London Borough of Sutton

Sustainable Transport Strategy

March 2015

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Foreword

The **Sustainable Transport Strategy** sets out the council's policies and proposals to improve Sutton's transport and environment over the next decade, and how these will contribute towards the delivery of the Mayor of London's Transport Strategy.

Most of us want to live in places with clean air and safe streets. In addition to its core role of moving people and goods from A to B, transport has a crucial role to play in improving the quality of life at a local level, as well as improving the global environment and tackling climate change. Promoting sustainable transport, and in particular tackling congestion, also has immediate economic benefits through reducing costs to businesses in terms of time and money. Most importantly our travel choices can have a significant impact on health and air quality.

Over 50% of car journeys in Sutton are less than 5km (3 miles). A considerable proportion of car journeys could therefore potentially be replaced with more active and sustainable forms of travel, such as walking and cycling, which are proven to improve health, levels of physical fitness and reduce rates of obesity, while reducing the consumption of fossil fuels and consequent carbon emissions.

Sutton's reputation as a pioneering borough for sustainable transport paved the way for the Smarter Travel Sutton (STS) behavioural change project in partnership with Transport for London, which ran for three years from 2006 to 2009. The STS project achieved considerable success in changing residents' travel behaviour from the private car towards more sustainable modes such as walking, cycling and public transport. The success of the STS project was widely recognised, winning many national and international awards and attracting great interest within the UK and abroad.

The council has decided that in order to maintain the momentum generated by the STS project, it needs to update its Sustainable Transport Strategy and ensure that these policies are applied across all its activities.

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

Boosting use of sustainable transport is also one of the key commitments under the council's **One Planet Sutton** programme. Sutton aims to become London's most sustainable suburb - a place where people want to live and work for its excellent quality of life. Climate change is the single biggest challenge we face and here in Sutton we are determined to continue making a difference.

The council looks forward to working with stakeholders and residents in implementing this Strategy and working towards a more sustainable Sutton.

Councillor Jill Whitehead
Chair of Environment and Neighbourhood Committee

1 Introduction

1.1   This new Sustainable Transport Strategy for Sutton sets out how the council will make it easier for people to travel around the borough and beyond by sustainable modes of transport, while seeking to reduce the need to travel and addressing the environmental problems caused by excessive traffic levels.

1.2   Over the last two decades Sutton has put sustainability at the heart of its policies and strategies and this approach was embodied in the council's first Sustainable Transport Strategy, published in 1999. This new Sustainable Transport Strategy (the Strategy) replaces that earlier one and complements the broader approach to sustainability that is embedded throughout the council and is reflected in its One Planet Sutton Action Plan, aimed at creating the UK's first sustainable suburb.

1.3   The Strategy is consistent with national, regional and local planning Policy and seeks to implement this at a local level.

1.4   In summary, the Strategy:

- provides a comprehensive statement of the council's vision, objectives and proposals for sustainable transport

- sets out how the council intends to deliver the vision and objectives through a series of actions aimed at enabling more sustainable travel choices

- provides the basis for partnerships and co-operation between everyone affected by transport problems and interested in sustainable transport solutions

- builds on the work of the Smarter Travel Sutton project to raise awareness and promote greater use of sustainable transport.

2 Sutton's Transport Context and Key Issues

Roles and Responsibilities for Delivering Sustainable Transport

2.1   The delivery of the Sustainable Transport Strategy is a challenging task reflecting the breadth of transport networks and the different organisations involved in the planning, funding and delivery of these networks in Sutton. Transport covers all means of moving people and goods, including road transport and rail based public transport. Road transport includes cars, taxis and minicabs, motorbikes, bicycles, light and heavy goods vehicles, public service vehicles, as well as people on foot and in mobility scooters. Public transport encompasses buses and coaches, trams and trains.

2.2   As the Highway Authority, the Council is responsible for maintaining and approving changes to all roads in the borough except the Transport for London Road Network (TLRN), the strategic 'red routes' (A217, A24, A232). The Council receives an annual financial settlement from Transport for London to maintain and enhance the transport network. Monies can also be secured from developers and other grant funders including the Greater London Authority.

2.3   Transport for London (TfL) also procure and manage most of the public transport in the borough including buses and trams, and are also responsible for the London Underground and London Overground. Most rail services are procured and managed by the Department for Transport and operated by franchised Train Operating Companies (TOCs), while Network Rail own and manage the rail tracks and lease stations to TOCs.

2.4   The Council works closely with TfL, rail and bus operators, neighbouring boroughs and the South London Partnership to secure strategic transport improvements.

Public Transport

2.5   Although Sutton is reasonably well served by national rail routes, with links to three London termini, there is scope to improve the frequency and hours of operation on some routes and additional capacity is required to address peak time crowding on commuter lines to central London. The borough is not served directly by the London Underground network; its nearest station is the Northern Line terminus at Morden. There are two Tramlink stops in the north-eastern corner of the borough on the line between Croydon and Wimbledon. Orbital rail links and connections to neighbouring Surrey districts are relatively poor.

2.6 The borough is served by a reasonably comprehensive network of bus services and a number of council-initiated 'hail-and-ride' services have helped to improve accessibility to, from and within some of the poorly connected residential areas.

2.7 However, in terms of public transport accessibility, parts of the borough remain poorly served by the bus network, as shown in Figure 2.1 below which shows the areas of deficiency (more than 400 metres from a bus service) and those areas with low frequencies.

Figure 2.1 Sutton Bus Network with Areas of Deficiency
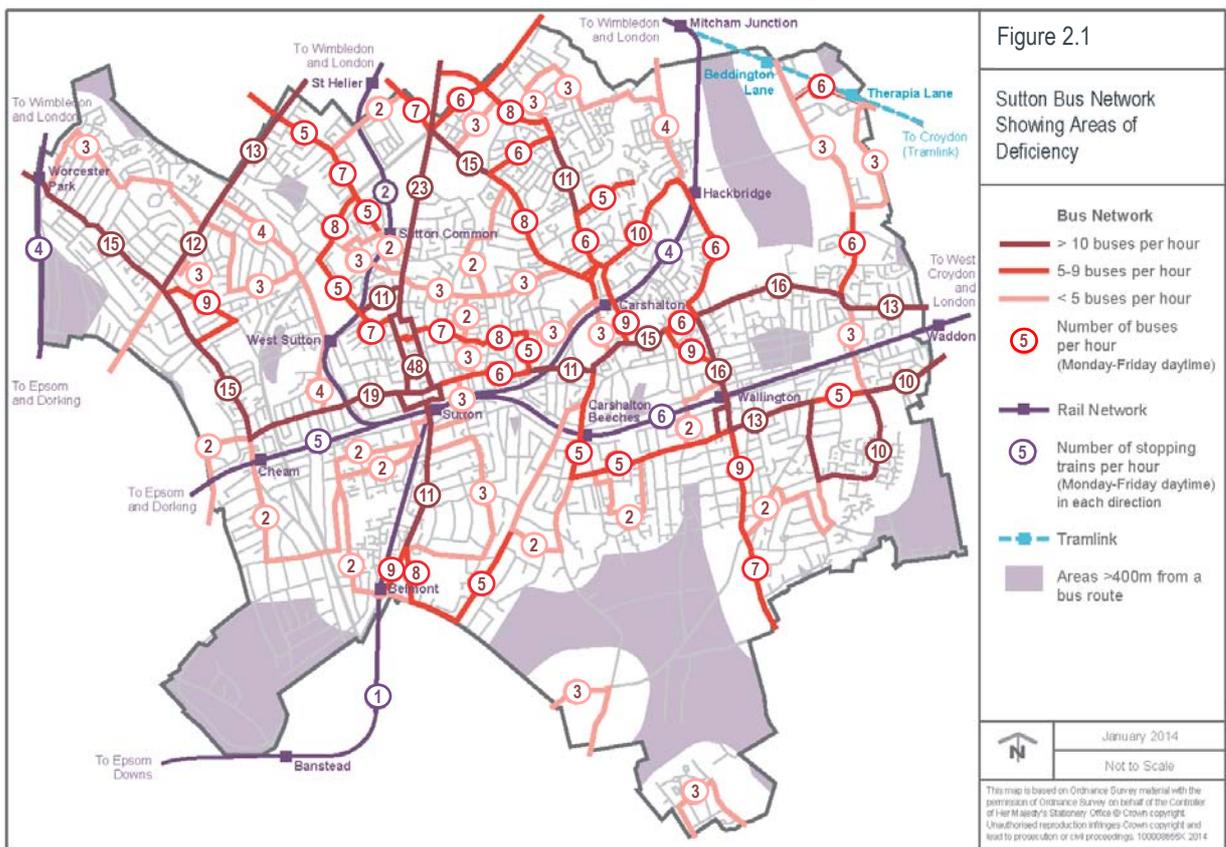
2.8 Around 95% of the urban area of the borough is within 400 metres of a bus service. However, the most recent Public Transport Accessibility Levels (PTALs) map of the borough shows that, despite having some areas of higher public transport accessibility (levels 4 to 6), such as Sutton, Wallington and Carshalton, 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 2.2). This is largely due to the relatively low frequency and density of public transport in the borough.

Figure 2.2: Sutton Public Transport Accessibility Levels
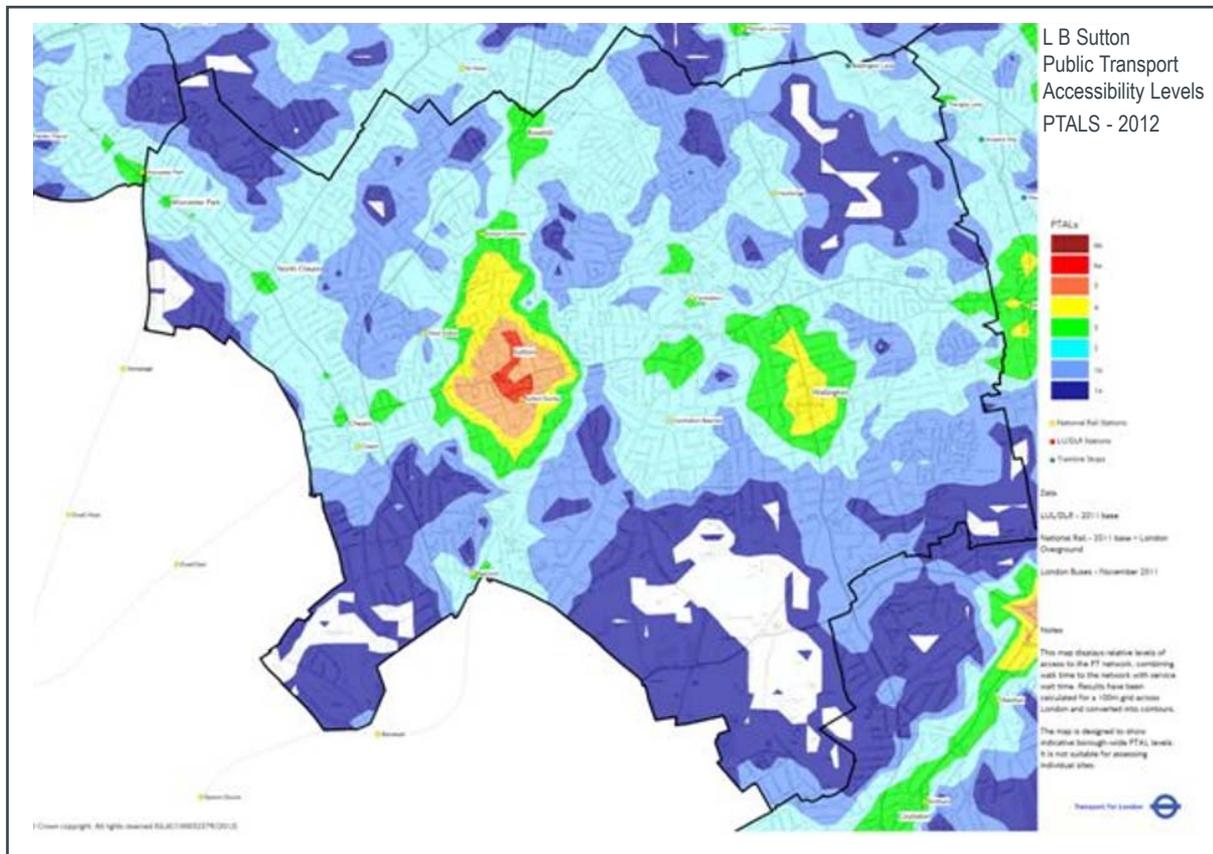
Walking

2.9 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 in the south of the borough where there are 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 path and the Wandle Trail.

2.10 While a significant proportion of trips in Sutton are made on foot - 28% according to the 2001 census - there is scope to increase this further given the short nature of many car and bus trips. More recent data from the London Travel Demand Survey (2012/13) found that an average of 26% of trips in outer London are made on foot, less than in inner London and the London average. As well as trips made entirely on foot, walking is the main mode used by people to access public transport as part of a longer journey. In particular, the council encourages pupils to walk to school.

Cycling

2.11   The borough has an extensive network of signed cycle routes (see Figure 2.3), much of which was created as part of the former London Cycle Network connecting Sutton with neighbouring boroughs.

2.12   Sutton has relatively low levels of cycling at present, with an average of 1% of journeys made by bicycle (Travel in London Report 2014). This is lower than the inner London average of 4% and the outer London average of 2%. Given the short nature of many local trips there is considerable scope to increase the proportion made by cycling. There is also scope to increase the number of pupils cycling to school.

Figure 2.3 Sutton Cycle Route Network
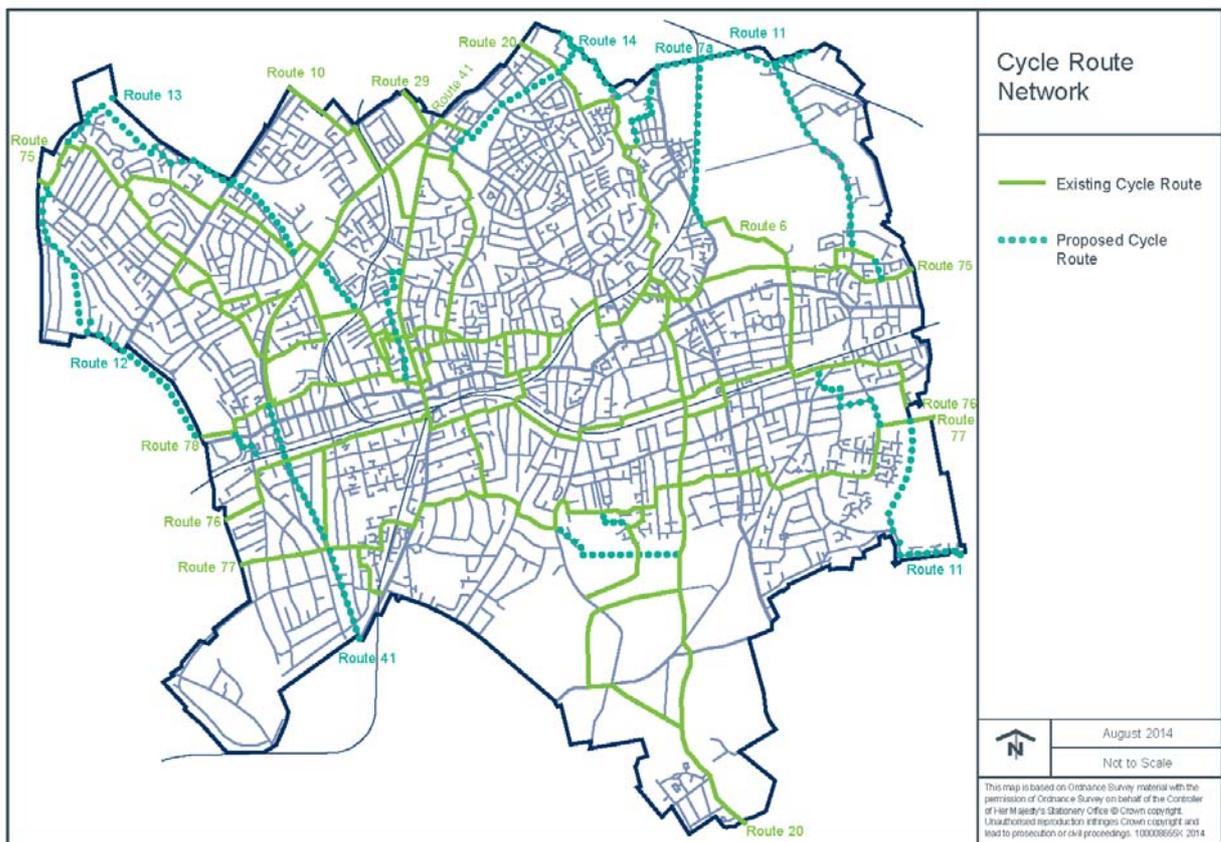
Car Ownership

2.13   One of the biggest transport challenges facing the borough is the high level of car ownership and usage and the consequential problems of traffic congestion, air pollution and contribution to climate change. Sutton has the sixth highest car ownership level in London and adjoins some of the more affluent

parts of Surrey which also have high car ownership, and which contribute to traffic levels in the borough. The high levels of car ownership in the borough contribute to parking 'stress', particularly in streets of older housing stock with little or no off-street parking. High car ownership also contributes to relatively low levels of walking, cycling and public transport use, and related health issues.

2.14   Other factors contributing to high levels of car use in the borough include:

- car use is less constrained in outer London in comparison to Inner London (which has stricter parking controls and congestion charging)

- diverse, often orbital, journey patterns not easily made by public transport, combined with good road links to the M25 and neighbouring Surrey

- a relatively small proportion of the workforce commuting into central London compared to significant numbers commuting to adjoining boroughs

- relatively poor public transport in parts of the borough.

2.15   The 2011 Census found that 77% of Sutton households owned at least one car or van compared to 58% across the London Region, but that car ownership has remained stable since the 2001 Census, suggesting it could have reached saturation point.

Figure 2.4: Car Ownership by Ward (2011 Census)
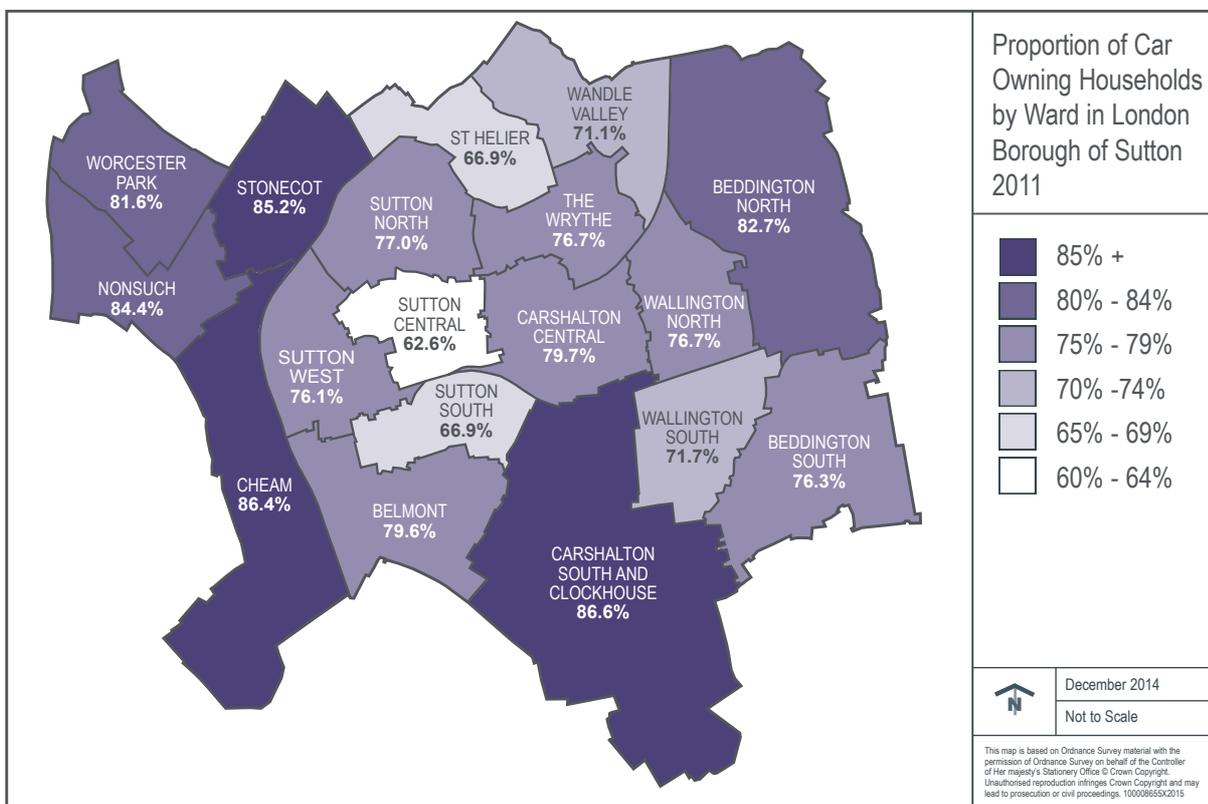
2.16   However, despite the high levels of car ownership in the borough, 23% of borough households do not own or have access to a car. Car ownership levels vary considerably between wards, with Sutton Central and the north and east wards having lower levels than the south and west wards (see Figure 2.4). In addition, lack of access to a car particularly affects the young and the elderly. As well as reflecting demographics and income, there is some relationship between car ownership and public transport accessibility levels.

Traffic Levels

2.17   According to the Department for Transport's (DfT) National Road Traffic Survey data, overall traffic levels within the borough have decreased by 15.4% over the last decade, from 715 million vehicle-km in 2003 to 605 million vehicle-km in 2013. Following a significant decline at the onset of the economic downturn in 2007-8, the rate of decline has levelled off in the last three years as economic conditions have improved. The recent reduction in cost of fuel is also likely to have an impact on traffic growth. Despite these reductions in traffic, the borough still experiences congestion at busy times of the day and in certain locations.

Road Safety

2.18   In total 31 people were killed or seriously injured (KSI) in traffic collisions in the borough during 2013, down by 57.5% compared to the 2005-08 average of 73. There has been a decrease of 46% over the 5 year period in the number of KSI in the borough between 2009 and 2013. Sutton has performed better than both the South London Sub-region and London as a whole in terms of road safety. However, perceptions of safety and speeding remain a concern, particularly among vulnerable road users such as cyclists and pedestrians.

Travel Patterns and Modal Split

2.19   Figure 2.5 shows that 55% of trips originating in Sutton are by car, taxi or motorcycle, while 45% are made by sustainable modes.
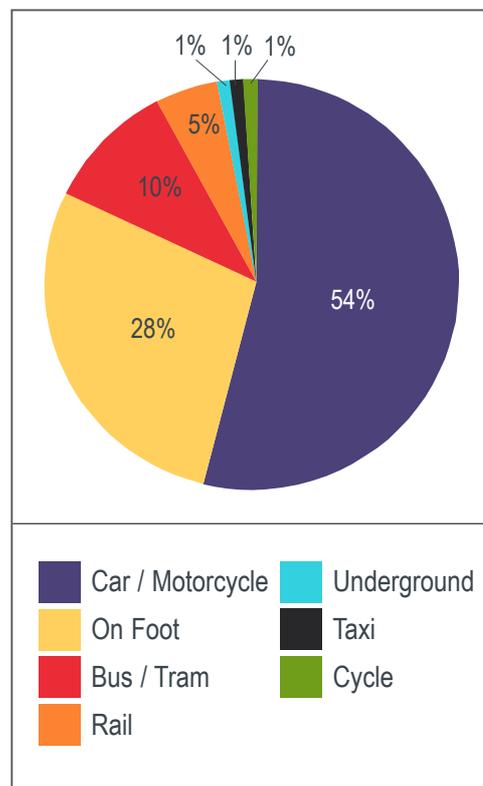
Figure 2.5: Modal split of trips originating in Sutton

Furthermore, around 50% of economically active borough residents travel to work by car, compared to 34% across London. The remainder travel to work by train (18%), bus (10%), walk (8%), tube or tram (5%), bike (3%) and motorcycle (2%). Figure 2.6 shows that around 30% of the borough's working population work within the borough, with the majority of the remaining 70% split across the surrounding boroughs showing a strong orbital movement.

Figure 2.6: Workplace of Sutton Residents
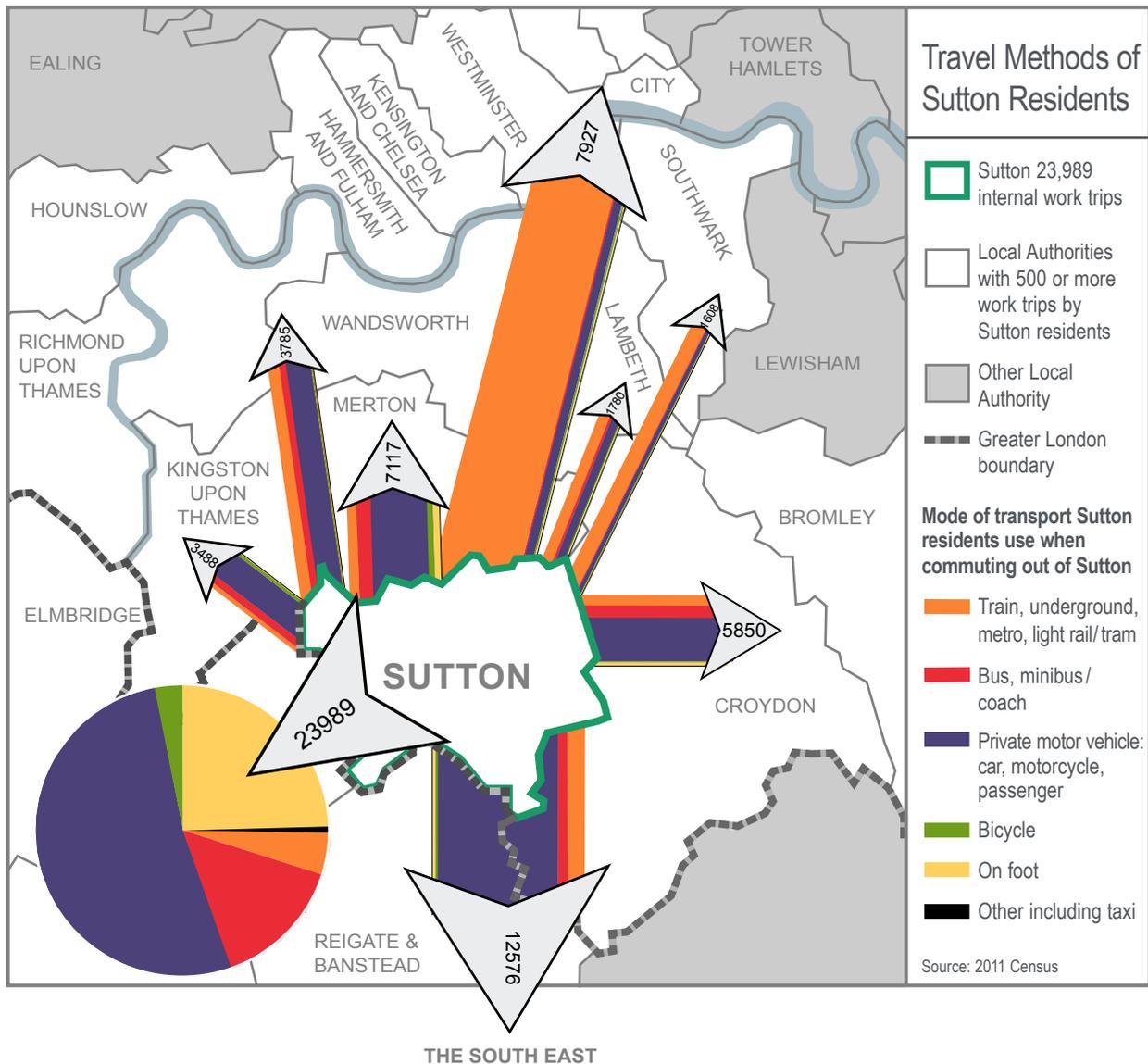
Congestion

2.20   One of the challenges facing the borough is traffic congestion and making efficient use of the highway network. High car ownership contributes to a high level of car use and consequent traffic congestion. Congestion is identified as being a particular problem around Sutton town centre and along the key radial and orbital corridors, not only during the weekday peaks but also at weekends as a result of retail and leisure trips.

The Mayor's Roads Task Force report (2013) predicts that journey times on Sutton's roads could increase by 19% by 2031 based on a scenario of road space reallocation to public transport and other sustainable modes.

2.21   Apart from the A217 Sutton bypass which is dual carriageway for most of its length, and possibly the A24, Sutton's roads are not designed to carry large volumes of traffic quickly and efficiently. The main orbital road, the A232, passes through the historic centres of Cheam village, Sutton town centre and Carshalton village, which can be traffic bottlenecks. Traffic congestion and consequent air pollution is a particular problem in the borough's town centres including Sutton, Rosehill, Worcester Park, Cheam, Carshalton and Wallington. Congestion on main roads can result in rat-running through residential streets as well as traffic dominance and a poor pedestrian environment in town centres. School traffic is a particular problem, contributing to congestion and pollution around schools during term time.

Population Growth and Traffic

2.22   In addition to the congestion problems currently being experienced, recent demographic forecasts suggest that London's population will grow at an increasingly high rate due to natural population growth and migration. London's population is expected to grow from around 8.2 million in 2011 to 9.2 million in 2021 and to 9.54 million in 2026. Over the period from 2011 to 2026 Sutton's population is projected to rise by around 30,000 (16%). This population increase is already being experienced in Sutton with an increase in the birth rate of 34% since 2001.

2.23   London Boroughs will be required to each meet their share of this population growth in terms of providing more new homes in their areas, which will bring with it the need to provide new infrastructure, such as schools. This population growth could also have an impact in terms of public transport demand and traffic and congestion growth, potentially adversely affecting the economic functioning and quality of life of the area, unless there is greater investment in public transport infrastructure and services, and investment in promoting the use of other sustainable modes.

Transport Challenges

Summary of the main transport challenges facing the borough

- High car ownership levels in parts of the borough, but large disparities between the wards

- High levels of car use and dependency

- Traffic congestion, mainly round town centres and schools

- Parking stress in some older residential areas with no off-street parking

- Traffic dominance and poor pedestrian environment in town centres

- Relatively low levels of walking, cycling and public transport use despite the fact that most journeys are relatively short

- Poor air quality and associated health issues, particularly along the main road network

- Relatively poor levels of public transport accessibility across large parts of the borough, and poor service levels on some routes, particularly off-peak

- While radial public transport is relatively good, orbital public transport is poor; yet many journeys are orbital in nature

- Crowding on some rail and tram services at peak times/weekends

The Way Forward

2.24   Many of the challenges above relate to a high level of car usage, either because cars are being used for journeys that could potentially be made by other modes or there is a lack of access to alternative sustainable modes. This leads to congestion at peak times and around key locations such as town centres and schools resulting in an unpleasant and unhealthy environment and has contributed to a low take up of cycling despite the fact that many current journeys made within the borough are relatively short. At the same time public transport is in need of substantial improvements to provide a suitably attractive alternative to the car for many journeys.

2.25   Therefore the focus of the strategy aims to:

- Include measures aimed at reducing the need to travel and the length of trips

- Create the conditions that will encourage walking and cycling for shorter journeys including creating a less car dominated environment and making town centres more attractive for pedestrians and cyclists

- Secure improvements to existing public transport to make it more attractive for relatively longer journeys both in terms of improvements to existing services and providing new or better services to areas with low public transport accessibility

- Focus on enhancing walking, cycling and public transport opportunities on areas of high car ownership and low public transport accessibility

- Secure strategic improvements to the public transport network to cater for radial and particularly orbital movement

- Review and reallocate road space to ensure that existing roads are used in a more sustainable, efficient and safer way for the benefit of both residents and businesses, recognising not only the movement function of the road but also its role as a place.

3 Sutton's Transport Vision and Objectives

3.1   The council's **Transport Vision**:

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

3.2   The council's transport vision is underpinned by its commitment to sustainability and One Planet Living. In relation to transport this means creating safer and more 'liveable' streets that provide for movement, particularly by sustainable modes of transport, but also an enhanced 'place' function.

3.3   In order to realise this vision, the Strategy will seek to 're-balance' streets to reduce the dominance of motor vehicles and to give greater priority to pedestrians, cyclists, public transport users and local residents over through traffic, while maintaining an appropriate level of movement on main roads and taking account of the needs of all road users.

3.4   The council's vision includes an aspiration for a high quality, well designed public realm and street environment, using a consistent approach while reflecting local identity. This involves creating attractive and functional public spaces which boost use of walking and cycling while also improving the image of the borough and supporting the local economy and well-being of the population.

3.5   In order to support the transport vision the council supports a 'modal hierarchy' which puts sustainable modes of transport above less sustainable modes and prioritises roads users accordingly. The hierarchy is set out in Figure 3.1, and will be used to inform transport scheme selection and design and influence the priority given to each of these modes.

3.6   The council supports the aims of the Mayor of London's Roads Task Force (RTF) report 'The Vision and Direction for London's Streets and Roads' (2013) which sets out a vision for 'world class streets and roads for the capital, fit for the future'.

Figure 3.1: Road User Hierarchy
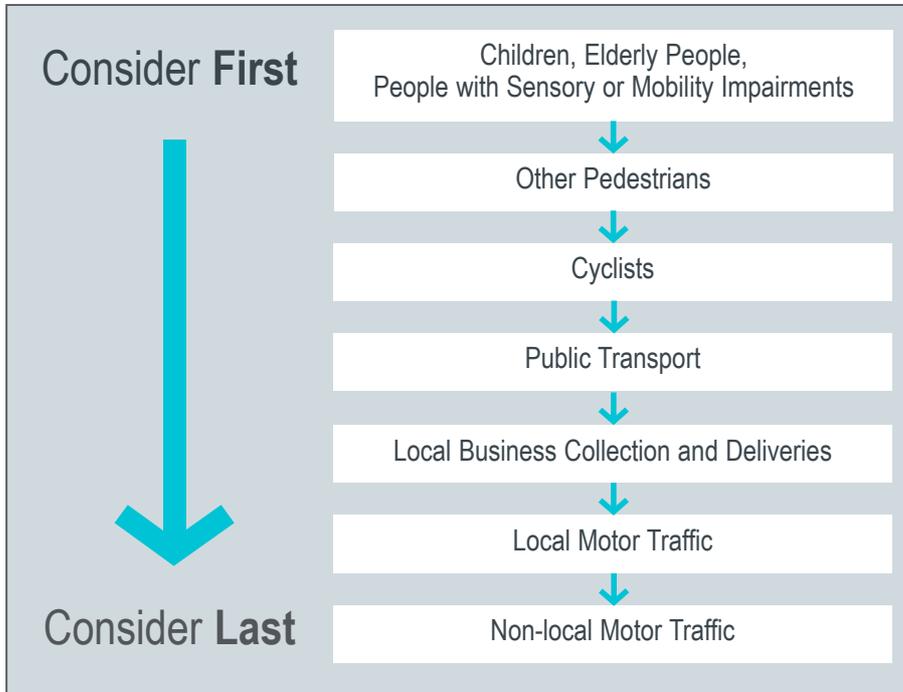
3.7   The vision calls for a strategic approach that balances the need to move people and goods - the movement function - with the needs of people and businesses that use, live and work beside our streets - the place function.

3.8   The RTF report identifies nine street types in a 'street family' classification matrix and a 'toolbox' of solutions to achieve a better trade-off between the competing needs of all road users. A key element of the report is increasing the use of more sustainable modes of travel and improving the street environment through rebalancing the road network and enhancing the 'place' function in areas where quality of life is particularly important.

3.9   The council has agreed the following **transport objectives** for achieving the aims of the Strategy. Each objective is followed by a summary of the measures or actions that will assist in the delivery of that objective. An Action Plan follows which lists a series of specific proposals to deliver the Strategy.

Objective 1

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

3.10   An efficient and effective transport system for people and goods is central to the Strategy. It is, therefore, important that the council and relevant partners continue to lobby for and invest in improvements to the borough's public transport network. Sutton is one of the boroughs in London that has benefited least from recent large scale investment in public transport such as Crossrail, the London Overground, Underground and National Rail upgrades.The council will therefore be making a strong case for investment in the borough's public transport network to ensure the necessary infrastructure is in place to serve the growing population and economy.

3.11   In addition, the road network is at the core of the borough's transport network, performing a dual function of providing for traffic movement and providing a place around which people live, work and shop. The council therefore needs to ensure the borough's road network is fit for purpose, particularly in terms of meeting the needs of the local economy and providing for sustainable transport, freight and deliveries.

Public Transport

3.12   The council will:

- **Work with relevant partners to support strategic initiatives to develop the public transport network in and around the borough by:**

  - Working with TfL and the London Borough of Merton to extend Tramlink to Sutton town centre from Wimbledon via Morden and Rosehill, which would provide enhanced connectivity for the borough and improve access to labour markets and employment, assisting with economic growth.

  - Continuing to lobby for an extension of the London Overground network from West Croydon to Sutton and potentially Wimbledon to improve orbital public transport

  - Supporting the proposed Crossrail 2 project linking north-east and south-west London, favouring the regional option with a branch to Epsom stopping at Worcester Park.

- **Work with TfL, bus and rail operators to secure improvements to public transport infrastructure and services by:**

  - Continuing to lobby the Department for Transport, Network Rail and the Train Operating Companies for rail capacity and frequency enhancements, including greater contra-peak flow capacity to support the Sutton employment market and enhanced frequency, particularly in the inter-peak, evenings and weekends as well as the peak periods.

  - Continuing to lobby for improvements to bus services in the borough, including links to neighbouring boroughs and Surrey and improved orbital and longer distance services such as the X26 route linking the borough to Heathrow Airport.

  - Work with the NHS and other strategic partners to mitigate the transport impacts of changes in their service provision and location through improved public transport links, including in neighbouring Surrey.

Road Network

3.13   The council will:

- **Adopt the Roads Task Force road classification system as the basis for the management and development of the borough road network.** The RTF classification will identify measures for improving the performance of the road network, particularly for users of sustainable transport.

- **Implementing selective road improvement schemes to reduce congestion and benefit sustainable transport users, including:**

  - Implementing measures such as linking traffic signals to improve traffic flow, reduce congestion and improve journey times, particularly for bus users, while giving greater priority to cyclists and pedestrians.

  - Ensuring that roads, bridges, cycleways and footways are invested in and well-maintained to meet the current and future needs of the borough.

  - Implementing schemes and measures to facilitate efficient freight movement while reducing its adverse impact on the environment.

  - Implementing improvements around the Beddington Strategic Industrial area to improve accessibility and circulation for industrial traffic, buses, cyclists and pedestrians.

Objective 2

Objective 2

Reducing car use and the need to travel through appropriate location of new development, and travel plans and awareness campaigns

3.14 Over recent decades, as an increasing proportion of the population has had access to a car, land-use patterns and decisions such as where to live and work, have become more dispersed and car-based. This has significantly increased the number and length of car journeys, contributing to air pollution and climate change, congestion, noise and increased demand for road space. It is now seen as crucial that this process is reversed so that the need to travel, and the distance travelled, is reduced.

New Development

3.15 The council will:

- **Continue to apply its existing planning policies to help reduce the need to travel, especially by car, and promote sustainable transport by:**

  - Encouraging mixed residential / business use in both new and existing developments

  - Ensuring all major trip-generating developments are located in areas of higher public transport accessibility

  - Allowing higher residential densities and reduced car parking in areas of higher public transport accessibility such as town centres

  - Applying the council's restraint-based parking standards to ensure appropriate levels of parking are provided in new developments

  - Ensuring that all major new developments are accessible by, and make provision for, sustainable forms of transport, particularly walking / cycling

  - As part of a review of the borough Development Plan ensuring policies aim to reduce the need to travel and increase use of sustainable modes.

- **Use monies from the Community Infrastructure Levy (CIL) collected from new developments for transport infrastructure.**

The council can use CIL income to fund transport projects but such schemes would have to be prioritised against other non-transport infrastructure requirements. Section 106 contributions can also be used to secure sustainable transport improvements directly related to new developments. However, the majority of transport funding will continue to come from TfL.

Travel Plans

3.16   The council will:

● **Require and promote travel plans to maximise use of sustainable transport.**

Travel plans are a mechanism to encourage people to make changes to the way they travel and are required for larger new developments through the planning process. They are generally aimed at employees of large workplaces but can also be applied to discrete residential developments, and seek to promote the use of sustainable transport. The council's Transport Assessments and Travel Plans SPD sets out the requirements for travel plans secured through the planning process.

● **Support schools in addressing their travel impacts and developing and implementing school travel plans.**

School travel plans are intended to reduce the number of pupils being driven to school and encourage greater use of sustainable modes, such as walking, cycling and public transport. Sutton was the first borough to have all its schools with adopted travel plans, and actively works with them on their implementation.

Travel Awareness

3.17   The council will:

● **Implement travel awareness and smarter travel campaigns to increase use of sustainable transport.**

These campaigns aim to promote a better understanding of the environmental, social, and economic implications of travel choices, particularly car use; and increasing the use of sustainable forms of transport through a combination of educational and campaigning initiatives and the development of partnerships with the local community, business, schools and voluntary sectors. The long term aim of smarter travel campaigns is to change the way in which people travel in the borough, and in particular to reduce the proportion of journeys made by car and increase the proportion of journeys made by sustainable transport. Actions related to travel awareness can be found under both Objectives 2 and 3.

Car Clubs

3.18   The council will:

● **Continue to support car clubs, which give members access to a pool of cars for flexible periods of time, as and when required, at rates lower than conventional car hire firms.**

The council has been involved in developing car clubs in the borough since 2002 and will continue to work with car club operators to develop and promote car clubs alongside alternative forms of transport to the car, to encourage people to think whether their journey is really necessary or could be made more sustainably. As the car club market evolves the council will consider new operators and business models carefully and work closely with them to ensure they prove a viable and sustainable option both commercially and for borough residents. Similarly the council will carefully consider the best way of securing car clubs or car sharing schemes as part of new developments.

Parking

3.19   The council will:

● **Use its Parking Policy to further its aims to**:

   ● improve road safety throughout the borough

   ● promote the use of public transport and other sustainable transport and reduce the number of car journeys made

   ● improve facilities for disabled people, pedestrians and cyclists

   ● reduce the need to travel.

3.20   Parking policy is increasingly seen as a crucial element in transport strategies in relation to managing traffic levels and congestion. The availability of a parking space at the destination is often seen as a key determinant in the decision whether to use a car. The council has adopted a Parking Policy for Sutton (2013) which sets out how it will manage parking to meet the needs of residents and businesses while seeking to reduce unnecessary car use. This policy will be reviewed as and when necessary.

3.21   The council also seeks to manage the provision of car parking in new developments through the planning process in line with the parking standards and policies set out in the Development Plan.

Objective 3

Objective 3

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

3.22 There are opportunities to achieve further modal shift towards sustainable modes of transport, and this is a key component of the Strategy. In particular, there are opportunities 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.

3.23 In order to attract more people out of their cars and onto sustainable modes of transport there is a need to improve conditions for users of these modes. In particular, there is scope to improve and extend the borough cycle network, creating segregated routes where possible, to encourage more cycling and to improve the walking environment and prioritise pedestrians to encourage walking. There is also scope to improve public transport services / infrastructure. Strategic public transport improvements have already been considered under Objective 1 while Appendix A includes more localised improvements to the public transport network.

Walking

3.24 The council will:

● **Implement measures to improve the walking environment and establish new routes.**

The council will encourage walking as a healthy, free and convenient mode of transport for short journeys and aim to increase the proportion of journeys made on foot through improvements to walking routes and the pedestrian environment. These will include the creation of new pedestrian routes and spaces, footway maintenance, improved standards of street design and landscaping, and better signing. Particular attention will be paid to the needs of people with disabilities and other mobility impairments.

● **Improve pedestrian routes, signing and access to bus stops and rail stations.**

● **Improve street lighting / CCTV to improve pedestrian safety / security.**

● **Provide new and improved controlled / uncontrolled pedestrian crossing facilities, with an emphasis on giving greater priority, convenience and safety to pedestrians.**

- **Ensure that priority is given to pedestrians in all new developments through good planning and design, and in all highway, traffic and public realm schemes.**

Cycling

3.25 The council will:

- **Implement measures to improve the existing cycling environment and establish new routes.**

The council's vision for cycling is to create a cycle-friendly borough where cycling becomes the preferred mode of choice for an increasing proportion of journeys. In order to encourage more people to cycle and to make cycling safer the council will implement high quality cycle routes and measures, using best practice designs based on the latest London Cycling Design Standards.

In developing its cycling proposals the council will consider the suggestions put forward by cycling groups, including the London Cycling Campaign in its 2014 'Space for Cycling' initiative.

Wherever possible, cycle routes segregated from motor traffic will be implemented, either alongside roads or through parks and open spaces. In parks, use will be made of existing paths, with the preference being for segregated paths where flows of pedestrians and cyclists are high, or shared paths where flows are low. On-road provision for cyclists will also be made where appropriate. All major highway and traffic schemes will have a cycle audit to ensure that they make good quality provision for cycling. Cycle facilities should be designed to be accessible to all types of bicycle including those used by disabled cyclists.

- **Continue to install cycle parking in public places and require provision in new developments.**

The Council has installed extensive public cycle parking provision over the last two decades. However there is still a need for additional cycle parking provision in some locations such as smaller shopping parades, and for the replacement of some ageing, unsuitable or damaged stands. The council will continue to install further cycle parking in areas of deficiency. This includes providing secure cycle storage facilities on public housing estates with flats where there is inadequate provision for cycle storage, which may be a barrier to cycling.

The council requires cycle parking provision as part of new developments, through the planning process, and this must comply with the Council's cycle parking standards. Attention will be paid to the quality and location of cycle parking. The council will also encourage additional cycle parking to be installed by public and private bodies, such as at railway stations, by TfL on the TLRN, at hospitals and private developments.

- **Seek to increase the number and proportion of cycle journeys in the borough and encourage more people to cycle.**

The relatively low proportion of journeys made by bicycle in Sutton at present indicates the potential for considerably increasing cycling as a sustainable means of transport. In particular the council will work with sectors of the population that are currently under-represented in cycling, such as women, the less affluent, older people and teenagers. In doing this the council will work closely with TfL to implement the Mayor's Vision for Cycling. The borough already has an extensive network of signed cycle routes, much of which was created as part of the former London Cycle Network connecting Sutton with neighbour boroughs. There are no cycle superhighways (CS) in the borough - the nearest one, CS7, starts at South Wimbledon and goes to Bank in the City. It is understood that TfL are planning to extend this route to Morden and the council, in conjunction with the London Borough of Merton, will consider providing feeder routes to link up. In addition, the council will investigate introducing measures to promote the use of electric bicycles as a means of overcoming any possible barriers to cycling that may be caused by the topography of the borough. This could include provision of electric bicycle charging facilities in town centres, workplaces and other locations.

- **Aim to achieve an orbital Cycle Superhighway / Priority Quietway linking Sutton to Kingston and Croydon, building on the existing orbital cycle route 75**.

- **Develop a cycle network in conjunction with TfL and Sustrans to include all existing cycle routes in Sutton.**

The Mayor of London's focus is now on developing more commuter cycle routes such as cycle superhighways and other similar routes supported by Quietways which are less trafficked local roads available 24 hours a day (see Figure 3.2).

- **Develop Safer Cycle Routes to schools across the borough in partnership with TfL.**

Figure 3.2: Proposed Cycle Route Network
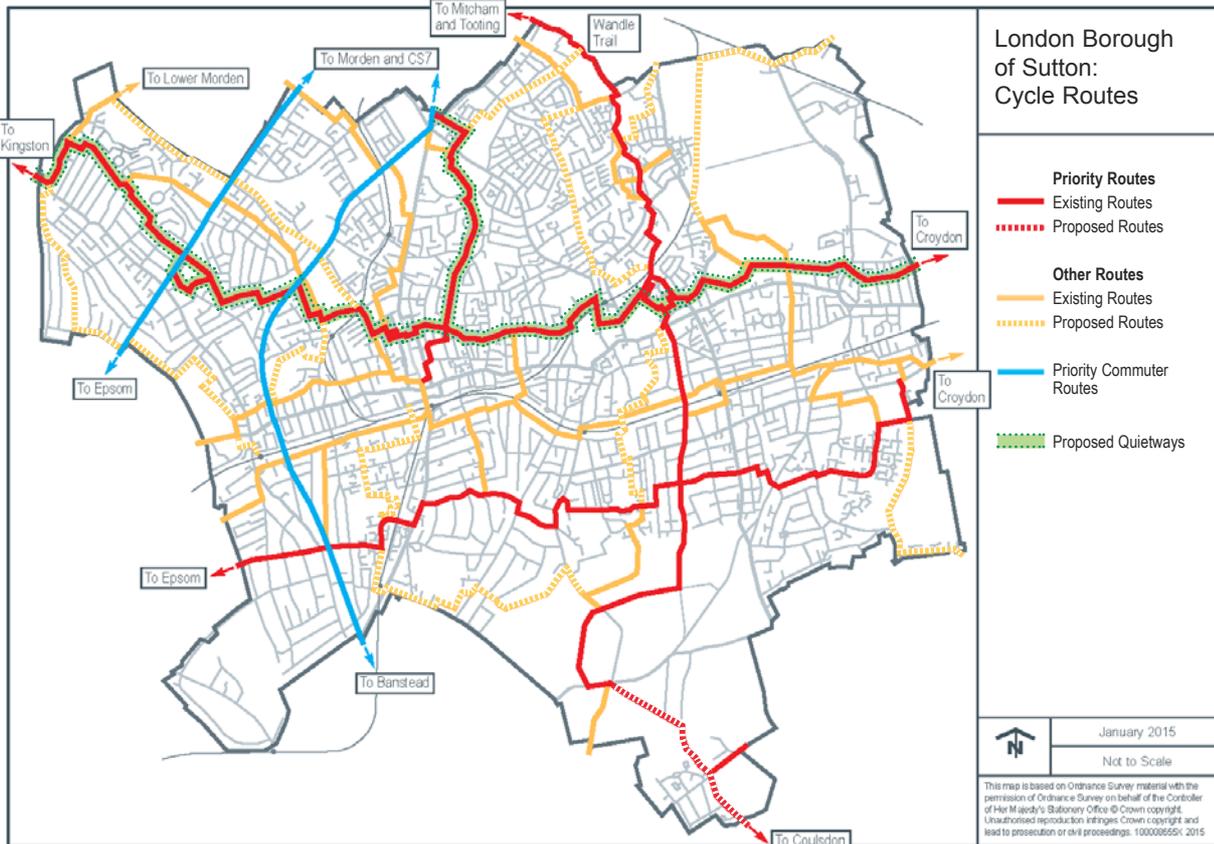
Encouraging Use of Public Transport

3.26   The council will:

● **Implement and lobby for improvements to local public transport services and infrastructure.** (See Objective 1 for actions in relation to strategic transport improvements and Appendix A for local improvements)

Public Transport is a more efficient and sustainable way of moving large numbers of people over medium to longer distances than the private car. The council will therefore encourage a modal shift from the private car to public transport, particularly for medium to longer distance journeys. This will be done through working closely with TfL, bus and rail operators to improve the image of public transport as a cost effective, convenient, reliable and comfortable mode, and through seeking improvements to services and infrastructure. The council will also promote and publicise public transport to residents and employees, through smarter travel campaigns and travel plans.

Objective 4

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Objective 4

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

</div>

3.27 Transport has a significant and largely adverse impact on the environment, particularly road based motor transport. The council is committed to developing a cleaner, greener and less car-dominated environment throughout the borough and has adopted a 'One Planet Sutton' strategy and action plan to address these issues.

Air Quality

3.28 The council will:

● **Implement measures to improve air quality in the borough through reducing traffic levels, encouraging more fuel efficient driving techniques and greater use of zero and low emission vehicles.**

Emissions from motor vehicles account for a significant proportion of local air pollution within the borough, particularly in the vicinity of major roads. Within the London Borough of Sutton, the main pollutants of concern are nitrogen dioxide (NO_2) and particulates, which can be harmful to health. Concentrations of these pollutants at certain locations are at risk of exceeding Government air quality objectives, mainly due to road traffic pollution. Unlike emissions of carbon dioxide (CO_2) emissions of air pollutants depend more on vehicle technology and the state of maintenance of the vehicle. Other factors, such as driving style, driving conditions and ambient temperatures also have an effect on emissions.

In May 2013 the council declared the whole borough as an Air Quality Management Area, although pollution levels are highest along main roads. The council has an Air Quality Action Plan (AQAP) which includes a number of measures aimed at tackling air pollution and this is periodically revised to reflect changing circumstances.

The council intends to work closely with employers and developers through the travel planning process to encourage them to provide electric charging points at existing and new developments, in order to encourage the take up of electric vehicles.

Noise

3.29   The council will:

●   **Implement measures to reduce the noise impact of road travel.**

Allthough noise from individual vehicles has generally declined in recent years due to improved engine technology the growth in the volume of traffic during certain periods of the day has meant that overall traffic noise levels have increased. Through the planning system the council can seek to mitigate traffic noise in the design and location of new developments and through measures to reduce the use of motor vehicles. 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 and at weekends to avoid noise disturbance in residential streets.

Climate Change

3.30   The council will:

●   **Seek to reduce the adverse impact of transport on climate change by reducing greenhouse gas emissions from transport and introducing mitigating measures.**

Carbon dioxide (CO_2) levels are now at their highest point in many years and there is overwhelming evidence that this is causing long term changes to the world's climate. Road transport contributes 20% of CO_2 emissions in Sutton and therefore is a significant contributor to greenhouse gas emissions and climate change. The CO_2 emissions of a car are directly proportional to the quantity of fuel consumed by the engine and there has been less progress in reducing CO_2 emissions through improvements in engine efficiency than with air pollutants. Transport emissions are also responsible for other greenhouse gases including NOx (Oxides of Nitrogen). In order to address the impact of climate change there needs to be a reduction in greenhouse gases from transport, which can be brought about by a switch to more sustainable modes and greener vehicles.

Active and Healthy Travel

3.31   The council will:

●   **Reduce the adverse impact of transport on health by encouraging greater use of active travel modes, such as walking and cycling.**

The level of physical activity undertaken as part of daily life can have a profound effect on health and is closely linked to transport, with some modes being active and others passive. Active travel includes walking and cycling and to a lesser extent public transport, as this often involves walking or cycling at either end and frequently involves the use of stairs at stations.

Freight Transport

3.32   The council will:

●   **Continue to work closely with businesses through its business 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 works with the South London Partnership, the business community and the freight industry to improve freight transport operations and help them be more efficient and environmentally friendly.

The council will work with businesses and fleet operators to improve the environmental performance of their vehicles, through better driving techniques, use of cleaner vehicles, and more efficient operations. The council will seek to lead by example by further 'greening' its own fleet and improving driving and operating practices to reduce emissions and fuel use, and improve road safety.

In particular the council is working closely with the community and businesses in the Beddington area to reduce the impact of freight transport accessing the Beddington Strategic Industrial Area; and also in managing the impact of freight transport accessing the Kimpton Strategic Industrial Area.

Objective 5

Objective 5

Improving the safety and security of road users, particularly pedestrians, cyclists and punlic transport users

Road Safety

3.33   Although Sutton's roads are relatively safe compared to other boroughs, and casualty rates have fallen over recent years, collisions and perceived road danger are still a cause for concern. In addition, there remain concerns over safety in relation to walking, cycling and travel by public transport.

3.34   The council will:

● **Implement road safety schemes, targeting casualty hotspots in particular and focussing on improving safety for vulnerable road users such as pedestrians and cyclists.**

In order to make the roads safer and reduce actual and perceived danger the council will continue to implement a range of road safety measures and campaigns. These include targeted remedial measures at casualty hotpots where a significant number of collisions have occurred.

● **Implement a programme of corridor and neighbourhood schemes aimed at making streets safer for all road users, particularly users of sustainable transport, giving priority to pedestrians and cyclists.**

These schemes will be more wide-ranging, designed to make main road corridors and residential neighbourhoods safer and more convenient for users of sustainable transport.

Further consideration will be given to developing a programme of area based self-enforcing traffic calming schemes aimed at giving priority to sustainable modes of travel and environmental improvements. As part of this systematic corridor and neighbourhood programme, a range of road safety and environmental improvement measures will be implemented including further self-enforcing 20mph zones where appropriate.

● **Implement new and innovative solutions to create safer and more liveable streets, including home zones, 20mph zones, play streets and bike streets.**

● **Continue to provide cycle training to schools and to adult learners, carry out road safety campaigns and initiatives in conjunction with the Safer Sutton Partnership, police and TfL and support the school crossing patrol service.**

Crime and the Fear of Crime

3.35   The council will:

- **Improve personal security and reduce fear of crime in the public realm through better street design, improved lighting and sight lines, CCTV and police patrols**.

Sutton is a safe borough with relatively low levels of crime. Crime rates have been falling for the last nine years as has the fear of crime. Nonetheless, how safe people feel is the most important factor when judging how satisfied they are with the place where they live and work. The majority of issues that make people feel unsafe in Sutton are not associated with actual crime but with issues like groups of youths, speeding traffic, inconsiderate parking and littering. Clearly some of these are transport related, often round transport interchanges. Personal security concerns can deter some people from using the streets and public transport. Therefore reducing fear of crime is important in facilitating greater use of sustainable transport. 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 and monitoring CCTV cameras and improving the safety of the public realm using 'safer by design' guidelines. These include better street lighting on pedestrian and cycle routes and improved visibility by reducing overgrowth of foliage, reducing the heights of walls, removing blind corners and improved maintenance and landscaping.

Public Transport

3.36   The council will:

- **Work with public transport operators to improve personal security and reduce fear of crime on public transport.**

As part of its Safer Sutton Plan the council's Safer Sutton Partnership will continue to work with transport operators and British Transport Police to reduce crime and fear of crime on trains and buses and at stations and bus stops. In addition, the council liaises with bus and rail operators, Network Rail and TfL to address issues of safety and security on buses, trams, trains and at railway stations. Particular attention will be given to the safety of vulnerable travellers such as the elderly, disabled and children with learning difficulties.

3.37   The council would like to see all transport services and supporting infrastructure fully accessible and to transform streets and other public spaces to more attractive places with their own local identity that promote greater community interaction and are accessible by everyone.

Objective 6

Objective 6

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

Access to Services and Infrastructure

3.38   The council will:

● **Work with operators to improve accessibility to public transport services and stations.**

The Disability Discrimination Act 1995 (now incorporated into the Equality Act 2010) stipulated standards of accessibility for public transport vehicles that have now largely been met. However there is still a need to improve access to some of the borough's stations and therefore the council will continue to lobby Network Rail and the TOCs for such improvements. The council will also continue to implement schemes around stations to improve access. Details of the access improvements required at each borough station are shown in Appendix A.

● **Implement bus stop accessibility schemes.**

The council will continue to implement an ongoing programme to make all bus stops fully accessible to all passengers. By the end of 2013 95% of the borough's bus stops were fully accessible, meaning buses can use their ramps effectively. Further improvements will also be carried out to improve facilities and pedestrian access at bus stops based on TfL's Accessible Bus Stop Design Guidance.

Community Transport

3.39   The council will:

● **Support and work with operators of community and accessible transport to improve their services**.

The council works 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 and those with learning difficulties. These organisations include Sutton Seniors' Forum, Age UK, Sutton Centre for Independent Living and Learning (SCILL) and Sutton Community Transport, and the council will continue to work closely with them to improve the mobility of those who cannot use conventional public transport, including confidence training. TfL's dial-a-ride and taxicard schemes also operate in Sutton providing services for the mobility-impaired.

Public Realm

3.40 The council will:

● **Implement improvements to the public realm to ensure it is fully accessible to all, especially mobility scooter and wheelchair users**.

This includes ensuring footways are of an adequate width for the level of pedestrian flow, well graded without steep cambers, with good quality flush dropped kerbs at appropriate gradient, cutting back overgrown vegetation and removing unnecessary street clutter and obstructions.

● **Ensure that the needs of the disabled, mobility and visually impaired, elderly and infirm and young children are fully provided for in all new developments, transport and public realm schemes.**

● **Develop schemes to enhance the accessibility and attractiveness of the borough's town and local shopping centres, taking into account the principles of the Living Streets 'Speak up for your High Street' campaign.** These principles include:

- Safe, people friendly high streets with 20mph limits where appropriate
- Connected - attractive, well-signposted walking routes to and from the high street
- Crossable - safe, convenient places to cross the high street
- Inviting - to walk and spend time in, with smooth, uncluttered pavements, greenery and good seating

● **Develop borough-specific public realm design guidance to ensure a high quality and consistent approach across the borough, using an agreed common palette of street furniture, materials and design principles.**

4 Action Plan

4.1 The Action Plan overleaf sets out specific actions arising from the six borough transport objectives to be implemented over the next five years (2014/15 to 2018/19). This is a selection of key activities that the council will seek to deliver or lobby to be delivered within the next five years. Certain measures that are on-going are also listed. This is not an exhaustive list of all transport schemes proposed in the borough and the plan will be updated at regular intervals.

4.2 The Action Plan shows the partners responsible for implementing each of the actions, along with the timescale and targets that the action will meet. The Action Plan will be reviewed annually and a progress report produced.

*	Abbreviations
BID	Business Improvement District
DfT	Department for Transport
EA	Environment Agency
LBS	London Borough of Sutton
LCC	London Cycling Campaign
NHS	National Health Service
NR	Network Rail
SCT	Sutton Community Transport
SCILL	Sutton Centre for Independent Living and Learning
SLP	South London Partnership
SSF	Sutton Seniors Forum
TfL	Transport for London
TOCs	Train Operating Companies

**	Targets
T1	Mode Share
T2	Road Traffic Casualties
T3	Bus Service Reliability
T4	CO_2 emissions
T5	Air Quality
T6	Children's Travel to School
T7	Council Staff Travel

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

Action *	Delivery Mechanisms	Purpose / Outcome	Delivery Partners **	Timescale	Targets ***
Seek strategic improvements to public transport serving the borough e.g. (i) Tramlink extension (ii) London Overground (iii) Crossrail 2	Continue to lobby DfT, TfL, TOCs and NR for strategic improvements to services and infrastructure, including: (i) Lobbying TfL for the approval of a Tramlink extension from Wimbledon to Sutton (ii) Lobbying TfL for extension of London Overground from West Croydon to Sutton/Wimbledon. (iii) Supporting Crossrail 2 proposal and lobbying for stop at Worcester Park	To encourage greater use of public transport and support employment and economic growth in Sutton	DfT TfL NR TOCs	(i) 2014-15 (ii)&(iii) ongoing over a five year period	T1 T3 T4 T5
Implement selective road improvement schemes to reduce congestion and benefit all road users e.g. Beddington Lane	Submit a major scheme bid to TfL for Beddington Lane. This will build upon the works that have been undertaken in recent years.	To support economic activity, employment and growth and ensure safer, more efficient roads for all	LBS TfL TOCs	Subject to funding to be completed in stages over next five years	T1 T2 T3 T4 T5 T6
Adopt the Roads Task Force streets classification and develop a programme of schemes arising from this exercise	Agree existing and future street classifications with TfL and identify potential interventions to address desired changes to classifications and street performance levels.	Schemes will be developed to give greater priority to pedestrians, cyclists and public transport users and enhance the 'place' function	LBS TfL	2014-15 2015-16	T1 T2 T3 T4 T5 T6
Maintain borough highway network, including footways and cycleways, to a satisfactory standard	Ensure the council's limited resources are used efficiently to maintain good standards	Provide good quality roads, cycle paths and footways to encourage use of sustainable transport	LBS	Ongoing	T1 T2 T6 T7

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**
(continued)

Action	Delivery Mechanisms	Purpose / Outcome	Delivery Partners *	Timescale	Targets **
Review and where necessary improve facilities for deliveries and servicing in town centres and freight movement borough-wide	Work with businesses to ensure goods can reach markets efficiently and sustainably while minimising adverse impacts	To reduce the adverse environmental impact of freight vehicles while supporting the local economy	LBS BIDs SLP Businesses and fleet operators	2015-16	T2 T4 T5

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

Action	Delivery Mechanisms	Purpose / Outcome	Delivery Partners *	Timescale	Targets **
Develop and promote school travel plans for all schools and, where available, provide small grants to assist in the implementation of travel plans	(i) Equip a further eight schools with TfL-accredited school travel plans: Amy Johnson, Cheam Fields, Culvers House, Devonshire, Robin Hood primary schools and St Philomena's, Stanley Park High and Sutton Grammar secondary schools. (ii) Engage and encourage participation by as many as possible of those remaining schools.	To reduce the number of pupils being driven to school and encourage greater use of sustainable transport.	LBS Schools TfL	(i) 2014-15 (ii) 2015+	T6
Introduce walking buses for primary school children	Introduce a walking bus to Avenue Primary School and, subject to outcome, this could be rolled out to other schools focussing on those expanding primary schools.	As above	LBS Schools TfL	Avenue Primary School - Oct 2014	T6
Provide sustainable transport advice / training to schools and parents and encourage participation in campaigns, including walk to school week/ month, walk once a week	(i) Continue to expand the number of schools attending workshops and participating in campaigns. (ii) Supply information to parents on sustainable transport as part of the schools admissions procedure.	As above	LBS Schools	Ongoing	T6
Hold regular meetings with TfL to discuss planning issues	Set up regular bi-annual liaison meetings with TfL to ensure borough development and school expansion plans are fully taken into account in TfL public transport planning	To ensure that public transport is expanded and adapted to serve new developments and expanding schools to cater for growth in and changing demand	LBS TfL	Ongoing	T1

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

Action	Delivery Mechanisms	Purpose / Outcome	Delivery Partners *	Timescale	Targets **
Liaise with National Health Service on travel planning	Work closely with Epsom and St. Helier NHS Trust to encourage greater use of sustainable transport and plan for improvements to buses to serve hospitals, along with providing direct support and advice, such as Dr Bike and walking campaigns for staff	To ensure that maximum use is made of public and sustainable transport for travel to hospitals, especially by staff and visitors, and reduce car use and parking pressure	LBS NHS TfL	2014/15-2016/17	T1 T5
Use the planning system to minimise the need to travel and use a private car	In line with LDF policy, locate new trip-generating developments in areas of good public transport accessibility, encourage mixed use developments and use parking standards appropriately	To discourage car use and encourage greater use of sustainable transport	LBS Developers	Ongoing	T1
Require travel plans and transport assessments through the planning system	Secure travel plans and transport assessments from developers as part of planning applications	To minimise the transport impact of new development and maximise the use of sustainable transport	LBS Developers	Ongoing	T1 T4 T5 T6
Promote and facilitate car clubs	Work with car club operators and developers to develop and encourage use of car clubs in the borough	To provide an alternative to private car use and support greater use of sustainable transport	LBS Car club operators CarPlus	Ongoing	T1 T4 T5 T7
Review the Local Development Framework to reflect new transport policies and practice	Use the proposed LDF review to update transport polices	To ensure the council's plan-ning policies facilitate and encourage sustainable transport	LBS	2016/17	T1 T4 T5

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

Action	Delivery Mechanisms	Purpose / Outcome	Delivery Partners *	Timescale	Targets **
Lobby for priority improvements to local public transport in the borough e.g. enhanced frequency or bus route amendments	Liaise with TfL and other partners (including through the Public Transport Liaison Group) to seek improvements to public transport services and infrastructure. The council has identified a long list of improvements to local bus services that it will be discussing with TfL and councillors to determine priorities and the feasibility of introducing such improvements within the timetable of the Action Plan (see Appendix A)	To encourage and facilitate more journeys to be made by public transport through improvements to services and infrastructure	LBS TfL Bus and rail operators	Ongoing	T1 T3 T6
Carry out pedestrian environment reviews and implement improvements to the walking environment	Subject to funding, implement schemes through LIP programme and other transport projects to benefit and prioritise pedestrians, including: (i) Sutton Gyratory System Undertake a study to examine the feasibility of developing the Sutton gyratory system as a shared space scheme and subject to further funding and consultation undertake implementation (ii) Stanley Park Local Centre Undertake a scheme to improve pedestrian and cycle facilities, including de-cluttering street furniture and improving crossing points	To encourage and facilitate more journeys to be made on foot through better and safer walking facilities involving a step change in design and priority	LBS TfL Living Streets	(i) 2016/17 (ii) 2015/16	T1 T2 T6 T7

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

(continued)

Action	Delivery Mechanisms	Purpose / Outcome	Delivery Partners *	Timescale	Targets **
Implement improvements to the cycling environment and develop and enhance the borough cycle network	Implement schemes through LIP programme and other transport projects to benefit and prioritise cyclists: (i) Continue implementation of the route between Worcester Park and Cheam Village (Cuddington section implemented) (ii) Implement the Worcester Park (Green Lane) to Sutton route (alongside The Hamptons and Pyl Brook) (iii) Implement Green Wrythe Lane (from the borough boundary) to Carshalton Village route (partially implemented) (iv) Improve northern route through Sutton Town Centre (including Greenford Road) (v) Implement a new route Carshalton-Woodmansterne (linking to Stanley Park High School)	To encourage and facilitate more journeys to be made by bicycle through better and safer cycling facilities involving a step change in design a priority	LBS TfL Cyclism LCC Sustrans	(i)-(iv) 2014/16 (v) 2016/19	T1 T2 T6 T7
Introduce safer cycling routes to schools	Subject to funding, initially develop a trial project based on a cluster of schools in the Carshalton area, including Carshalton High School for Girls and primary schools (Subject to success and further funding, this could be extended to other parts of the borough at a later date)	To encourage more pupils to cycle to school	LBS TfL Sustrans LCC	Initial project: 2016-2019	T1 T4 T5

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

Action	Delivery Mechanisms	Purpose / Outcome	Delivery Partners *	Timescale	Targets **
Install additional cycle parking provision where required e.g. in town centres and local shopping parades	Identify sites for further public cycle parking and secure shelters in public housing estates	To encourage and facilitate more journeys to be made by bicycle through providing adequate secure cycling parking facilities	LBS	Ongoing	T1 T2 T6 T7
Promote the use of electric bicycles	Promote the use of electric bikes as part of a promotion of cycling and consider how new electric bicycle charging points could be introduced into town centres	To ensure that cycling is available to a wider section of the community, who may be less likely to take up cycling because of the topography of the borough	LBS	2015/16	T1 T4 T5
Undertake smarter travel campaigns and activities promoting sustainable transport	Subject to funding, promote sustainable transport through campaigns, events and publicity material, including: (i) holding 1 event per week (April-Oct) in town centres promoting cycling through 'Dr Bike' events as well as 10 workplace events, including hospitals and other large employers (ii) Update and republish a cycling guide (iii) Develop a walking guide (iv) Hold an annual cycling event in an open space	To inform the public about the benefits of sustainable transport and encourage a modal shift from cars	LBS	(i) On-going (ii) 2014/15 (iii) 2015/16 (iv) start 2015/16	T1 T4 T5 T6 T7
Commissioning a Borough Cycling Delivery Strategy	A Cycling Delivery Strategy will be commissioned.	To provide a framework for delivering a step change in cycling provision and takeup in the borough	LBS TfL LCC Sustrans	2015	T1 T2 T4 T5 T6 T7

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

Action	Delivery Mechanisms	Purpose / Outcome	Delivery Partners *	Timescale	Targets **
Continue to monitor air quality and increase awareness of air pollution through working with adjoining south London boroughs and making this information available on an air quality website as well as working with local schools	Data is collected in real time at automatic monitoring stations at Carshalton, Beddington, Wallington and Worcester Park (NO2 and PM10 which have respiratory effects) and, in monthly average data form, at 21 different locations across the borough.	Increase awareness of air pollution and its impact on health and encourage the use of more sustainable modes of transport, greener driving techniques and cleaner vehicles	LBS and adjoining boroughs	Annually	T5
Implement measures to reduce the environmental impact of freight transport	Launch (subject to feasibility) a free consultancy service to transport operators in the Beddington Industrial area on how to reduce emissions and achieve fuel savings	Reduction in freight movements and emissions. Operators using less fuel and, therefore, reducing emissions	LBS TfL Businesses	Launch 2014/15	T4 T5 T7
Implement measures to improve air quality and reduce pollution, particularly on main roads and in town centres	Implement measures set out in the council's Air Quality Action Plan focussing on pollution 'hot spots' e.g. reduce speeds and congestion, smoother driving, cleaner vehicles.	Reduction in concentrations of key pollutants, improved air quality and public health	LBS EA TfL	Ongoing	T5
Reduce pollution from council fleet and staff travel	The council's One Planet Action Plan, Delivery and Servicing Plan and Staff Travel Plan will address these issues, along with the provision of facilities to promote cycling, such as cycle parking, changing facilities	Reduction in pollutants and CO2 emissions from council activities, fleet and staff travel	LBS	Ongoing	T5 T7 T8

Objective 4 **Reducing the harmful effects of transport on health and the environment and its contribution to climate change**
(continued)

Action	Delivery Mechanisms	Purpose / Outcome	Delivery Partners *	Timescale	Targets **
Promote the health benefits of active transport such as walking and cycling	(i) The Smarter Travel and Public Health teams will undertake travel awareness campaigns to this effect (ii)Undertake one organised, themed cycle tour of the borough for each year during the summer months	Increase in uptake of active travel and improvement in public health as a result	LBS NHS TfL	Cultural cycle tour in 2015	T1 T4 T5 T6 T7

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

Action	Delivery Mechanisms	Purpose / Outcome	Delivery Partners *	Timescale	Targets **
Implement measures to improve road safety and reduce road traffic casualty rates, targeting priority accident locations	Implement road safety schemes through the LIP process and other funding mechanisms, including the following schemes: (i) Woodcote Green junction (ii) Manor Road, Wallington (iii) Malden Road (iv) Brighton Road (v) Cheam Common Road / Central Road (vi) Bishopsford Road (vii) St Nicholas Way	Reduce road traffic casualty rates, particularly for pedestrians, cyclists and other vulnerable road users and make roads safer to encourage these modes	LBS TfL Police	(i) 2014/15 (ii) 2015/16 (iii) 2015/16 (iv) - (vii) 2016/17 (subject to further investigation and funding)	T2 T6
Develop an area-based programme of traffic calming and sustainable transport schemes	(i) As part of the Roads Task Force work and through the LIP programme, develop a prioritised programme of area-wide reviews and improvements benefitting sustainable transport and road safety that could include self-enforcing traffic-calming measures, for example home zones and 20mph zones. (ii) Subject to funding, commence imple-mentation of the programme.	To ensure a co-ordinated and holistic approach to road safety and traffic management and to create safer, pleasant and more liveable streets that prioritise sustainable modes	LBS	(i) 2015/16 (ii) 2016/17	T1 T2 T5 T6 T7
Provide / commission cycle training for children and adults	Continue to fund / commission cycle training through LIP at schools for children and at home or workplace for adults	To enable children and novice adults to be confident and safe cyclists and encourage cycling	LBS	Ongoing	T2 T6 T7

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

Action	Delivery Mechanisms	Purpose / Outcome	Delivery Partners *	Timescale	Targets **
Provide / commission school crossing patrol officers	Continue to fund / commission school crossing patrols outside primary schools and monitor the need for additional school patrols. Subject to the availability of funding, provide additional patrols or crossing facilities	To enable school children and parents to cross roads safely outside schools at busy times	LBS Schools TfL	(i) 2014-15 (ii) 2015+	T6
Provide safer urban driving training for council fleet drivers and other commercial drivers	(i) Continue to fund / commission driver training in cycle awareness and safe / green driving techniques for the council's fleet. (ii) Undertake similar driver training within the Beddington area as a trial which could be rolled out to other areas, if successful	To raise driving standards and awareness of vulnerable road users among fleet drivers and improve cyclist safety	LBS Schools TfL	(i) Ongoing (ii) 2014/15	T2 T5 T8
Implement measures to reduce crime and fear of crime and address personal security concerns on streets and public transport	Through the council's Safer Sutton Plan and the Safer Sutton Partnership, implement safety and security measures	To reduce crime and fear of crime and increase personal security so as to encourage greater use of sustainable transport, especially at night	LBS Police TfL TOCs NR	Ongoing	T1 T6 T7
Measures to improve the driving of young adults	Establish a programme aimed at the 16-21 age group, based on earlier successful experiences at Carshalton College in 2014.	Focuses on understanding and overcoming dangers and distractions for young drivers	LBS TfL	2015/16	T2

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

Action	Delivery Mechanisms	Purpose / Outcome	Delivery Partners *	Timescale	Targets **
Work with public transport operators and providers to improve the accessibility of the public transport system e.g. station accessibility improvements	Liaise with and lobby relevant organisations to secure accessibility improvements to public transport e.g. station accessibility at Carshalton, Sutton, Carshalton Beeches, Wallington, West Sutton, Sutton Common and Worcester Park (see Appendix A for a list of measures)	To provide a fully accessible public transport system for all, including stations, trains, trams and buses	TfL TOCs NR Bus Operators	2014/15 to 2018/19 and beyond	T1 T3 T6
Complete the bus stop accessibility programme and improve access to the bus network	Complete all those remaining bus stops where it is feasible to introduce accessibility measures and improve access to and facilities at bus stops e.g. shelters	To improve access to and at bus stops to provide a fully accessible public transport system	LBS TfL	By 2018/19	T1 T3 T6
Ensure all transport and public realm schemes are fully accessible to all including the mobility impaired and improve the pedestrian environment	All transport and public realm schemes to enhance street and public realm design in a way that assists pedestrians and the mobility impaired	To provide a fully accessible public realm and street environment for all, especially those with mobility impairments and users of mobility scooters / wheelchairs, prioritising pedestrians and the disabled	LBS TfL	Ongoing	T1 T6 T7
Seek accessibility improvements through the planning system	Continue to work with developers to ensure all new developments are fully accessible and prioritise pedestrians, cyclists and the mobility impaired	To ensure all new developments are fully accessible and make good provision for pedestrian and the disabled	LBS Developers	Ongoing	T1
Support and work with operators of community and accessible transport to improve their services	Continue to promote and support Sutton Community Transport, Dial and Ride, Taxicard, Shopmobility etc.	Continue to promote and support Sutton Community Transport, Dial-a-Ride, Taxicard, Shopmobility etc.	LBS, SCT SCILL Age UK SSF, TfL	Ongoing	T1 T6 T5

5 Indicators, Targets and Monitoring

5.1 In order to measure the success of the strategy in achieving its objectives, the following indicators will be monitored and reported on. Targets for each indicator have been adopted through the Sutton Transport Plan 2010 (LIP) and One Planet Strategy, and data on these is generally provided by TfL. Table 5.1 overleaf sets out details of all the targets.

T1 Mode Share

5.2 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 the borough.

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

5.4 TfL will report annually on this indicator using data from the London Travel Demand Survey. This may be supplemented by additional local surveys.

5.5 The council has adopted targets for mode share for walking, cycling and public transport.

T2 Road Traffic Casualties

5.6 This indicator monitors the total number of people killed or seriously injured (KSI) in road traffic collisions and 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.

5.7 Borough road safety targets have been set based on national and Mayoral targets.

T3 Bus Service Reliability

5.8 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.

T4 CO$_2$ Emissions

5.9   This is a new indicator based on the Mayoral commitment to reduce emissions of CO$_2$ in London by 60% of 1990 levels by 2025. This indicator will measure CO$_2$ emissions (in tonnes) from ground-based transport per year based on the GLA's London Energy and Greenhouse Gas Emissions Inventory. This indicator will be monitored and reported on by TfL.

T5 Air Quality

5.10   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 range of pollutants. Targets have been set for PM10 and NO2. Further details on these targets and other pollutants are set out in the council's Air Quality Action Plan.

T6 Travel to School by Sustainable Transport

5.11   This is an additional borough indicator that has been selected by the council to monitor the impact of school travel plans 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 will be reported by the council on an annual basis. A target has been set as part of the council's One Planet Strategy to increase the percentage of children travelling to school by sustainable transport.

T7 Staff Travel

5.12   A target has been set in One Planet Strategy to increase the percentage of council staff commuting to work by sustainable transport in order to reduce the council's environmental impact. This will be monitored biennially through a staff travel survey as part of the staff travel plan.

Table 5.1 - Summary of Targets

Target	Target detail	Baseline	Short term target (2017)	Long term target (2025)
T1 Mode Share	T1.1 Increase cycling mode share	1% 2009/10-2011/12 average	2.2%	4%
	T1.2 Increase walking mode share	28% 2009/10-2011/12 average	29.6%	32%
	T1.3 Increase public transport mode share	16% 2009/10-2011/12 average	17.6%	20%
T2 Road Traffic Casualties	T2.1 Reduce KSIs	45 2010/12 average casualties	35	18
	T2.2 Reduce total casualties	449 2009-2011 average casualties	429	401
T3 Bus Service Reliability	T3 Limit increase in excess wait time	0.9 2011/12 average (minutes)	0.8	0.8
T4 CO_2 Emissions	T4 Reduce CO_2 concentrations from ground based transport in the borough	114 (kilo-tonnes) 2010	100	80 (30% reduction)
T5 Air Quality	T5.1 Reduction in PM10 annual mean concentrations and in annual exceedences of daily mean across all monitoring sites	For details of baseline see the Council's LIP	See Council's LIP for details of short term targets	10% reduction in annual mean concentrations and 50% reduction in annual exceedences across all monitoring sites
	T5.2 Reduction in NO_2 annual mean concentrations and in annual exceedences of daily mean across all monitoring sites	For details of baseline see the Council's LIP		
T6 Children's Travel to School	T6 Increase the percentage of children travelling to school by sustainable transport	76% (2009)	80%	85%
T7 Council Staff Travel	T7 Increase the percentage of council staff travelling to work by sustainable transport	48% (2011)	60%	66%

Targets T1-4 are TfL measured LIP targets, T5 is a borough LIP target measured by the Council and T6-7 are One Planet Sutton targets measured by the Council.

Appendix A

List of Local Public Transport Schemes

Potential Local Bus Improvement Schemes for further feasibility review
to be updated annually

- Improved bus links between St. Helier/Sutton and Epsom General Hospital e.g. extend 470 from Epsom town centre to the hospital
- Extend S4 east from Roundshaw to Purley Way and also up to Orchard Hill development
- Introduce Sunday services on all bus routes which do not have it including S3 and S4
- Improved bus links to/from Surrey, especially serving hospitals/major places of employment
- New stop for National Express bus 025 in Hackbridge
- Reinstate stop for the X26 bus at Beddington Plough, increase frequency and make 24-hour
- Re-route the 463 to serve a 'network hole' in south Beddington and improve service to Clockhouse
- Seek the provision of more dedicated TfL school buses to serve expanding schools
- Seek improvements to bus-rail and bus-bus integration
- Seek provision of more Countdown screens at bus stops.

Station Access Improvements

Carshalton	• Step-free access to Platform 1 • Improved pedestrian access and signing to station
Sutton	• New entrances to station from South Point site and Bridge Road • Longer term redevelopment of station to provide new entrance hall and improved passenger facilities
Cheam	• Step-free access between platforms • Improved pedestrian access and signing to station involving redesign of Station Approach
Carshalton Beeches	• Step-free access to Platform 2 via footbridge • Reduced gap and step between train and platform • Platform extensions to accommodate 10 car trains
Wallington	• Step-free access between platforms • Improved pedestrian access between station and town centre avoiding steps
West Sutton	• Step-free access to platforms • New bridge to provide pedestrian access from St. James' Road
Sutton Common	• Step-free access to platforms
Worcester Park	• Step-free access to Platform 2 from east
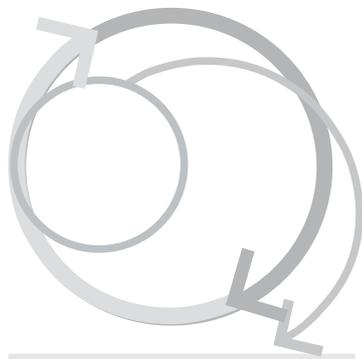
Eleanor Purser Executive Head
Economic Development Planning and Sustainability

Strategic Planning
London Borough of Sutton
Environment and Neighbourhoods
24 Denmark Road
Carshalton SM5 2JG

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