; and clean, safer and green suburban neighbourhoods in which people are proud to live*". The Action Plan of the Sutton Strategy forms the council's Local Area Agreement with the Government.

The Strategy seeks to integrate the full range of council policy areas and ensure they all work towards the corporate objectives. In relation the transport, this includes such aims as "*having more people engaged in physical exercise, making them healthier and diverting them from anti-social behaviour*" and investing £5m in improvements to

shared public spaces including Sutton Town Centre, to ensure that the borough remains an attractive place to live, work and do business. In addition, the Strategy makes the connection between regeneration and transport, stating that “*regeneration programmes at Roundshaw, Durand Close and Hackbridge will demonstrate cutting-edge place shaping that transforms lives through improved housing, access to sustainable transport and community facilities.*” The Strategy goes on to recognise the importance of sub-regional partnerships, saying that “*we will work with the South London Partnership and our regional partners to maximise investment in the Sutton and South London economies*”. Under the ‘Greener’ section the need to address the problems caused by traffic growth is highlighted, together with the need to address CO<sub>2</sub> emissions through reducing energy use and promoting a more sustainable transport system. A number of national indicators relating to transport have been chosen to monitor the Strategy, and these are reflected in the STP.

### **Sutton Plan**

The Sutton Plan 2009/10-2011/12 sets out the council’s plans for the three years to 2011/12. The Plan identifies the continuing growth of car traffic as one of the challenges facing the borough and states the council’s commitment to seeking improvements to public transport in the borough. The Plan sets out the council’s overall vision which is to ‘*build a community in which all can take part and all can take pride*’. As part of achieving this vision the council wants to reduce dependency on private car ownership and promote better choices to travel by public transport, cycling or as a pedestrian; and clean, safer and green suburban neighbourhoods in which people are proud to live.

The Plan sets out the following nine priorities for the council and, where appropriate, these are reflected in the objectives and proposals in the LIP:

1. Ensure the council is efficient and effective
2. Develop a cleaner greener environment
3. Create safer communities
4. Invest in the borough’s children and young people
5. Value the borough’s older people
6. Develop active and inclusive communities
7. Encourage enterprise and employment
8. Improve health and wellbeing
9. Improve housing

### **Older Peoples’ Strategy**

The council has also adopted a strategy for older people entitled “A Better Sutton for Older People”. This Strategy, aimed at improving the well-being of older people in the borough, contains a section on ‘Transport and the Physical Environment’. The key issues identified in this section are the need for reliable, accessible and efficient public transport with drivers being aware of the needs of the elderly; improving travel information including about special transport services for the elderly; and a well-maintain and accessible walking environment. Transport is also raised under other sections, such as ‘Community Safety’ in respect to making bus stops safer and improving street lighting. An Action Plan sets out how the strategy will be implemented and there are targets on a number of transport issues such as accessible bus stops and stations.

## ***Economic Strategy***

The council's Economic Strategy 2007-2010 identifies a number of challenges for the future of Sutton's economy, which in recent years has been declining relative to neighbouring boroughs and the rest of London. Key issues relating to transport include the need for communities to be able to access well-paid employment locally; and the need to provide businesses with modern, flexible premises in a location which provides access to their markets and a skilled workforce. The Strategy identifies the benefits of Sutton's location in terms of access to both London and Surrey markets by direct road and rail and its close proximity to Gatwick and Heathrow airports for access to international markets. It identifies the strengths of the wider South London sub-region and the regeneration opportunities in the Wandle Valley corridor.

The Strategy highlights a high proportion of outward commuting and an over-reliance on the road network due to a poor orbital rail service as being particular problems, and says that significant improvements need to be made to the transport infrastructure to support economic growth. It identifies the need for a high quality, integrated public transport system to minimise the need for car use and provide a real, sustainable, alternative method of travel, including the extension of Tramlink to Sutton via Rosehill.

## ***Air Quality Action Plan***

The council published its first Air Quality Action Plan (AQAP) in 2004, and is currently preparing a revised version for publication in 2010. The AQAP sets out how the council is addressing problems of poor air quality in the borough, particularly in areas that have been declared Air Quality Management Areas under the Environment Act 1995. An annual progress report is also published setting out progress towards implementing the AQAP. Many of the actions in the plan are transport related and will be strongly influenced by measures proposed in the STP.

## ***Tree Strategy and Action Plan***

Sutton's Tree Strategy covers trees growing on council-owned land including the public highway. Sutton has one of the highest densities of trees of all the London boroughs, including many tree-lined streets which improve air quality and the streetscape. The Strategy acknowledges the benefits of trees in terms of environmental and social well-being, as well as their economic benefits. However it also recognises their problems in terms of maintenance and leaf fall, obstruction to footways and road signs, and damage to property. Trees can also cause problems for buses where they over-hang the carriageway. Trees are an important absorber of CO<sub>2</sub> and therefore reduce the impacts of climate change. For this reason planting more street trees is one of the high level outputs that the Mayor has identified in the MTS. Sutton is committed to planting more street trees where appropriate to mitigate the effects of climate change and to enhance the streetscape.

## ***Safer Sutton Partnership***

The council and the Metropolitan Police in Sutton work closely together in a unique partnership to improve community safety in the borough. Both the council and police carry out regular research and engagement with residents and communities to find

out about local issues and concerns. They then work closely with other organisations to address these concerns. This community safety work is co-ordinated by the Safer Sutton Partnership – council staff and police officers based at Sutton Police Station. Sutton is one of the safest boroughs in London, with one of the lowest levels of crime. The partnership’s objective is to work with residents and partner organisations to provide exceptional community safety services and to make Sutton the safest borough where residents can enjoy the best quality of life in London.

Council, police, health and other public agencies across the borough have agreed 27 important areas of work with their own ‘priority Indicators’ to improve Sutton as a place to live, work and enjoy. The Safer Sutton Partnership has four main ‘priority indicators’. These are to:

- Reduce serious violent crime
- Reduce serious acquisitive crime (where criminals ‘acquire’ items by committing burglary, theft, shoplifting etc)
- Reduce repeat incidents of domestic violence
- Address concerns about anti-social behaviour and crime.

The partnership, through the Safer Neighbourhood Teams and Safer Transport Teams, works closely with the council to reduce fear of crime and anti-social behaviour on the streets, in parks, on buses and at stations. This includes addressing motoring offences such as speeding and driving whilst using a mobile phone, so as to make the roads safer for all users, especially vulnerable road users such as pedestrians and cyclists.

## **Regional Policy Influences**

### ***Mayor’s Transport Strategy***

The Mayor’s Transport Strategy (MTS) is the major policy influence on the STP, as the purpose of the STP / LIP is to set out how the council will implement the MTS at a local level. The revised MTS, published in May 2010, sets out the new Mayor’s vision, goals and proposals for transport in London over the next twenty years.

The Mayor’s transport vision is as follows:

*“London’s transport system should excel among those of world cities, providing access to opportunities for all its people and enterprises, achieving the highest environmental standards and leading the world in its approach to tackling urban transport challenges of the 21<sup>st</sup> century”.*

Of particular relevance to Sutton is the increased focus on Outer London in the revised MTS, which identifies a “*need to strengthen the role of Outer London town centres in London’s economy*” and states that the Mayor is “*determined to improve public transport and quality of life in, and to support the economic development of, Outer London*”.

The MTS has six overarching goals under which are a number of challenges and outcomes that the MTS and LIPs are expected to address and achieve. Section 3.4

of the STP sets out these challenges and outcomes and how the council is addressing them.

### ***London Plan***

The London Plan is the Mayor's Spatial Development Strategy for London setting out his planning policies for the capital. It provides an integrated social, economic and environmental framework for the future development and land use management of London over the next 15-20 years. The Plan is strongly linked to improvements to infrastructure, especially transport. Chapter 3C – Connecting London, Improving Travel in London – sets out the Mayor's spatial policies and strategic proposals for transport in the capital, which are closely related to the MTS. The council's LDF transport policies and proposals are consistent with the London Plan.

### ***Sub-Regional Transport Plan***

TfL is currently developing a series of Sub-Regional Transport Plans for the five London sub-regions. An interim report "Developing a Sub-Regional Transport Plan: Challenges and Opportunities" was published in February 2010 and a draft of the final plan is expected in September. The interim report identified four major challenges facing South London and these are set out in Section 3.3 above together with how TfL and the council intend to address them.

### ***TfL Business Plan and Investment Programme***

The TfL Business Plan and Investment Programme sets out TfL's planned investment programme of major works up to 2017. It gives boroughs an indication of proposed funding levels for transport and the strategic transport projects that TfL intend to fund and implement during the period of the business plan, which guides boroughs in producing their LIPs.

### ***Recommendations of the Outer London Commission***

In recognition of his desire to focus more on the needs of Outer London, the new Mayor set up the Outer London Commission to:

*"Identify the extent to which Outer London has unrealised potential to contribute to London's economic success, identify the factors which are holding it back and recommend policies and proposals for the future development of Outer London".*

The terms of reference of the Commission were largely economic and employment related, with no specific mention of transport. However the Commission was tasked with looking at the infrastructure needs to support economic growth in Outer London and this encompassed transport. An interim report on the Commission's findings was published in May 2010, which made a number of recommendations on transport. In particular it recommended a 'star and cluster' model for transport investment, focussing on improving radial links into the Outer London town centres and developing strategic interchanges making the most of existing links. This is reflected in the council's Integrated Transport Package approach focussing on the borough's town and district centres. Given the shortage of resources over the next few years, the Commission recommended that the emphasis should be on making the current

transport system operate more effectively, including improving connectivity and interchange.



**APPENDIX D**

**ENABLING SMARTER TRAVEL CHOICES – SUTTON'S SUSTAINABLE TRANSPORT POLICY AND ACTION PLAN – EXECUTIVE SUMMARY (JUNE 2008)**

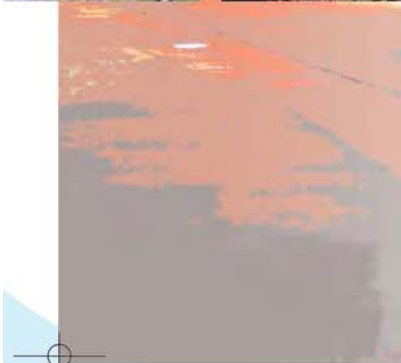


London Borough of Sutton

# Enabling Smarter Travel Choices

Sutton's Sustainable Transport  
Policy and Action Plan

June 2008



Smarter Travel Sutton



# 1 Introduction

## “Enabling Smarter Travel Choices”: Sutton’s Sustainable Transport Policy and Action Plan

- 1.1 This document, *‘Enabling Smarter Travel Choices’* marks out our proposed new policy and approach to improving sustainable transport options and encouraging their uptake.
- 1.2 It has been developed to reflect and build on the success of the Smarter Travel Sutton project, our trail-blazing initiative to promote sustainable travel through a range of “softer measures”. This is showing initial signs of reducing levels of car use and increasing uptake of alternatives and the initiative has good public support. It is now necessary to “lock in the benefits” from Smarter Travel Sutton to ensure that these gains are not lost.
- 1.3 The proposed approach is to ensure integration of “hard” and “soft” measures. We will look to provide infrastructure and services to make walking, cycling and public transport the easiest and most natural choices for the majority of Sutton residents’ local journeys and Smarter Travel Sutton will continue its marketing and promotional work to provide a high quality customer service for users of these modes.
- 1.4 As such, this approach fits perfectly with London and local transport policy and reinforces and supports broader local planning policy and the Borough’s corporate objectives of promoting sustainability.
- 1.5 This document is being submitted alongside our LIP funding application submission to highlight to TfL the rationale of our approach and an Action Plan for implementing it. For this year’s submission, we want to pilot the approach by developing a comprehensive package of measures for our second District Centre, Wallington.

## Objectives of Policy Approach

- 1.6 To summarise, our objectives are:
  - To increase the level of walking, cycling and public transport use in Sutton and to “lock in” the benefits of the Smarter Travel Sutton initiative, by making substantive improvements to the quality of facilities for these modes and offering a customer service support to help people to make best use of them;
  - To support broader Council policies to promote sustainability and to strengthen the role of key District Centres;
  - To promote accessibility for Sutton residents, by making it easier to access local services and facilities;
  - To engage residents and stakeholders in the development of sustainable transport solutions, so that scheme designs reflect local aspirations and public support for the policy is maintained and developed.
- 1.7 We have set the following targets:
  - A 5-10% reduction in car driver trips (from September 2006 baseline);
  - Growth in levels of walking, cycling and public transport use, and increasing satisfaction with these modes;
  - Growth in the amount of time people are engaged in active travel;;
  - A reduction in journeys to school by car (to conform to LAA target, baseline yet to be set);

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- Improving road safety and reducing the number of road users killed or seriously injured by 50% by 2010, compared to the 1994-8 average (*target set in LIP Strategy, Road Safety Plan*).

## Rationale

- 1.8 So how should we put this Policy into practice? How do we go about increasing the use of sustainable modes and improving the quality of walking, cycling and public transport facilities? The following rationale runs through our approach.

### Targeting trips where sustainable travel modes should be the first choice

- 1.9 Our approach focuses on the types of trips where sustainable travel choices should be the preferred choice. To do this we examine the types of trips that people are making by sustainable transport modes, and seek to reinforce these choices. And we also look at the types of trips that should be made by sustainable transport modes and seek to understand the barriers that are stopping people from adopting them, and then propose measures to address these barriers. As such, the approach is evidence-based and complements and reinforces the ethos of Smarter Travel Sutton by being an individual-focused approach.

### Local destination-based focus

- 1.10 What the above focus tells us is that short-trips to key destinations within the Borough (and to immediate locations around) are the trips where we can have maximum impact. Therefore, the approach is based around improving travel options to key destinations – town and district centres, major employment sites, public transport interchanges (including rail stations), hospitals and schools.

### A customer service approach

- 1.11 As part of the legacy to Smarter Travel Sutton, we want to continue to promote and offer advice on sustainable travel choices. This fits entirely with our approach but recasts Smarter Travel Sutton as a "Customer Service" whose purpose is to enable sustainable travel choices. In short, we want to offer a level of service to pedestrians, cyclists and public transport users that is as good as that which car drivers get (in terms of comfort, information availability etc.). Ultimately, we want people to automatically choose to walk, cycle or use public transport for short trips, without thinking twice, in the same way that many people just jump in their car now.

### Community participation in developing solutions

- 1.12 Like many places, the residents of Sutton fully support sustainable transport policy, alongside the Council's broader "One Planet Living" approach to sustainability. But, like many places, when we bring forward specific schemes for implementation, we find significant opposition, such as to the introduction of cycle priorities on a residential road, say.
- 1.13 We think that the cause of this seeming contradiction - between what people support in principle versus what they support in practice - lies in the way in which people are involved with the development of transport schemes. Typically, transport planners and engineers design schemes and then take them to the public in a 'finalised' format for approval. Instead, we propose to engage communities in developing a vision for their area and in the design of sustainable transport measures. By asking communities "what

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would encourage and enable you to walk, cycle and use public transport more often in your locality?"; we hope to develop a positive engagement process, where people can feel ownership towards the schemes that are developed. This will significantly increase the design and feasibility costs and timescales of developing schemes, but, if we do it right, it should ultimately enable better schemes to be progressed more effectively. (See Section 3 on "Approach to Consultation and Participation").

#### A longer term approach

- 1.14 Sutton's transport strategy in the past has been restricted in its view, partly because of the resourcing and delivery problems that Sutton shares with many outer London Boroughs. A part of addressing this is to embed this Policy as a long-term approach to transport planning within the Borough. Therefore, in addition to informing this year's LIP funding application submission, we demonstrate a longer-term approach to how the particular themes and objectives are going to be addressed over time. We hope this will encourage residents and stakeholders to see the bigger picture about what we're trying to achieve, rather than viewing each scheme in isolation. We also hope to move to a longer-term funding and delivery framework, where we introduce multi-year schemes which TfL commits to, allowing us to develop and deliver schemes more reliably and effectively. As such, a rolling programme will be established where we carry out design, feasibility and consultation in one area in year 1 and implement in year 2, whilst starting design, feasibility and consultation work in a second area (see Section 3 on Programming).

### Putting it into practice

#### Year One Pilot: Wallington Integrated Package

- 1.15 It is proposed to implement this policy primarily through the Local Implementation Plan (LIP) process, which is the major source of funding for Borough transport measures.
- 1.16 In this year's LIP reporting and funding application submission (for funding in 2009/10), it is proposed to pilot the approach in one District Centre, Wallington and funding is sought for design, feasibility and consultation work, with the intention of implementing a package of measures in 2010/11 (see Section 4 on "Action Plan").
- 1.17 In future years, we will look to orientate a greater proportion of our LIP funding application submission towards these "Integrated District Centre Packages" in order to roll out implementation across the Borough.

#### Gearing up for delivery

- 1.18 The renewed and enlarged emphasis on enabling sustainable travel choices implies raising our ambitions both in terms of the type of schemes we deliver, but also the quantity. In order to do this, we need to address current resourcing and capacity constraints. This involves addressing a range of issues. First, we have to ensure buy-in to the new Policy - from external stakeholders, other Council departments and within the Transport Department. Second, we need to have more funding flexibility from TfL, such that adequate resources can be obtained for delivering the types of schemes that support our Policy and approach. Third, we will look at our internal delivery mechanisms for implementing sustainable transport measures (see Section 5 on Delivery).

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## **APPENDIX E**

### **EQUALITY IMPACT ASSESSMENT**

#### **Introduction**

The Delivery Actions identified in Chapter 5 have been subject to an Equality Impact Assessment (EIA), to ensure that they do not discriminate against equality groups and that equality is promoted whenever possible. The EIA was undertaken in accordance with advice presented in *Equality Impact Assessments- How to do them (TfL, 2004)*.

No 'high' negative impacts were identified and, as such, a full Impact Assessment was not required.

#### **Initial Screening Assessment Findings**

A summary of the main findings of the Initial Screening Assessment is presented below, focusing on 'high' positive impacts and mitigation measures for the draft proposals identified as having a 'low' negative impact.

##### **Objective 1- Ensure that the borough transport network supports the local economy and meets the current and future needs of the borough**

- No high positive or negative impacts identified.

##### **Objective 2- Reduce the need to travel through effective spatial planning**

- Reducing the need to travel through ensuring new developments are easily accessible and close to existing facilities will have a high positive impact for older and disabled people who are mobility impaired, reducing their travel distances and improving accessibility.

##### **Objective 3- Enhance transport accessibility and opportunity for all**

- Improving the quality of the pedestrian environment and providing step-free access wherever possible will have a high positive impact for older and disabled people who are mobility impaired, and those with young children.

##### **Objective 4- Improve the safety and security of all road users, particularly users of sustainable transport**

- Safety and security improvements will have a 'high' positive impact for women, older persons and those from race and sexual orientation groups traveling alone at night who may be more vulnerable to attack.

##### **Objective 5- Reduce dependence on the private car and enable smarter travel choices, particularly by improving and encouraging greater use of sustainable transport**

- Improving the quality and attractiveness of the cycle and pedestrian environment and equipping potential users with appropriate skills will have a high positive impact for those without access to a car or affordable public transport, including children and those of limited means.

##### **Objective 6- Reduce the harmful effects of transport on health and the environment and mitigating its impact on climate change**

- Reducing emissions will have a high positive impact on children and older persons who are generally more prone to respiratory problems.

**APPENDIX F**

**STRATEGIC ENVIRONMENTAL ASSESSMENT**

*(to be added)*

## **Abbreviations and Acronyms**

**AAP**- Area Action Plan  
**AQAP**- Air Quality Action Plan  
**AQMA**- Air Quality Management Area  
**CCTV**- Closed Circuit Television  
**CPS**- Core Planning Strategy  
**CPZ**- Controlled Parking Zone  
**DfT**- Department for Transport  
**DPD**- Development Plan Document  
**DSP**- Delivery and Servicing Plan  
**DVICI**- Detailed Visual Inspection Condition Index  
**EU**- European Union  
**EV**- Electric Vehicle  
**GLA**- Greater London Authority  
**HAMP**- Highway Asset Management Plan  
**HGV**- Heavy Goods Vehicle  
**ITP**- Integrated Transport Package  
**KSI**- Killed or Seriously Injured  
**LB**- London Borough  
**LCN**- London Cycle Network  
**LDA**- London Development Agency  
**LDF**- Local Development Framework  
**LEZ**- London Emissions Zone  
**LIP**- Local Implementation Plan  
**LLCS**- London Lorry Control Scheme  
**LoBEG**- Local Bridge Engineers Group  
**LPG**- Liquid Petroleum Gas  
**LTCC**- London Traffic Control Centre  
**MTS**- Mayor's Transport Strategy  
**ONS**- Office for National Statistics  
**PCT**- Primary Care Trust  
**PTAL**- Public Transport Accessibility Level  
**PTLG**- Public Transport Liaison Group  
**S106**- Section 106  
**SCILL**- Sutton Centre for Independent Living & Learning  
**SPD**- Supplementary Planning Document  
**SRTP**- Sub-regional Transport Plan  
**STP**- Sutton Transport Plan  
**STS**- Smarter Travel Sutton  
**SWELTRAC**- South & West London Transport Conference  
**SWT**- South West Trains  
**RUS**- Route Utilisation Strategy  
**TfL**- Transport for London  
**TLRN**- Transport for London Road Network  
**TOC**- Train Operating Company

## **Glossary**

**Accessibility** The general term for how easy it is for people to get to places, jobs, homes and services.

**Air quality** The main air pollutant emissions from ground-based transport are:

- Oxides of nitrogen
- Particulate matter of varying size fractions, notably PM10 and PM2.5
- Carbon dioxide

The **Mayor's Air Quality Strategy** considers emissions of these pollutants from all sources in London, including transport.

**Air Quality Management Area** An area which a local authority has designated for action, based upon a prediction that Air Quality Objectives will be exceeded.

**Better Streets** A street with a minimal amount of visual clutter and obstacles that encourages a degree of negotiation between road users.

**Carbon dioxide (CO<sub>2</sub>)** The primary greenhouse gas emission associated with transport. Produced through the burning of fossil fuels, either in engines or electricity generators, to produce power for transport purposes.

**Car clubs** A car club provides its members with quick and easy access to cars for hire. Members can make use of car club vehicles as and when they need them.

**Delivery and Servicing Plans (DSPs)** Travel plans which aim to improve the sustainability of freight and servicing by working with suppliers, clients and the freight industry to reduce the number of deliveries required, while ensuring remaining deliveries are made as safely and as environmentally friendly as possible.

**Department for Transport (DfT)** The Government department responsible for the UK transport network.

**Greater London Authority** The region-wide governing body of London. It consists of a directly elected executive Mayor of London and an elected 25-member London Assembly with scrutiny powers.

**Heavy goods vehicles (HGVs)** Motor vehicles (for example, trucks/ lorries) with a maximum gross vehicle weight of more than 3.5 tonnes.

**London Plan** The Mayor of London's spatial development strategy for London.

**London sub-regions** While having fuzzy boundaries to encourage cross-boundary working, London regions are proposed to contain the following boroughs:

- Central London region: Cities of London and Westminster, plus the boroughs of Camden, Islington, Kensington & Chelsea, Lambeth and Southwark
- North London region: Boroughs of Barnet, Enfield, Haringey and Waltham Forest
- East London region: Boroughs of Barking & Dagenham, Bexley, Greenwich, Hackney, Havering, Lewisham, Newham, Redbridge and Tower Hamlets



- South London region: Boroughs of Bromley, Croydon, Kingston upon Thames, Merton, Richmond upon Thames, Sutton and Wandsworth
- West London region: Boroughs of Brent, Ealing, Hammersmith & Fulham, Harrow, Hillingdon and Hounslow

**Low Emission Zone (LEZ)** The application of charges across Greater London based on emissions of air pollutants to reduce the amount of harmful vehicular emissions in the city.

**One Planet Living** A partnership between Bio-Regional and World Wildlife Fund based on 10 guiding principals of sustainability. The vision of One Planet Living is a world in which people everywhere can lead happy, healthy lives within their fair share of the earth's resources.

**Outer London** Includes the boroughs of Barking & Dagenham, Barnet, Bexley, Brent, Bromley, Croydon, Ealing, Enfield, Haringey, Harrow, Havering, Hillingdon, Hounslow, Kingston upon Thames, Merton, Newham, Redbridge, Richmond upon Thames, Sutton and Waltham Forest.

**Outer London Commission** The Outer London Commission was established by the Mayor to explore how Outer London can better realise its economic potential, especially in town centres, as well as identify Opportunity and Intensification Areas and Strategic Industrial Locations. Its membership includes representatives of business, the boroughs, the (property) development industry and the voluntary sector.

**Public Transport Accessibility Level (PTAL)** This is a measure of accessibility to the public transport network. For any given point in London, PTALs combine walk time to the network (stations, bus stops) with service wait time at these stops to give an overall accessibility index. This can be allocated to six accessibility levels with one being poor and six being excellent.

**Smarter travel** Programmes of targeted measures to promote sustainable travel, helping to reduce congestion and crowding and mitigate environmental impacts of transport.

**Spatial Planning** Goes beyond traditional land-use planning to bring together and integrate policies for development and use of land with other policies and programmes which influence the nature of places and how they function.

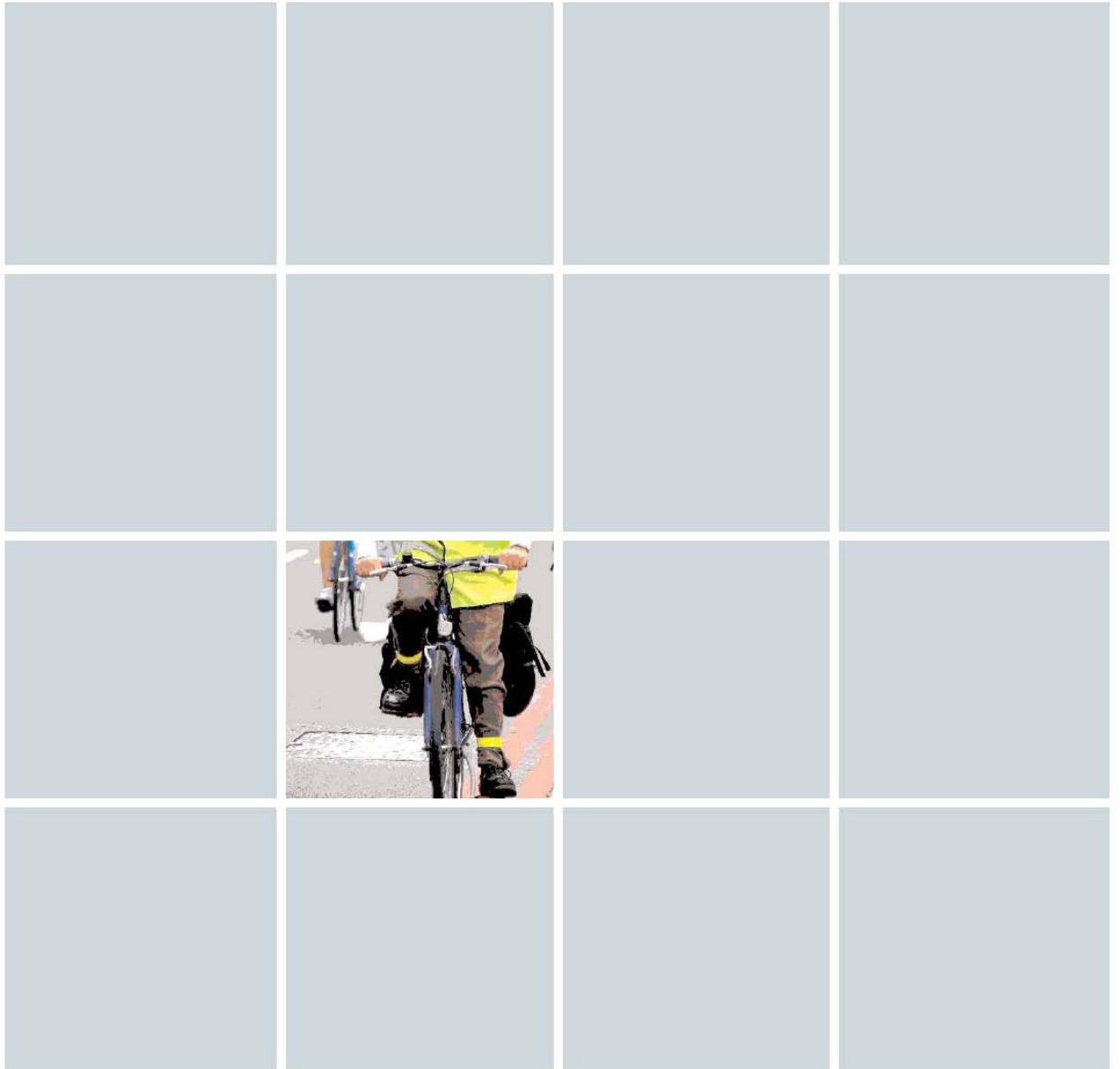
**Transport for London Road Network (TLRN)** Described in the GLA Act 1999 as the Greater London Authority Road Network. It comprises 580km of London's red routes and other important streets.

**Train operating companies (TOCs)** Businesses operating passenger trains on the railway system of mainland Great Britain under the collective National Rail brand.

**Travel plans** Plans promoting and providing guidance on sustainable transport options for a given location with the aim of promoting sustainable and environmentally friendly modes.

## **Mandatory Pro-formas**

*(to be added)*



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