

London Borough of Sutton

Sustainable Transport Strategy

Report of progress against objectives and targets for the year ending May 2019

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1. Summary

- 1.1 This report covers the Sutton Sustainable Transport Strategy (STS) and review of the agreed Action Plan and progress towards meeting targets. The Plan can be found at https://www.sutton.gov.uk/downloads/file/2339/sustainable_transport_strategy .

2. Background

- 2.1 The current STS was approved by the London Borough of Sutton Environment and Neighbourhood Committee on 19 March 2015. As part of this it was agreed that the Action Plan [of the STS] would form the basis for implementing the Strategy and would be monitored, reviewed and reported on annually. This report is part of that annual review process, with Appendix (A) being the Action Plan, (B) the Cycling Strategy and (C) the STS Targets integral to the Action Plan.
- 2.2 The STS sets out the council's policies and proposals to improve Sutton's transport and environment. The vision of the strategy is that transport policy should contribute to a more sustainable future, a better and safer environment, economic prosperity, improved quality of life and greater equality. The STS explains how the council, working with partners, aims to deliver transport and environmental improvements between 2015-2020, focusing on promoting greater use of sustainable transport.
- 2.3 The Action Plan groups measures aimed at achieving the aims of the STS under six objectives:
 1. Ensuring that the transport network supports the local economy and meets the current and future needs of the borough in a sustainable way.

2. Reducing car use and the need to travel through the appropriate location of new development, and travel plans and awareness campaigns.
 3. Enabling smarter travel choices, particularly by improving and encouraging walking, cycling and public transport.
 4. Reducing the harmful effects of transport on health and environment and its contribution to climate change.
 5. Improving the safety and security of road users, particularly pedestrians, cyclists and public transport users.
 6. Enhancing transport accessibility for all and improving the public realm and street design.
- 2.4 Appendix A sets out how each of the measures identified in the Action Plan have progressed in the last year and where appropriate, what measures are proposed in future year(s).
- 2.5 The Mayor's Transport Strategy (MTS) sets out London's transport challenges and the Mayor's policies and proposals to reshape transport in London over the next two decades. Following publication of the MTS, the Mayor has approved the next Local Implementation Plan (LIP) for Sutton. This is the third LIP for the borough and covers the same period as the MTS (to 2041) and sets out long term transport goals and objectives for the borough, with a more detailed three-year programme of investment starting in 2019/20.

3. Progress against Objectives

Objective 1 - Ensuring that the transport network supports the local economy and meets the current and future needs of the borough in a sustainable way.

Sutton Link

- 3.1 Officers are working with Transport for London (TfL) to improve the business case and help to bridge the funding gap to allow TfL to commit to extending Sutton Link to Sutton town centre. The scheme has strong Mayoral support and Proposal 89 of the MTS features Tramlink extensions to Sutton town centre via Rosehill and the London Cancer Hub.
- 3.2 TfL have provided £70m for the development of a Transport Works Act Order, and consultations on route options took place in late 2018. The consultation responses will be analysed and a decision will be made on the preferred option later this year. TfL will publish a 'Responses to Issues Raised' document, listing and responding to all of the issues raised by respondents to the consultation.
- 3.3 A further consultation will take place seeking views on the preferred scheme. This will allow TfL to consider comments on the proposals before they are finalised and submitted as part of any application for authorisation, anticipated to be submitted in 2020.

Metroisation

- 3.4 The council continues to press for improvements to the frequency and quality of suburban rail services through a more metro style service (similar to the London Overground). The council expressed its support to the recently published 'Strategic Case for Metroisation' which outlines a plan for how existing rail lines in south London could be transformed into frequent, reliable services for commuters. The council has also expressed its support for Crossrail 2, which will serve Worcester Park (as shown in Figure 26 of the MTS).

Beddington North

- 3.5 The council secured £1.86m of TfL funding for the Beddington North TfL Major Scheme, matched by council funding of £1.7m, to provide a total budget of £3.56m. The council developed designs in partnership with TfL and in consultation with the local community and businesses. The scheme focuses on improvements to Beddington Lane and Hilliers Lane, making it better for pedestrians and cyclists, and providing more travel choices for local businesses and residents. The project is due to complete in Autumn 2019.
- 3.6 Works are currently underway to implement the Wayfinding and Signage Strategy at the Beddington Strategic Industrial Location (SIL) in partnership with the Beddington Business Improvement District to aid freight movement.

Objective 2 - Reducing car use and the need to travel through the appropriate location of new development, travel planning and awareness campaigns

- 3.7 During the year more primary and secondary schools achieved TfL's accreditation for their school travel plans. Officers continue to work with schools to provide advice and training to promote more sustainable ways of taking children to school.
- 3.8 In terms of travel planning and awareness campaigns for 2019/20, the council continues to focus on scooting and walking, and for 35 schools to achieve or retain accredited School Travel Plans, with an increased focus on getting SEN schools accredited. Research work to develop 'School Streets' programme for 2020/21 is in progress.
- 3.9 Officers have worked closely with St Helier, the Royal Marsden Hospital and the Institute of Cancer Research to encourage more sustainable travel behaviour. A new travel planning initiative, 'Workplace Scorecard' is being offered which includes an online staff survey and audit.
- 3.10 The council continues to use its planning policies to reduce the need to travel and to ensure any trips uses sustainable modes. The Local Plan contains policies that aim at focusing growth on the most sustainable locations such as town centres, promoting mixed use developments and greater diversification of uses in town centres, as well as improvements to public transport, cycling and walking.

- 3.11 The Local Plan also includes policies that include requirements for electric charging points in new developments and higher cycle parking standards. In addition, further work is being undertaken to review car clubs and how they operate. The existing Car Clubs Supplementary Planning Document (SPD) is being revised to reflect the requirements of the Local Plan and will become part of the new Sustainable Transport SPD.
- 3.12 The council holds quarterly public transport liaison meetings with TfL, transport operators and other stakeholders to discuss transport planning issues and ensure that the borough's transport services and facilities are being improved.

Objective 3 - Enabling smarter travel choices, particularly by improving and encouraging walking, cycling and public transport

- 3.13 To enable smarter travel choices, the council has carried out a number of measures to encourage greater use of public transport, and more cycling and walking. Bus priority studies/tests were carried out and works undertaken to improve bus accessibility, including fixed bus stops on Green Lane and Edinburgh Road and the implementation of Priory Road/Church Hill Road bus stand/stop. The council, with TfL, are investigating bus priority measures along Central Road/Malden Road corridor, together with a review of signal junctions to ease traffic flow.
- 3.14 Council officers and members have worked with Network Rail to achieve public transport improvements, including the Carshalton station step-free lift access, currently being built and due to complete in July 2019.
- 3.15 The council expects to implement the Quietways routes between Morden and Sutton, Worcester Park and Croydon and the Wallington North/South cycle route in this and subsequent financial years.
- 3.16 The Shared Service Cycle Training Team provides Bikeability courses to the majority of schools in Sutton (1,200 children in total). Appendix B sets out further details about the implementation of schemes and other cycling initiatives.
- 3.17 The council is in on-going discussions with TfL regarding 23 additional rapid charge points for electric vehicles and with Source London with regards to expanding the fast-charging network.
- 3.18 Work has also continued on smarter travel campaigns with 14 on-street and six workplace events being undertaken last year for bike checks and marking.

Objective 4 - Reducing the harmful effects of transport on health and the environment and its contribution to climate change

- 3.19 A new green screen installed at a primary school, on the boundary adjacent to Sutton town centre gyratory, is helping to raise awareness of the links between air quality and

health among the school community. In addition, works were commissioned to identify pedestrian, cycle and public transport measures in Sutton Town Centre to help improve air quality. Three routes into the town centre were improved with new paving, lighting and signage.

- 3.20 As stated above, the council is working with TfL and Source London to increase the number of rapid and fast electric vehicle charging points in the borough and to explore opportunities for other on-street charging facilities in residential areas.
- 3.21 The staff travel survey, conducted in July 2017, found that staff travelling to work using sustainable modes reduced by 3.5% to 46.5%. However, the use of car clubs by staff for work journeys had increased. The council continues to promote cycling and car club use and has provided increased cycle parking provision at the Denmark Road offices.

Objective 5 - Improving the safety and security of road users, particularly pedestrians, cyclists and public transport users

- 3.22 A number of road safety schemes were implemented during 2018/19 - Brighton Road/Cotswold Junction, Central Road and Stafford Road/Woodcote Road junction, with a number of further schemes planned for 2019/20.
- 3.23 In addition, during 2018/19 several 'Corridor & Neighbourhood' schemes were completed. These were complemented by driver training courses provided at four secondary schools and Carshalton College, which aimed to improve the driving of young adults.

Objective 6 - Enhancing transport accessibility for all and improving the public realm and street design

- 3.24 As stated previously, the council successfully lobbied Network Rail to prioritise the scheme for lift access at Carshalton station, which was under construction in Spring 2019. The council will continue to address accessibility issues in relation to bus stops but the majority of stops in the borough are now considered accessible.
- 3.25 The council is currently producing a Public Realm Design Guide for consultation later in the year. It will incorporate TfL's Healthy Streets Indicators - creating a safe environment, making Sutton a dementia-friendly town centre and making Sutton a family-friendly town centre.

4. Review of Targets

- 4.1 The STS contains seven indicators (shown below), with targets. Details of targets and the most up to date available data in respect of achieving them are set out in Appendix C.

Table 1: Sustainable Transport Strategy Targets

Target	Title	Details
T1	Modal Share	Increase share of cycling, walking and public transport
T2	Road Traffic Casualties	Reduce KSIs (Killed or Seriously Injured) and total casualties
T3	Bus Service Reliability	Limit increase in excess waiting time
T4	CO2 Emissions	Reduce CO2 concentrations from ground based transport in the borough
T5	Air Quality	Reduction in PM10 (inhalable particles) and NO2 (nitrogen dioxide) annual mean concentrations and in annual mean excesses of the daily mean across all monitoring sites
T6	Children's Travel to School	Increase the percentage of children travelling to school by sustainable transport
T7	Council Staff Travel	Increase the percentage of council staff travelling to work by sustainable transport

- 4.2 The first four indicators are mandatory TfL indicators and data is made available by TfL to monitor progress. The remainder are local indicators measured by the council.
- 4.3 In terms Target 1, the data suggests that the proportion of people cycling has dropped from 1.8% to 1.5%. However, the proportion of walking has increased from 25.9% to 26.6%. Public transport usage has remained the same (18.4%) and above the short term target (18%). The latest data available is based on the average over the three-year period 15/16-17/18.
- 4.4 TfL has changed the way of counting road casualties (Target T2). As a result, the number of casualties has increased from 47 to 61 in 2017. 27% of those killed or seriously injured in Sutton are on TfL roads, which make up about 7% of the network.
- 4.5 There have been no changes to targets T4 and T5. In terms of Air Quality, PM10 and NO2 are measured. All monitoring stations have met their PM10 targets. Worcester Park marginally failed to meet its targets in relation to both measures of NO2, however, all other stations have met their NO2 targets.
- 4.6 In terms of Target 6, the proportion has increased from 75% to 77%. The 18/19 travel survey showed that the proportion of council staff travelling to work by sustainable transport (Target 7) is 46.5%. The next survey will be published in September 2019.