London Borough of Sutton

Third Local Implementation Plan

April 2019

Sutton

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Foreword

This new transport plan for Sutton forms the council's third statutory Local Implementation Plan (LIP) for Transport, which is required by the Mayor of London to explain how the council will implement his Transport Strategy at a local level. It sets out the strategic and local transport objectives for the borough, as well as the challenges and opportunities faced in Sutton to deliver these objectives.

The LIP also sets out an investment programme for the three years from 2018 to 2021 listing the transport schemes that the council intends to implement over this period, as well as outlining other schemes that the council will implement as funding permits.

Sutton has a long history of promoting sustainable transport and was one of the first boroughs to publish a Sustainable Transport Strategy in 1999. This paved the way for the ground-breaking £5m Smarter Travel Sutton (STS) behavioural change project in partnership with Transport for London. The STS project, which ran for three years from 2006 to 2009, achieved great success in changing residents' travel behaviour from the motor car towards more sustainable modes such as cycling and public transport, despite modest rail and bus provision in the borough. Going forward, with exciting proposals such as the Tramlink extension to Sutton which has the support of the Mayor of London, the regeneration of Sutton Town Centre and the rich history and culture of the borough, we want to capitalise on the excellent potential to improve air quality and public health while reducing the impact of traffic on our roads.

The LIP also links to the council's new Local Plan, adopted in February 2018, which sets out the long term policies and proposals for the future development of the borough, including significant housing growth and key transport infrastructure to support the new developments.
The decision to concentrate new housing in Sutton Town Centre and key centres in the borough such as Wallington and Hackbridge gives us the best opportunities to maximise the use of sustainable transport, in particular walking, cycling and public transport. This is crucial in ensuring that car dependency is reduced and sustainable transport use is maximised, in order to mitigate the new demands on our transport networks within the next 25 years.

Councillor Manuel Abellan
Chair, Environment and Neighbourhoods Committee

Section One: Common Elements

Statutory Context

1.1   The Local Implementation Plan (LIP) is a statutory document prepared under Section 145 of the GLA Act. It sets out how the Council proposes to deliver the Mayors Transport Strategy (MTS)[1], published in March 2018, in the borough as well as contributing to other local and sub-regional goals. It has been developed in accordance with the Guidance for Borough Officers on Developing the Third Local Implementation Plans, published in March 2018.

1.2   The first LIP covered the period 2005/06 to 2010/11; the second LIP covered the period 2012/13 to 2017/18. This document is the third LIP for Sutton. It covers the same period as the MTS (to 2041), and takes account of the transport elements of the London Plan and other relevant local and Mayoral policies. It sets out long term goals and transport objectives for the borough for the next 20 years, a more detailed three-year programme of investment starting in 2019/20, and includes delivery proposals for the period 2019/20 to 2021/22 and the targets and outcomes the borough is seeking to achieve. A more detailed delivery plan is provided for the 2019/20 financial year.

1.3   The LIP identifies how the council will work towards achieving the MTS goals of:

a   healthy Streets and healthy people,

b   a good public transport experience,

c   new homes and jobs,

as well as the key outcomes, policies and proposals of the MTS.

1.4   The council notes that the overarching aim of the MTS is for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041, compared to 63% today, and that there are different targets set for central, inner and outer London. The LIP outlines the council's priorities and targets in order to assist with this aim.

Local Approval Process

1.5   Elected Members (Councillors) provided guidance to the Council's officers during the development of the Draft LIP through direct discussion, as well as at the Environment and Neighbourhoods Committee, local neighbourhood committees and associated members' briefings where required.

1.6   The draft Final LIP was considered by the Environment and Neighbourhoods Committee on 20 September 2018.

1.7   If there is a need to do so, the borough will review the LIP on a regular basis within its lifetime to ensure that it remains consistent with new local, regional and national policies as they emerge, and update the LIP as appropriate.

[1] https://www.london.gov.uk/sites/default/files/mayors-transport-strategy-2018.pdf

Statutory

- TfL
- Emergency Services
- Disability groups
- Local authorities

Non-statutory

- National agencies
- Transport and environment groups and operators
- Business groups
- Community groups
- Residents' groups and associations

Statutory Consultation

1.8 The GLA Act 1999 places a duty on boroughs, when preparing a LIP, to consult with the following organisations:

a   the relevant Commissioner or Commissioners of Police for the City of London and the Metropolis.

b   Transport for London (TfL).

c   such organisations that represent disabled people as the borough considers appropriate.

d   other London boroughs whose area is, in the opinion of the council preparing the LIP, likely to be affected by the plan.

e   any other person required by the Mayor to be consulted. On this occasion the Mayor has not required any further persons or organisations to be consulted.

1.9 The council undertook a public consultation exercise between 2 November 2018 and 21 December 2018. The consultation appeared on the council's website as well as the Citizenspace online consultation tool, and was available for any member of the public to respond.

1.10 Approximately 40 bodies were consulted directly by email, including the statutory consultees mentioned above, as well as approximately 500 businesses and individuals across the borough that have previously expressed an interest in being contacted on statutory and planning matters.

1.11 The direct consultees fell into a number of broad categories, statutory and non-statutory, listed left.

1.12 A total of 24 responses (including TfL) were received. Details of the council's response to individual points raised, including any amendments to the LIP as a result, can be found on the council's website at www.sutton.gov.uk

Strategic Environmental Assessment (SEA) and Equality Impact Assessment (EQIA)

1.13 The Council has a statutory duty to conduct a Strategic Environmental Assessment and an Equality Impact Assessment on its LIP. The LIP Objectives and programmes have been assessed for both purposes, and no changes were required as a result.

1.14 The SEA Environmental Report, including a non-technical summary, and the EQIA were available during the consultation and remain on the website at www.sutton.gov.uk

Section Two: Borough Transport Objectives

Identifying Objectives

2.1 This chapter sets out the local policy context for the borough's third LIP. It covers the borough's detailed interpretation at a spatial level and the local policies and proposals which will help deliver the MTS. The chapter also considers the link between the LIP and other key plans and frameworks against which the borough plans and delivers local services.

2.2 The Sutton Local Implementation Plan and its objectives demonstrate that it is informed by evidence and analysis of local needs and issues. It is shaped by the wider context of the MTS vision, the Healthy Streets approach and the policies, proposals and outcomes within the MTS. It also complements and supports a range of strategies and plans including the Sutton Local Plan, the Sutton Sustainable Transport Strategy (and One Planet Sutton Policy), Cycling Delivery Strategy, the Sustainability Strategy, Air Quality Action Plan and the Sutton Corporate Plan. A full list of the documents, with links, can be found at Appendix B.

Healthy Streets

2.3 Healthy Streets was first outlined in the Mayor's vision for London, 'A City for all Londoners' in 2016. This new approach aims to prioritise active travel, making walking, cycling and public transport use the best choices for travel, encouraging the most efficient methods of essential travel for people and goods, and creating more attractive, accessible and people-friendly streets.

2.4 The Healthy Streets approach is based on ten indicators which focus on the experience of people using streets. There are two main indicators:

- Pedestrians from all walks of life.
- People choose to walk, cycle and use public transport.

2.5 There are eight other indicators that point to the essential elements required to support these two main indicators:

- Easy to Cross.
- Shade and Shelter.
- Places to stop and rest.
- Not too noisy.
- People feel safe.
- Things to see and do.
- People feel relaxed.
- Clean air.

2.6 The guidance and drive behind Healthy Streets is to focus on improving the infrastructure across broader areas, so that improvements can be considered in a more strategic manner where there are clear opportunities for improved modal choice towards encouraging people to make journeys by walking, cycling public transport. Going forward, this methodology will be considered as part of the development of all **schemes, interventions and policies within the LIP, and will also influence** new developments and masterplans such as for Sutton Town Centre.

2.7 Historically, bids to TfL for LIP funding sought to identify a range of smaller interventions at sites or junctions, resulting in the delivery of small-scale transport improvements at a local level. The Healthy Streets principles mean inevitably that there will be fewer, but larger and higher quality schemes being delivered, and it will be important that proposals for new schemes are linked to provide area wide coverage to ensure consistent modal choice opportunities
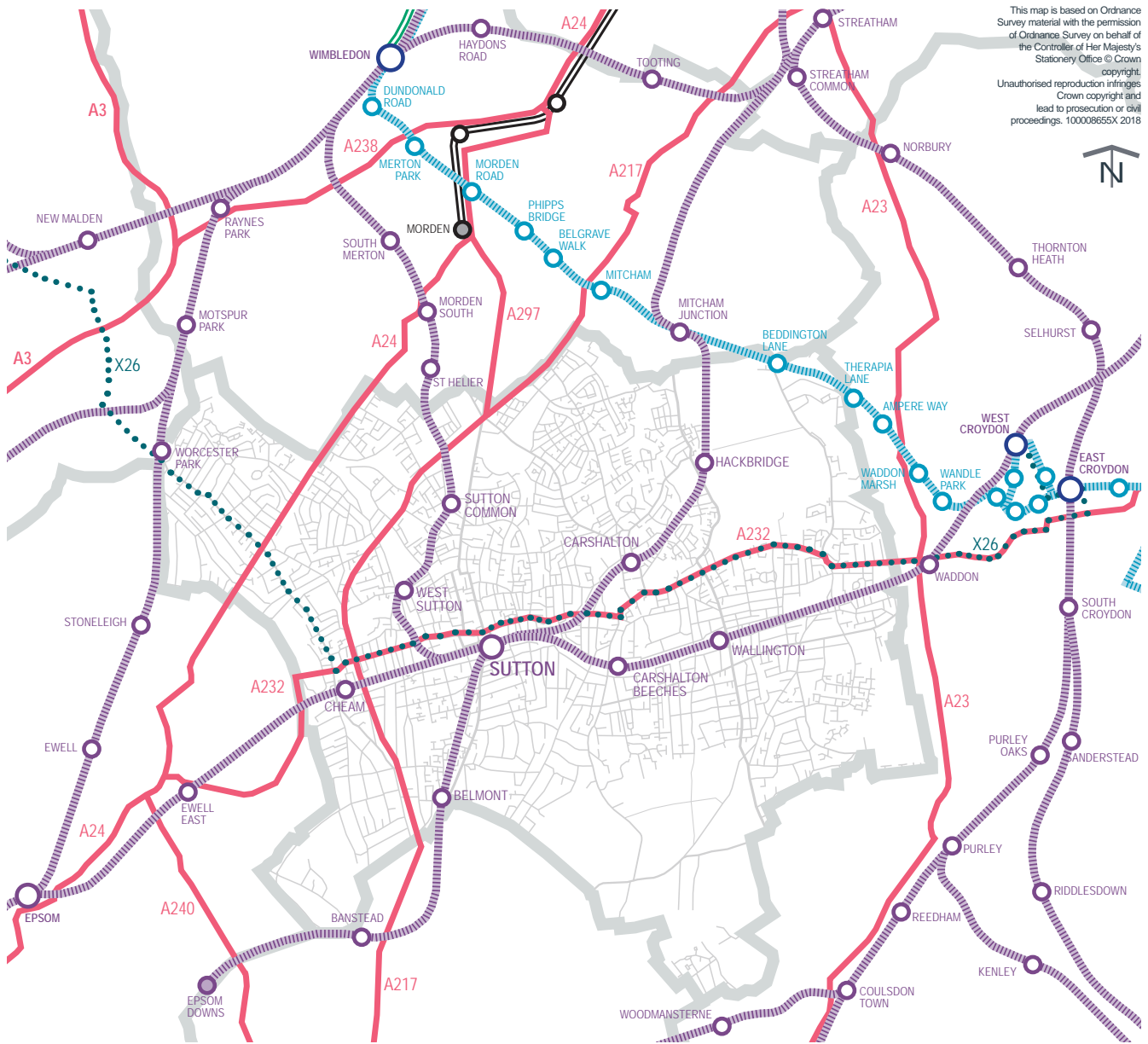
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Figure 1
Sub Regional Transport Context

|		
Railway	Express Bus Routes	
Tramlink Route	Northern Line Underground	
Strategic Roads	District Line Underground	

Sub-Regional Context

2.8 The London Borough of Sutton forms part of the South London sub-region and so is covered by the South London Sub-Regional Transport Plan, published in December 2010. Sutton Town Centre is one of four metropolitan town centres in the sub-region, alongside Bromley, Croydon and Kingston, which are key retail and employment centres in their own right and support the wider South London economy.

2.9 South London is unique among the sub-regions in being largely dependent on heavy (national) rail for its rail-based public transport, due to the less dense underground network compared to other parts of London. The Overground network is limited to the East London Line to West Croydon, the South London line through Clapham Junction and part of the original North London Line terminating at Richmond.

2.10 The Elizabeth Line (Crossrail) does not serve the sub-region but proposed branch lines for Crossrail 2 will do so. The sub-region does also contain the Tramlink service from Wimbledon through Croydon.

2.11 Also unique among the sub-regions is that South London does not contain any motorways. However, it contains a number of key radial roads which link South London to the M25 or M23, including the A22, A23, A217 / A297, A24, A243 and A3, together with the A205 south circular and the A232 / A240 outer-orbital routes.
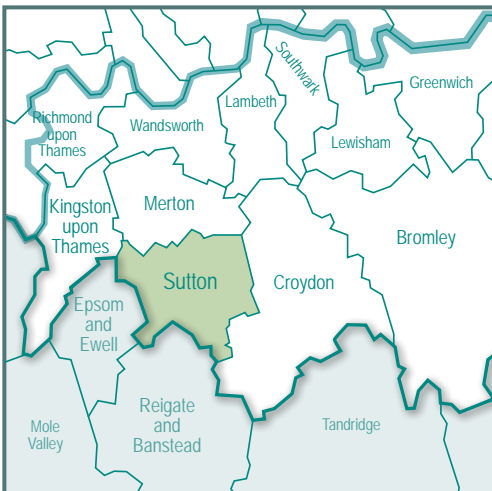
Borough Context

2.12 The London Borough of Sutton occupies an area of 4,453 hectares in outer South London, making it one of the smaller outer London boroughs. The borough is bordered to the north and east by the London Boroughs of Merton and Croydon respectively, and to the north-west by the Royal Borough of Kingston-Upon-Thames. To the south and west it adjoins the two Surrey districts of Reigate and Banstead, and Epsom and Ewell respectively.

2.13 The southern half of the borough consists predominantly of relatively affluent, low-density residential areas, together with a substantial green belt area forming the edge of Greater London. By contrast, the northern wards, including St Helier, The Wrythe and Wandle Valley, along with Roundshaw in the south-east of the borough, are less affluent and consist of higher density housing, including large social housing estates and industrial areas. However, the northern half of the borough also contains large areas of parkland and open space, including the River Wandle corridor and Beddington Farmlands.

2.14 Key settlements are Sutton itself, the district centres of Wallington (where growth is expected), Carshalton, Cheam, North Cheam, Rosehill, Worcester Park and Hackbridge (where significant growth is expected).

2.15 The borough has 54 councillors representing 18 wards, and six Local Committees which make decisions on local transport schemes and public realm investment, among other things.

Key Facts The People

202,216	Resident population of Sutton (2016)
21%	Aged 0 to 15
64%	Aged 16 to 64 (Working Age)
15%	Aged over 65
46.7	Persons per hectare in **Borough**
96.0	Persons per hectare in **Sutton Central** ward
15.0	Persons per hectare in **Carshalton South** ward
56.6	Persons per hectare in **Greater London**
213,340	Projected residents by 2021
223,323	Projected residents by 2031

Source: GLA 2016 Housing led Projections, November 2017)

Key Facts The Economy

83.8%	Sutton's working age population are economically active
78.2%	London's working age population are economically active
8,275	Number of businesses based in Sutton which:
7,665	employ less than 10 people
105	employ more than 50 people
33%	Rise in the number of businesses and enterprises since 2008
93%	Number of new businesses surviving after one year (higher than London)

Source: 2017-18 Labour Market Profile for Sutton managed by NOMIS on behalf of ONS. Government IDBR, October 2017).
ONS Business Register and Employment Survey via London Datastore, November 2017.

The Economy

2.16 Sutton borough has a reasonably buoyant local economy with below average unemployment, low levels of deprivation and high economic activity amongst its residents. However, business growth rates and job skills are below the London average, while workplace earnings are lower than London and South London averages.

2.17 Sutton town centre is ranked the ninth largest metropolitan town centre in London in terms of retail floorspace, and offers a range of shopping, employment and leisure activities with bus and rail links. Assisted by a range of restaurants, cultural activities and leisure facilities in Sutton itself, Carshalton, Wallington and Cheam, the borough is identified by TfL as having a night-time economy of regional and sub-regional significance.

2.18 Sutton town centre faces competition from larger nearby town centres such as Kingston and Croydon, where shop numbers, food and other offers are much broader. The rise in online shopping has seen some large retailers disappear from the high street.

Transport Infrastructure

Travel Patterns and Modal Split

392,000 trips per day from **SUTTON**

53.9% Car
25.9% Walk
9.6% Bus / Tram
6.1% Rail
1.8% Cycle
1.4% Underground / DLR
1.3% Taxi / Private Hire
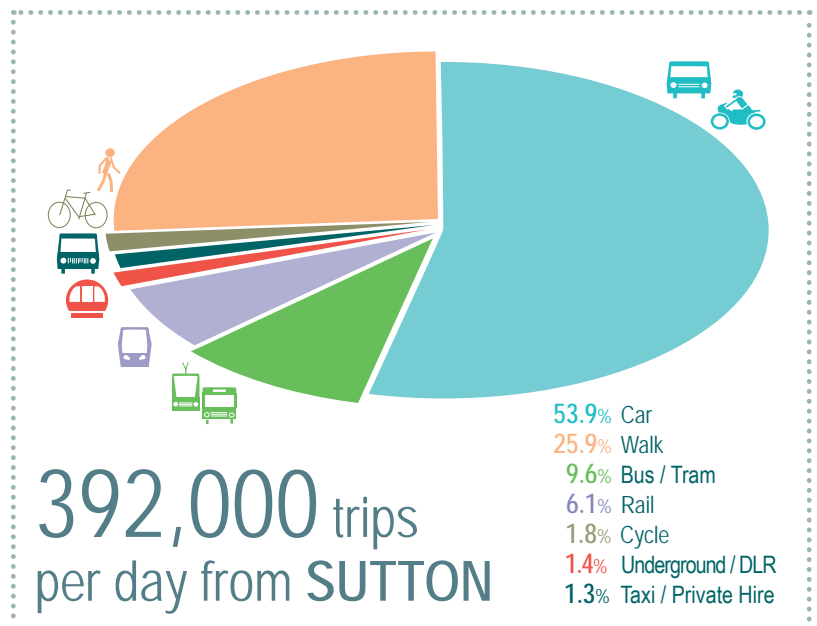
Rail

2.19 Sutton is one of three London boroughs not served directly by Underground or Overground services, the nearest ones being the Northern Line terminus at Morden and the District Line terminus at Wimbledon, with the East London Line (Overground) to West Croydon. The Croydon to Wimbledon branch of Croydon Tramlink passes through the north east corner of the boroughand provides Beddington residents with a connection at Beddington Lane and Therapia Lane, on or over the borough boundaries with Merton and Croydon. Access for other areas of the borough is typically via Mitcham Junction in Morden, accessed from the bus and rail networks.

2.20 Rail services are provided by the Southern Rail and Govia Thameslink. Southern provide services predominantly on the Victoria to Epsom / Horsham and Victoria to Epsom Downs lines. Thameslink operates predominantly on the Wimbledon Loop lines. Sutton will not be served by Crossrail, and the proposed Crossrail 2 scheme will only provide one station link (at Worcester Park, just outside the borough boundary).

2.21 As Table 2.1 shows, train frequencies are low with as few as one to two trains per hour, due to the nature of the infrastructure and the interchanges with other lines, resulting in crowding on a number of peak services. The decline in station entries and exits across the three years to March 2017 has been attributed by the Office of Rail and Road (ORR) to the ongoing industrial action and driver shortages within the GTR franchise, together with network faults and upgrades to infrastructure by Network Rail. The further disruption as a result of the May 2018 timetable changes is not reflected in this table but is expected to have further significant impact on the 2018/19 data.

2.22 A further key issue is that the majority of stations in the borough are not fully accessible – only Sutton, Carshalton (from 2019), Hackbridge, Wallington, Cheam, Belmont and Worcester Park are step-free to platform, and of these Hackbridge, Wallington and Cheam have separate entrances on either side of the railway and so are not accessible between platforms.

2.23 The council was disappointed with the Secretary of State for Transport's decision not to devolve suburban rail services to TfL, and will support the Mayor in his continued efforts for this. The council would also welcome a more uniform increased level of rail services in the borough, but recognises that the complexity of train paths and service patterns within the borough and adjacent network mean that metro style services may not be feasible without significant infrastructure investment in the mainline rail network. This includes a number of key junctions which are 'at grade' and so trains can be delayed crossing from one line to another.

Table 2.1
Railway Station frequency and usage

Station	Operator	Typical Off-Peak Service*	Entries / Exits 2017-18	Entries / Exits 2016-17	Entries / Exits 2015-16	Entries / Exits 2014-15	Entries / Exits % Change from 2014-15
Sutton	GTR	10 tph	6 362 040	6 526 152	7 111 238	6 778 932	-6.2
Worcester Park	SWR	4 tph	2 198960	2 442 322	2 366 392	2 745 468	-20.0
Wallington	GTR	6 tph	1 777 840	1 886 850	2 094 026	2 178 902	-18.5
Carshalton	GTR	4 tph	1 300972	1 296 178	1 430 116	1 425 636	-8.8
Cheam	GTR	5 tph	989 268	978 986	1 126 420	1 168 046	-15.4
Carshalton Beeches	GTR	6 tph	840 810	861 202	974 434	1 020 594	-17.7
Hackbridge	GTR	4 tph	850 954	819 780	904 112	998 924	-14.9
Sutton Common	GTR	2 tph	340 494	316 454	361 812	398 246	-14.6
West Sutton	GTR	2 tph	364 318	348 014	371 270	379 420	-4.0
Belmont	GTR	1 tph	127 714	136 770	158 708	151 502	-15.8
Total			**15 153 370**	**15 612 708**	**16 898 528**	**17 245 670**	**-12.2**

*prior to 2018 timetable change, after which Carshalton and Cheam are served by 6tph and Belmont by 2tph   Source: Office of Rail and Road
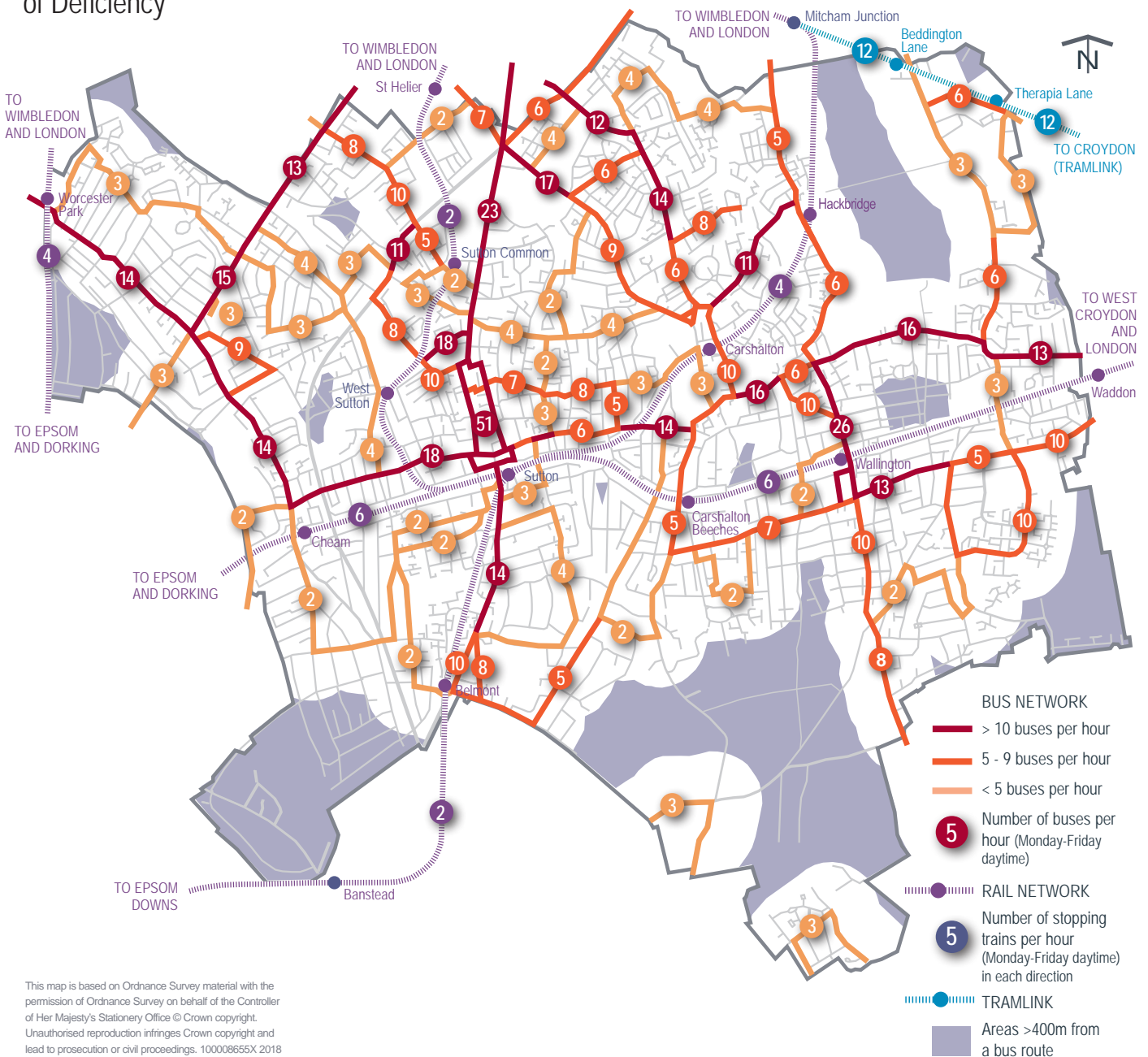
Bus

2.24 Some 27 bus routes serve the borough, including the X26 express service from Croydon to Heathrow, three night buses and a handful of 24 hour routes. The routes are largely radial in nature, providing access to neighbouring larger towns and interchange access for rail and tram to Central London. Outside Sutton town centre and the larger town centres such as Wallington, service frequencies are often lower, as little as two buses per hour (see Figure 2). 80% of the borough's population live in areas with PTAL of 0-2 on a scale of 0-6 (see Figure 3). Although 95% of the urban area falls within 400 metres of a bus service, many of these are only a single low frequency service, with lack of services at weekends and in the evenings.

Figure 2

Sutton Public Transport Network showing Number of Services per hour in each direction and Areas of Deficiency

BUS NETWORK

— > 10 buses per hour

— 5 - 9 buses per hour

— < 5 buses per hour

5 Number of buses per hour (Monday-Friday daytime)

····• RAIL NETWORK

5 Number of stopping trains per hour (Monday-Friday daytime) in each direction

····• TRAMLINK

Areas >400m from a bus route

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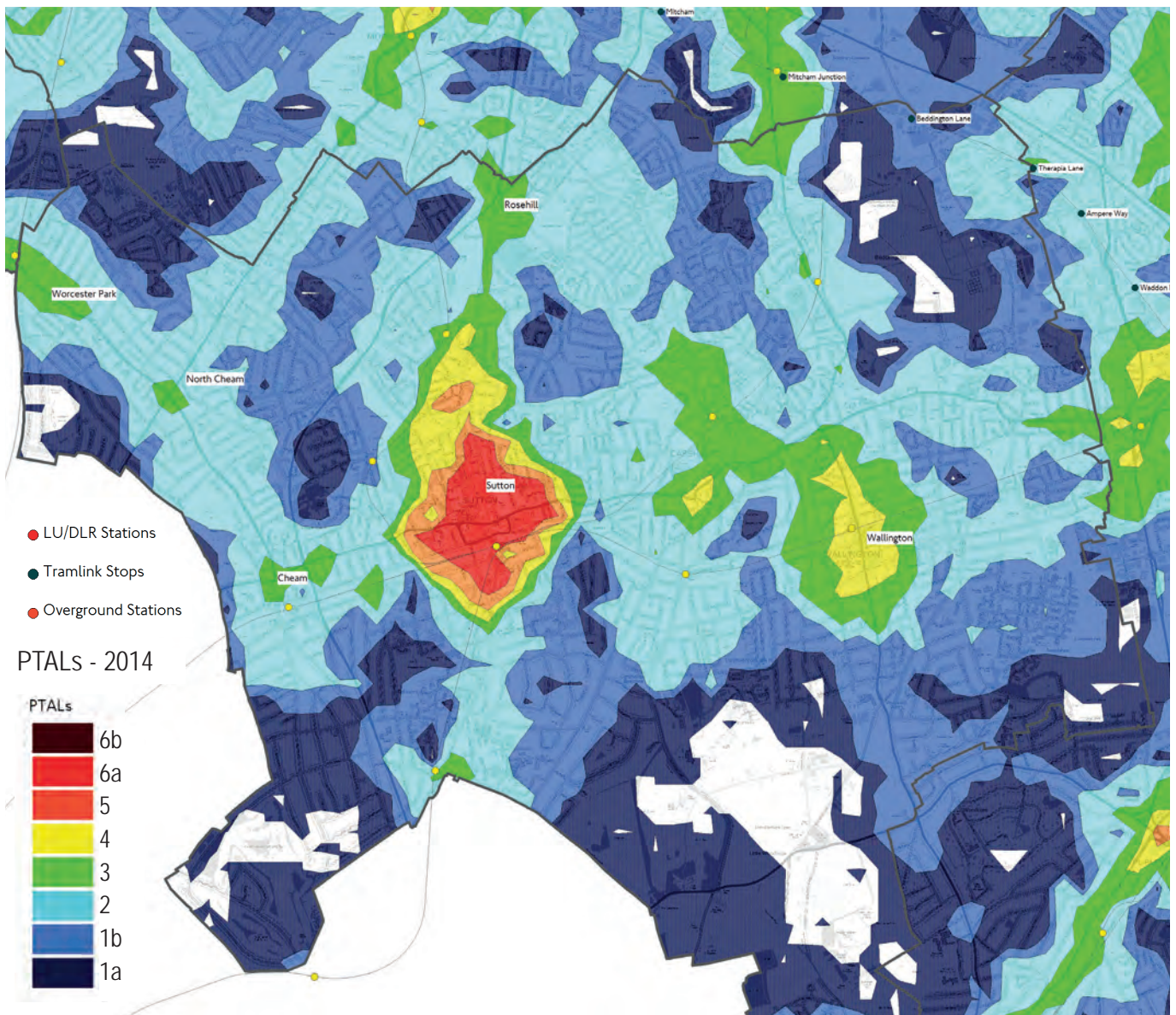
Figure 3 Public Transport Accessibility Levels in L B Sutton

Data: LUL/DLR - 2011base+ Revisions
National Rail - 2011 base+ London Overground + Revisions
London Buses - November2014

Trips by Bus

16% of trips in the borough are made by Bus

31% of trips in London are made by Bus

77% of households have access to at least one car or van, **the sixth highest figure** among London boroughs (2011 Census)

2.25 The historic low public transport frequency has resulted in only 16% of trips in the borough currently being undertaken by bus (against 31% for London as a whole), and 77% of households have access to **at least one car or van, the 6th highest figure among London boroughs** (2011 Census). This includes large numbers of multiple car households made up of families with children, older residents who are less likely to use bus passes and extended families (adult children living with parents).

2.26 Existing growth levels and an increase in the number of schools in the area has led to some bus routes struggling for capacity in the morning and afternoon peaks, with overcrowding on buses and large queues at stops. This is exacerbated on routes such as the 154 between West Croydon and Morden, which serves several borough secondary schools as well as Carshalton Beeches rail station and Sutton Town Centre.

Oaks Park
NaTuRE TRaiL

A TWO MILE STROLL THROUGH THE
FORMAL GARDENS, MEADOWLANDS
AND WOODLAND OF OAKS PARK
ALLOW 1½ - 2 HOURS

With sketches to colour
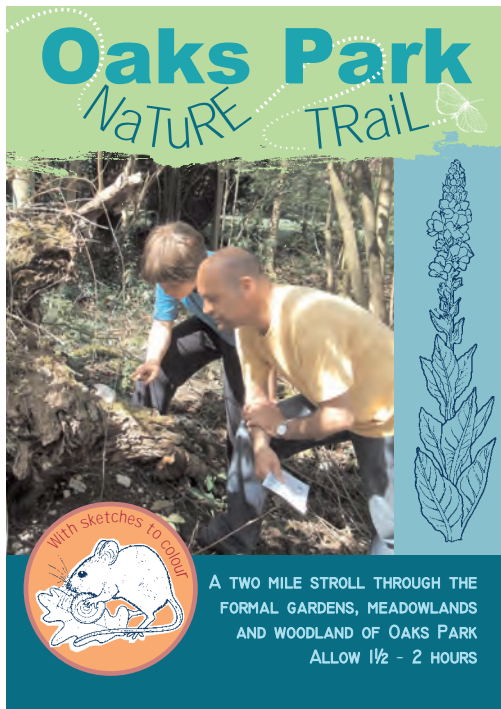
Walking

2.27 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. While trips on foot (28%) and cycling (2%) make up nearly one third of all trips, there is considerable scope to increase these figures given the short nature of many local trips. According to the TfL Analysis of Walking Potential (2016), out of an estimated 127,100 trips per day in Sutton some 71,600 (56%) are potentially walkable (source LTDS 2012/13 to 2014/15).

2.28 30% of all the borough's working population work in the borough, and a further almost 20% of borough residents work in neighbouring Merton or Croydon. The Local Plan proposes increases in walking from 28% to 32% by 2025.

Cycling

2.29 The borough has an extensive network of signed cycle routes, much of which forms part of the wider London Cycle Network connecting Sutton with neighbouring boroughs. The Wandle cycle route also forms part of the National Cycle Network, managed by Sustrans, who are also developing a number of 'Greenways' routes within and beyond the borough connecting to Olympic venues, including Wimbledon. The Local Plan, through the Sustainable Transport Strategy and Cycling Strategy, aims to double the cycling mode share from 2% to 4% by 2025.

2.30 Cycle schemes developed recently include:

- Worcester Park (Green Lane) to Sutton route (alongside the Hamptons and Pyl Brook)
- Green Wrythe Lane (from borough boundary) to Wrythe Green the North Cheam to Sutton route (Pyl Brook),
- Feasibility studies for Quietway routes between Rosehill and Sutton and Worcester Park to Croydon, plus a Wallington North / South cycle route.
- A Quietways route from Morden to Sutton, consultation on the Worcester Park to Croydon route and the Wallington North / South cycle route are being developed with TfL, and are expected to be delivered within the early years of the LIP.

2.31 The Council has also secured £1.86m of TfL funding towards the £3.56m Beddington North TfL Major Scheme project, which was developed in partnership with TfL and in consultation with the local community and Business Improvement District to deliver improvements to Beddington Lane and Hilliers Lane, making it a better environment for pedestrians and cyclists, and providing more travel choices for local businesses and residents. Phase 1 works commenced in March 2018.

Figure 4
Borough Cycle Route Network

Route 75

Quietway 141

NCN Route 20

Route 29

Quietway 142

Route 75

Route 76

Route 77

Route 78

Route 76

Route 77

NCN Route 20

━━━ Existing Cycle Route

▦▦▦ Proposed Cycle Route

━━━ Proposed Quietway on Existing Cycle Route

━━━ National Cycle Route 20 Avenue Verte and part Wandle Trail
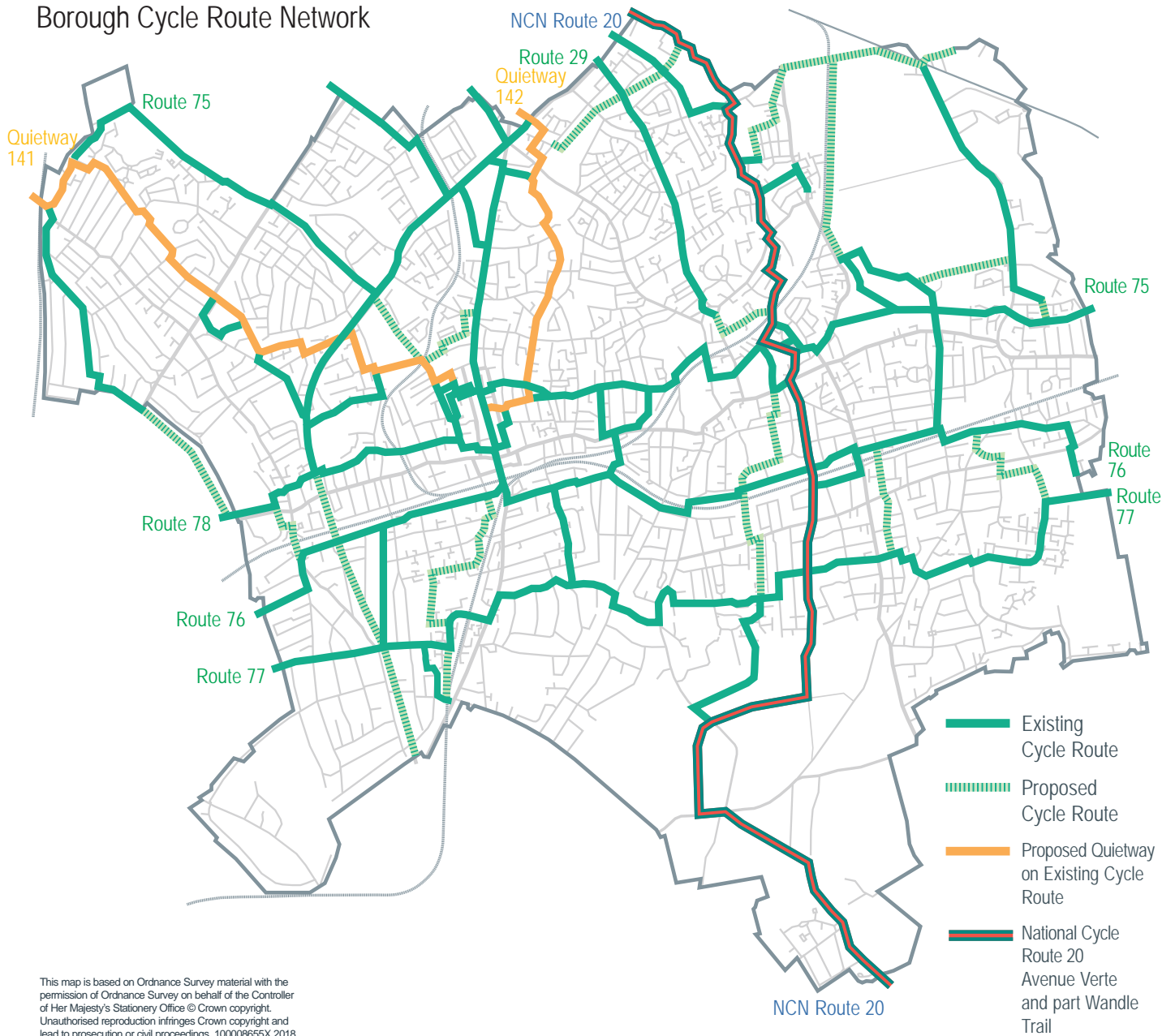
2.32 The borough's Shared Service Cycle training team provides cycle training to the majority of schools in Sutton in Year 5 and Year 6. Balance training is offered to Year 4 children. Scooter training is offered in Year 1 and Year 2. Funded adult cycle skills training is on the increase with the target increased to 150. The Team also provides monthly Women Only social rides (Women on Wheels) and monthly maintenance courses.

The Road Network

2.33 The borough's road network includes:

- Three strategic Transport for London Road Network (TLRN) Tier 1 'Red Routes' (17.5 km), two of which, the A24 and A217, link central London to the GLA boundary (and onwards to the M25) and one of which, the A232, provides an east-west route across the borough.

- 12.0 km of 'A' (Tier 2 London distributor) roads.

- 28.4 km of 'B' (Tier 2 London and Tier 3 borough distributor) roads.

- 16 km of 'C' (Tier 3 borough distributor and local access) roads.

- 358.7 km of residential (local access) roads.

Figure 5
Borough Road Network
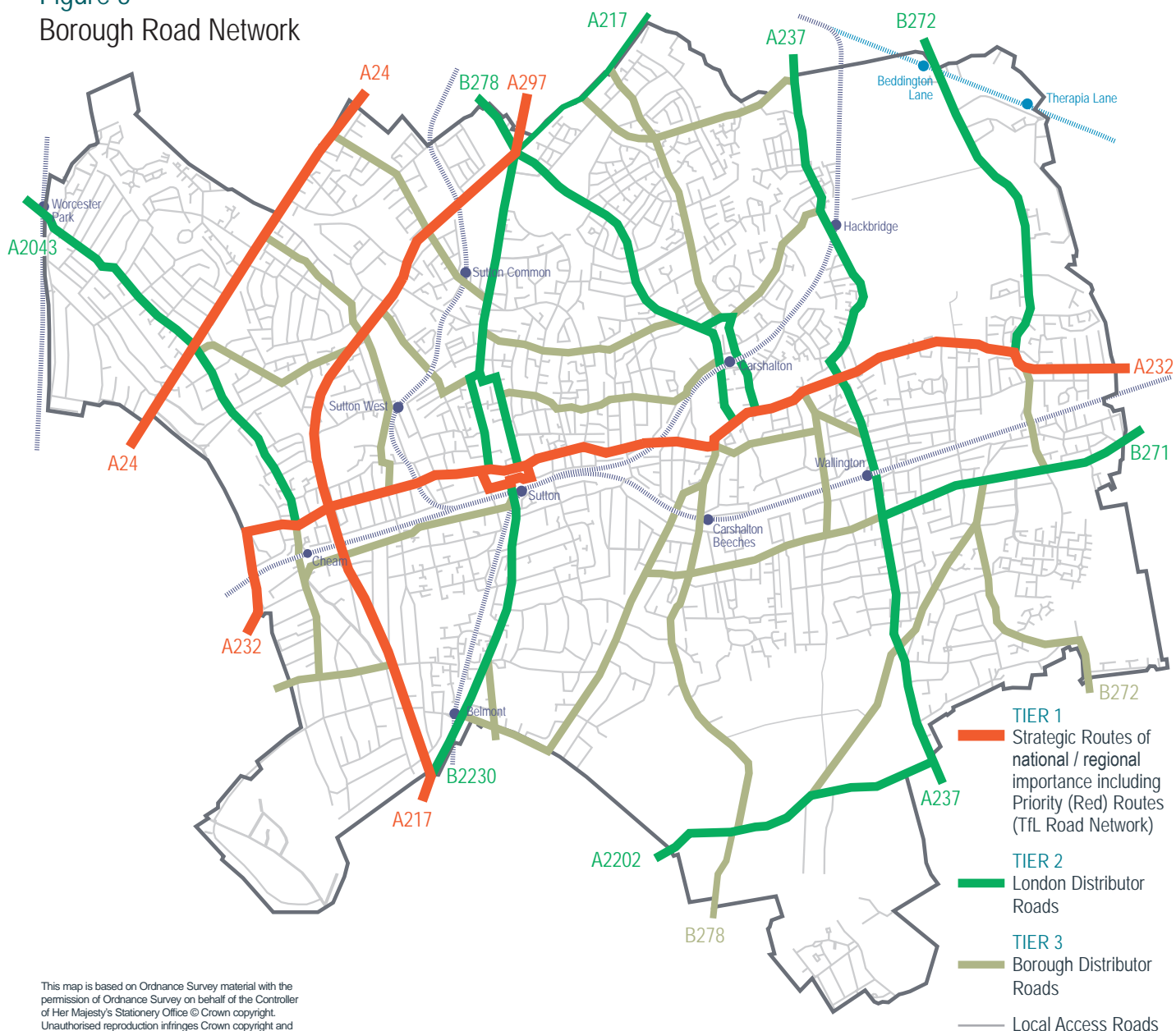
TIER 1
Strategic Routes of national / regional importance including Priority (Red) Routes (TfL Road Network)

TIER 2
London Distributor Roads

TIER 3
Borough Distributor Roads

Local Access Roads

2.34 According to TfL data, in 2016/17 some 16.2% of the principal road network (borough A roads) was in poor overall condition and required maintenance, based on detailed visual inspections. The Mayor's target was to have reduced this to 7.5%. Funding for maintenance remains a difficulty following reductions in TfL budgets, and the borough is considering how best to manage the condition of its network.

Traffic Growth and Congestion

2.35 Growth in traffic and congestion within the borough in the last 30 years has resulted from a combination of greater car ownership and use (together with low levels of public transport), more dispersed and diverse lifestyles and the impacts of new travel-generating developments. Motor vehicle traffic in the borough peaked in 2001 at 722million vehicle km, of which 608million km was car traffic, and declined by 12% until 2012/13 before climbing again, a trend reflected across London and England[2] in general. Car traffic as a percentage of the overall total has remained consistent throughout at approximately 78%, despite a broad pattern of falling car mode share across London.

2.36 Sutton also borders some of the most affluent areas of Surrey which have even higher car ownership levels, and whose residents inevitably drive into and through the borough. Apart from the A217 Sutton bypass, which is dual carriageway for most of its length in the borough, and possibly the A24, Sutton's roads are not designed to carry large volumes of traffic quickly and efficiently. The main east-west road, the A232, passes through Cheam village, Sutton town centre and Carshalton village, which are major 'pinch points' and sources of congestion. Cheam and Carshalton are also Conservation Areas. The main roads in the borough are also the primary cause of poor air quality in the adjacent areas.

Road Safety

2.37 1 person was killed and 29 seriously injured (KSI) in traffic collisions in the borough during 2016, down by 56.5% compared to the 2004/09 average of 69[3]. There has been a decrease of 23% in the number of KSIs in the borough over the 5 year period between 2011 and 2015. 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 coupled with the high number of private car journeys this will be a challenge to increasing modal shift towards walking and cycling.

2.38 The Metropolitan Police Service (MPS) introduced a new collision reporting system in November 2016 - the Case Overview and Preparation Application (COPA). The City of London Police also moved to the Collision Reporting And SHaring (CRASH) system in October 2015. This has had a number of impacts on the data that is available to Transport for London (TfL), and the London Boroughs in the ACCSTATS database for collision investigation. For 2017 it shows that for Sutton 1 person was killed and 60 seriously injured in the borough, with a further 375 slight injuries.

2 Source: DfT National Road Traffic Survey

3 Source: DfT Reported casualties by severity, by local authority area, Great Britain, 2016
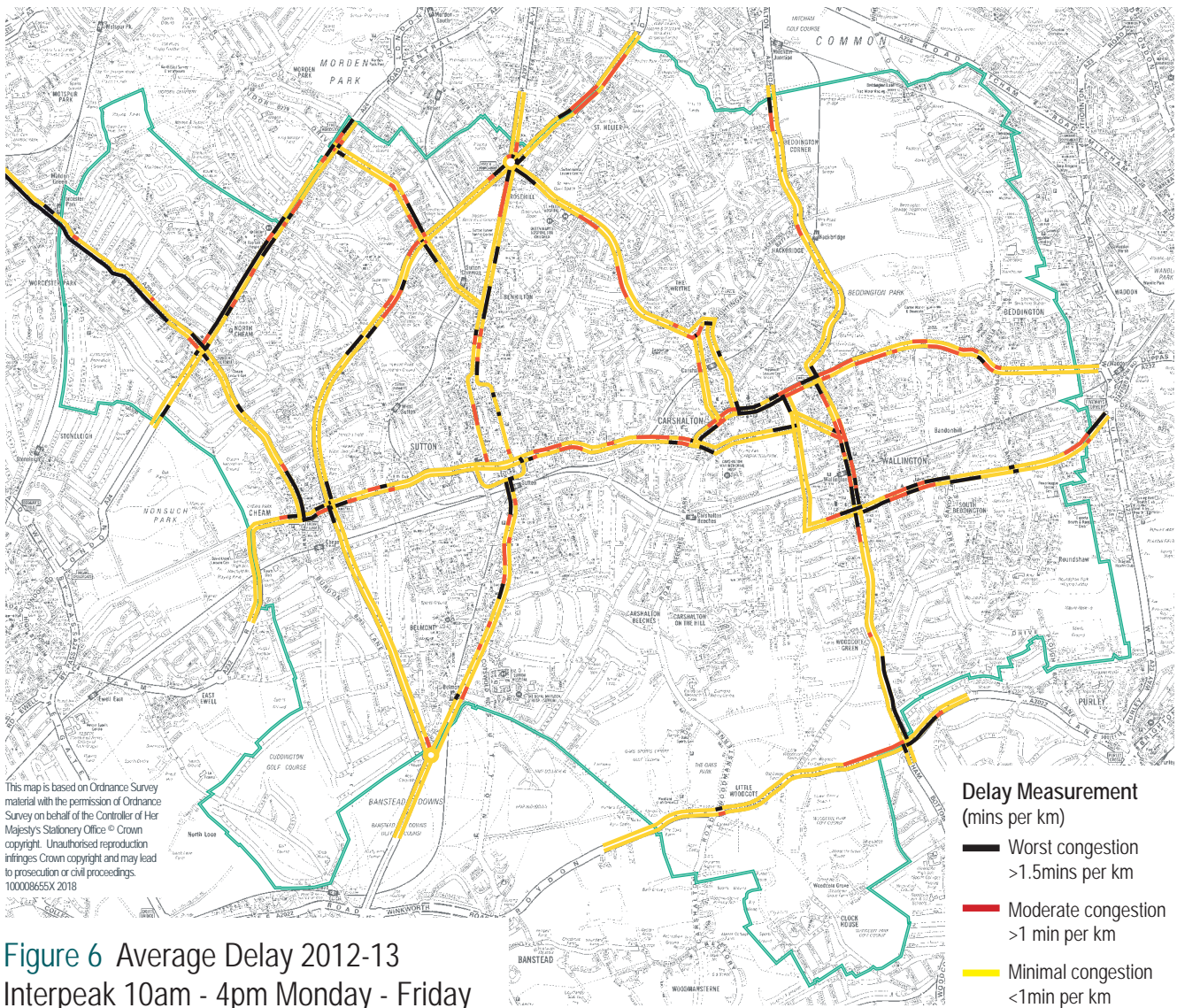
Figure 6 Average Delay 2012-13
Interpeak 10am - 4pm Monday - Friday

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Delay Measurement
(mins per km)

— Worst congestion
>1.5mins per km

— Moderate congestion
>1 min per km

— Minimal congestion
<1min per km

2.39 Under the new systems officers use an 'injury-based assessment' in line with DfT STATS 20 guidance and online self reporting is available. Both of these changes are expected to provide a better assessment of injury occurrence and severity but have made data collected from November 2016 onwards difficult to compare with earlier data.

2.40 TfL commissioned the Transport Research Laboratory (TRL) to undertake a back-casting exercise to enable pre November 2016 data to be compared with post November 2016 data. These initial back cast estimates include the number of people killed or seriously injured (KSI) for each borough between 2005 and 2017 and this data has been used to update borough targets to align with those contained in the Mayor's Transport Strategy, namely a 65 percent reduction in KSIs by 2022 against the 2005-09 baseline, a 70 percent reduction in KSIs by 2030 against the 2010-14 baseline and zero KSIs by 2041. The targets contained in this final version of our LIP have been set against Outcome 2 for Vision Zero to reflect the reporting changes. The level of ambition remains unchanged, despite these revised figures.

2.41 A significant number of collisions and injuries occur on the Transport for London Road Network (TLRN) which is outside the borough's control. For 2017, the single fatality and 16 of the 60 serious

injuries (approximately 27%) occurred on TfL roads, which account for approximately 7% of total road infrastructure in the borough. As such we expect an appropriate contribution from TfL towards the casualty reduction targets and work with them to identify trends or clusters where measures will be most appropriate.

2.42 The council shares the Mayor's desire for the elimination of all KSIs on London's streets, also known as 'Vision Zero' and accepts that although the target is challenging, no level of casualties should be considered acceptable. The publication of the Vision Zero Action Plan by TfL creates a framework of measures to achieve this, centred around four topics: safe speeds, streets, vehicles and behaviours.

2.43 The Healthy Streets approach is encouraging schemes to deal with road user perceptions as well as collision data. Neighbourhood interventions such as 20mph zones and traffic restrictions are potential likely measures, including where segregating cyclists is impractical due to roadspace constraints.

Parking

2.44 As in many other outer London boroughs, parking in Sutton is a highly sensitive issue and a consistent source of resident and member engagement, being consistently rated in residents surveys as the most important issue in terms of improvements which residents would wish to see in their local area. The high levels of vehicle ownership in the borough, together with an estimated 55% of households in the borough having no off-road parking[4], means that the borough receives over 300 requests a year for parking interventions including new or amended Controlled Parking Zones.

2.45 There are a number of significant trip generators in the borough, including ten railway stations, eight superstores, over 70 educational establishments and two hospitals, as well as a number of local centres with shops and social infrastructure such as doctors' surgeries. A particular issue in the south of the borough, but repeated in other outer London boroughs, is due to commuters from outside London driving into the borough and parking near to Cheam, Belmont or Sutton stations to take advantage of cheaper travel inside the London Travelcard zone. This can lead to conflict with local residents and businesses as well as adding to local congestion and air pollution.

2.46 The borough manages eleven public car parks, including two in Sutton Town Centre, which also contains a number of privately operated car parks at supermarkets and the railway station. Some car park surplus has been identified in recent parking surveys, and this is being considered in the light of the Sutton Town Centre Masterplan for redevelopment as well as the proposed housing developments and intensification within the Local Plan. A new Parking Strategy was introduced in 2016, setting out a programme of measures to manage parking on a consistent basis, taking into account the projected growth and the range of factors above.

4 Sutton Local Plan 2016, response to Inspectors questions on parking

Air Quality

2.47   The high levels of car ownership, traffic congestion levels and strategic nature of some of the key routes in the borough mean that vehicle emissions account for a large proportion of local air pollution within the borough and have breached EU limits for Nitrogen Oxide (NO2). Following an initial review in 2000, the council declared a number of Air Quality Management Areas (AQMAs) within the borough, mainly along the congested A232, A217, A24 and A237 routes where national standards for PM10s and NO2 were routinely being exceeded. After a further review as part of the statutory review and assessment process, the council declared the whole borough as an AQMA and updated Sutton's Local Air Quality Action Plan (AQAP) in 2013
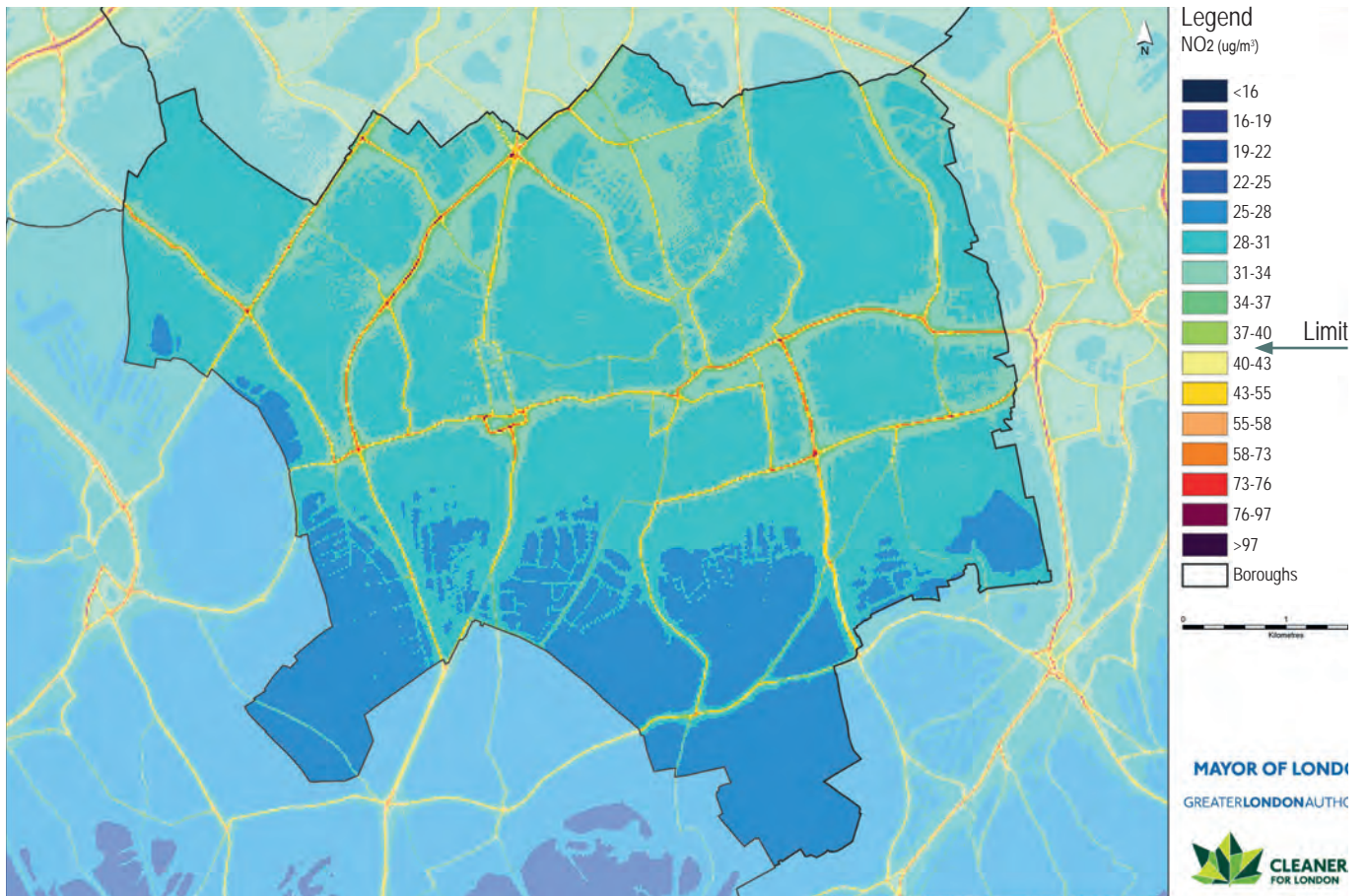
2.48   According to the Public Health Joint Strategic Needs Analysis for Sutton[5], released in 2016, the borough has some of the lowest avoidable mortality rates (people dying before the age of 75 years) compared to London and England. In Sutton cancer remains the biggest single cause of death in under 75 year olds but has been **decreasing slightly over the last five years. However, deaths from respiratory conditions have increased,** of which the primary contributors are smoking and air quality. Lung disease attributed to these factors is estimated to have accounted for 33 deaths per 100,000 people in the borough between 2014 and 2016.

2.49   The council runs four automatic air quality monitoring stations across the borough. These are located at Wallington, Worcester Park and two in Beddington Lane. All sites have met the national standards for PM10 in recent years but the monitoring data shows that at Wallington and Worcester Park NO2 levels have exceeded the national standards over recent years. Despite meeting the standards, the monitoring stations in Beddington Lane are being maintained owing to local concerns about pollution from the industrial and waste management sites within the area. Data on NO2, PM10 and PM2.5 is collected in real time at the monitoring stations. Monthly average data for NO2 is collected at a further 25 different locations across the borough.

2.50   Measures to tackle air quality fall under a range of activities, **including sustainable transport promotion, traffic management schemes,** energy use and alternative fuels and raising awareness, including promoting school travel plans. Recent projects include the installation of 13 fast electric vehicle chargepoints in the borough in car park locations, as part of the Source London Network. More are planned as part of the ongoing liaison with Bluepoint, who operate the network. Installation of rapid charging points to support the new generation of zero emission black cabs is also underway.

5 http://data.sutton.gov.uk/wp-content/uploads/2017/04/JSNA-Overview-20161.pdf

Figure 7
Annual Mean NO$_2$ Concentrations 2013

Legend
NO2 (ug/m³)

■	<16
■	16-19
■	19-22
■	22-25
■	25-28
■	28-31
■	31-34
■	34-37
■	37-40 ← Limit
■	40-43
■	43-55
■	55-58
■	58-73
■	73-76
■	76-97
■	>97
□	Boroughs

MAYOR OF LONDON

GREATER LONDON AUTHORITY

CLEANER
FOR LONDON

Changing the Transport Mix

Challenges

- High car ownership, driven by poor public transport offer - low train frequency with significant network disruption in recent years, low bus network frequency outside major centres, lack of orbital routes, low accessibility.

- Traffic dominance in town centres, with poor pedestrian environment and air quality.

- As with many boroughs, the impact of the school run at peak times causes considerable strain on the local road network. Bus capacity is also a significant challenge at peak times, with growing demand from schoolchildren leading to long queues at stops, and overcrowding.

- The bulk of the gyratory around Sutton town centre, while not heavily congested, is a collar with little or no shop frontage, limited crossing opportunities and a barrier to sustainable travel from local estates.

- Funding limitations - a considerable amount of development within the borough in recent years has involved conversion or extension of existing buildings, such as office to residential conversions or extension of existing industrial space. The ability of developers to 'net off' floorspace means that the levels of developer contributions or CIL within the London Borough of Sutton have historically been smaller than elsewhere, meaning that they are unlikely to be sufficient to make large scale transport improvements. As such the council would be reliant on regional or national support from TfL, DfT or Network Rail to bring forward schemes.

- Road maintenance is an increasing issue due to reductions in funding.

- Housing targets and density - the targets within the new Sutton Local Plan are challenging but achievable. However, proposed revised targets in the draft new London Plan are far in excess of these, and the borough has made representations to the Mayor on the methodology used to arrive at the proposed figures. The council believes that they are not achievable, based on historic housing delivery, land availability and infrastructure capacity in the borough.

- The proposed development of the new London Cancer Hub at Belmont, one of three national centres of excellence, has attracted concerns from neighbouring non-London authorities at the potential impact of car traffic on their own roads. The site is presently under-served by public transport.

- Growing population
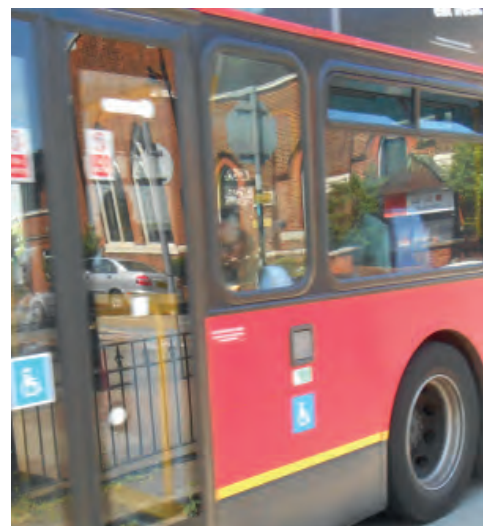
Opportunities

- **Potential for modal shift** - many residents work locally and most journeys are short - typically less than three miles. Walking is already a significant mode of travel.

- **Sutton Town Centre Regeneration**[6] - Sutton has embraced a challenging ambition to become the cleanest, greenest borough in South London, a place of great opportunity for residents, businesses and visitors. Sutton Town Centre is one of three areas of regeneration and growth identified in the borough, along with Hackbridge and Beddington.
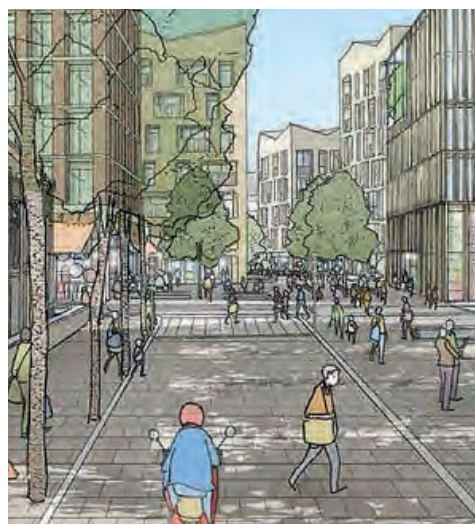
  A new Town Centre Masterplan was developed in 2016, and work is underway to design and implement the changes which will facilitate nearly 5000 homes up to 2041, an enhanced cultural and dining offer alongside a more up-to-date retail offer, and an increased employment location based around the railway station. The design will incorporate the Healthy Streets indicators, providing new public realm, greenery and shade, improved interchange and a redesign of the gyratory to make it easier to walk and cycle to, from and within the town centre. The borough is considering a number of options to enhance the funding for public realm, including a Liveable Neighbourhoods funding bid.

- **Sutton Link (Tramlink Extension)** - the council has worked closely with TfL for a number of years to extend Tramlink into the borough, to connect Sutton Town Centre as one of South London's four Metropolitan Centres to the network, and improve connections with Wimbledon and the planned Crossrail 2. A further extension of Tramlink to Belmont would connect the London Cancer Hub to the network and Crossrail 2 at Wimbledon. Public consultation in 2014 showed 84% of respondents strongly supported or supported this proposal which is a fully accessible, highly sustainable and environmentally friendly mode of public transport, and which is supported by the Mayor through Policy 21 and Proposal 89 of the MTS.

  Although there remains a funding gap for the scheme, land along the route has been secured or protected by the council, which is shaping proposals for the regeneration of Sutton Town Centre. While funding opportunities are explored TfL has commissioned work leading towards Transport Works Act approval for the scheme. If implemented, delivery of an estimated 10,000 homes along the Merton and Sutton corridor could be facilitated.

  The introduction of Tramlink to Croydon resulted in a 20% modal switch from car to tram (source: TfL, NAO). Given that Croydon town centre is better served in train and bus terms than Sutton town centre the modal switch could be just as, or even more, dramatic in Sutton.

- **London Cancer Hub**[7] - the council is working in partnership with the Institute of Cancer Research, the Royal Marsden NHS Foundation Trust, the Epsom and St Helier University Hospitals NHS Trust and the Greater London Authority, to deliver a 280,000m^2

6 https://www.opportunitysutton.org/area-renewal-and-regeneration/sutton-town-centre-programme//

7 https://www.opportunitysutton.org/sutton-for-investment/the-london-cancer-hub/

state of the art Cancer Hub at Belmont, with 100,000m^2 of new commercial space, a new school which is already under construction, 3,500 construction jobs and 9,500 end user jobs on site.

Delivery of the Sutton Link and a further possible extension to Belmont will be a key means of addressing worker and patient / visitor access to the site. As site proposals are refined, the council will work with adjoining authorities to the south including Epsom and Ewell Borough Council, Reigate and Banstead Borough Council and Surrey County Council to establish the impact of the proposals on the local road network both within and outside the borough, and how that might be mitigated and funded in the context of the existing transport network and other development proposals. Crucially we will require the support of TfL to explore further innovative funding mechanisms to fund this required infrastructure, including the potential for a Growth Zone.

- **Cycle Routes and Quietways** - We continue to work with TfL on:
  - Quietway routes, including links to the routes from key destinations
  - the Strategic Cycling Analysis project to determine a new cycle route where there is demand / potential demand.
  - towards all residents being within 400m of a cycle route.

  Opportunities for new cycling infrastructure and improvements to existing infrastructure, including cycle parking, storage and wayfinding, will be undertaken where new developments are taking place.

  The proposed rebranding of the London cycle network by TfL and associated publicity will be a good opportunity to promote cycling as a practical and sustainable mode of travel

- **Electric Vehicles** - a new electric vehicle charging strategy for Sutton[8] was published in 2018. Alongside expansion of the Source London and the TfL rapid charging network, the borough is exploring other options for charging, including the feasibility of lamp column or other chargers in residential streets. With an estimated 55% of households in Sutton having no off-street parking, support for on-street charging infrastructure is essential.

  The borough is also keen to develop an electric bike hire scheme to support the Cycling Strategy and improve accessibility for less mobile residents who are unable to use conventional cycles, as well as making it easier to navigate some of the topology of the borough which is a key reason for low cycling numbers.

- **Metroisation** - the borough will continue to support the Mayor in lobbying for changes to the local rail network, to provide enhanced metro style train frequencies at set out in Outcome 5, Policy 18 of the MTS.

- **Crossrail 2** - as set out in our response to Outcome 5, the borough will continue to seek opportunities and lobby TfL for strengthened links to Crossrail 2 at Worcester Park and Wimbledon, via bus, tram and other sustainable transport measures.

- **Funding Opportunities** - We will look to use potential funding streams such as the Mayors Air Quality Fund, Liveable Neighbourhoods, Growth Zones etc. to develop new initiatives and schemes to meet the MTS and LIP objectives.

8 https://moderngov.sutton.gov.uk/ieListDocuments.aspx?CId=452&MId=4605
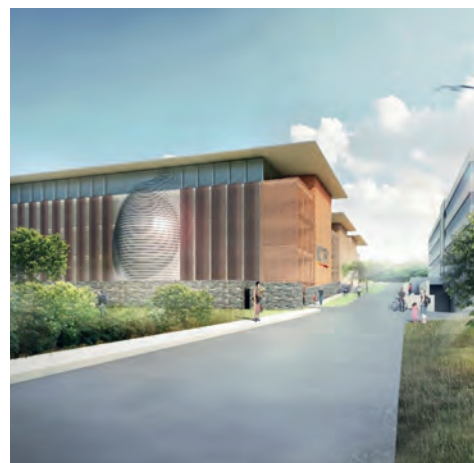
Borough Objectives

2.51 The council's vision for transport, as set out in the Sutton Sustainable Transport Strategy below, is:

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

2.52 In order to achieve this vision, which is fully compatible with the MTS, the council has adopted the following Borough Transport Objectives:

STS1 Ensuring that the borough transport network supports the local economy and meets the current and future needs of the borough in a sustainable way.

STS2 Reducing car use and the need to travel through appropriate location of new development, and travel plans and awareness campaigns.

STS3 Enabling smarter travel choices, particularly by improving and encouraging walking, cycling and public transport.

STS4 Reducing the harmful effects of transport on health and the environment and its contribution to climate change.

STS5 Improving the safety and security of road users, particularly pedestrians, cyclists and public transport users.

STS6 Enhancing transport accessibility for all and improving the public realm and street design.

More specific examples of how these objectives will be achieved are set out in the separate MTS outcomes later in this section.

2.53   The council will aim to achieve this through:

- Partnership working with the community and relevant stakeholders.
- Policy integration to ensure all council policies and programmes are consistent with the Plan.
- More efficient use of resources – ensuring the council's limited resources are used most effectively to implement the Plan.
- Increasing the proportion of journeys made by sustainable modes of transport.
- Reducing the need to travel through sustainable land use planning.
- Following the introduction of the new MTS, the next version of the STS will specify that Healthy Streets principles are incorporated into all new schemes and interventions.

26

London Borough of Sutton

Sustainable Transport Strategy

August 2014

Supporting Plans and Objectives

2.54 Sutton does not have a separate traffic reduction strategy, but the key borough traffic reduction objectives are set out in the Sustainable Transport Strategy, the Local Plan and the Cycling Strategy.

Sutton Sustainable Transport Strategy (STS)[9]

2.55 The STS was first published in 1999, and was updated in 2015 to build on the work of the TfL-sponsored Smarter Travel Sutton project, which ran for three years from 2006 to raise awareness and promote greater use of sustainable transport. It also supports the aims of the 2013 Roads Task Force (RTF) report 'The Vision and Direction for London's Streets and Roads'.

2.56 The STS 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 Mayors Transport Strategy. The STS explains how the council will make it easier for people to travel around the borough and beyond by sustainable modes of transport, particularly walking and cycling, while seeking to reduce the need to travel, and addressing the environmental problems caused by excessive traffic levels. The objectives form the Council's approach as outlined above, and are as follows:

STS 1

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

Actions:

a   Seek strategic improvements to public transport serving the borough e.g.Tramlink extension, London Overground, Crossrail 2.

b   Implement selective road improvement schemes to reduce congestion and benefit all road users e.g. Beddington Lane.

c   Adopt the Roads Task Force streets classification and develop a programme of schemes arising from this exercise.

d   Maintain borough highway network, including footways and cycleways, to a satisfactory standard.

e   Review and where necessary improve facilities for deliveries and servicing in town centres and freight movement borough-wide.

STS 2

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

Actions:

a   Develop and promote school travel plans for all schools and, where available, provide small grants to assist in the implementation of travel plans.

b   Introduce walking buses for primary school children.

c   Provide sustainable transport advice / training to schools and parents and encourage participation in campaigns, including walk to school week / month, walk once a week.

d   Hold regular meetings with TfL to discuss planning issues.

e   Liaise with National Health Service on travel planning.

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9   https://www.sutton.gov.uk/download/downloads/id/2339/sustainable_transport_strategy.pdf

f   Use the planning system to minimise the need to travel and use a private car.

g   Require travel plans and transport assessments through the planning system.

h   Promote and facilitate car clubs.

i   Review the Local Development Framework to reflect new transport policies and practice.

STS 3

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

Actions:

a   Lobby for priority improvements to local public transport in the borough e.g. enhanced frequency or bus route amendments.

b   Carry out pedestrian environment reviews and implement improvements to the walking environment.

c   Implement improvements to the cycling environment and develop and enhance the borough cycle network.

d   Introduce safer cycling routes to schools.

e   Install additional cycle parking provision where required e.g. in town centres and local shopping parades.

f   Promote the use of electric bicycles.

g   Undertake smarter travel campaigns and activities promoting sustainable transport.

h   Commissioning a Borough Cycling Delivery Strategy.

STS 4

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

Actions:

a   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.

b   Implement measures to reduce the environmental impact of freight transport.

c   Implement measures to improve air quality and reduce pollution, particularly on main roads and in town centres.

d   Reduce pollution from council fleet and staff travel.

e   Promote the health benefits of active transport such as walking and cycling.

STS 5

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

Actions:

a   Implement measures to improve road safety and reduce road traffic casualty rates, targeting priority accident locations.

b   Develop an area-based programme of traffic calming and sustainable transport schemes.

c   Provide / commission cycle training for children and adults.

d   Provide / commission school crossing patrol officers.

e   Provide safer urban driving training for council fleet drivers and other commercial drivers.

f   Implement measures to reduce crime and fear of crime and address personal security concerns on streets and public transport.

g   Measures to improve the driving of young adults.

STS 6

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

Actions:

a   Work with public transport operators and providers to improve the accessibility of the public transport system e.g. station accessibility improvements.

b   Complete the bus stop accessibility programme and improve access to the bus network.

c   Ensure all transport and public realm schemes are fully accessible to all including the mobility impaired and improve the pedestrian environment.

d   Seek accessibility improvements through the planning system.

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

2.57   The Action Plan contained within the STS initially covered the period up to 2018/19, and has been extended until a new STS, which further reflects the new MTS, is approved. The new STS will be given Supplementary Planning Document status, meaning that compliance with the objectives and targets will be mandatory for new developments. As part of this the borough will consider opportunities for developer contributions to support travel plan development and monitoring.

Sustainability Strategy[10] and Air Quality Action Plan[11]

2.58   Sutton is adopting a new borough wide sustainability strategy in early 2019, building on the success of the One Planet Sutton[12] approach. The strategy continues the borough's focus on all three elements of sustainability - environmental, social and economic. The new strategy will include actions for a range of public and private sector organisations to take, as well as residents and businesses.

2.59   The sustainability strategy is closely aligned with the Mayor's transport and environment strategies, to ensure the council can meet the Mayor's targets.

**2.60**   Since 2009 the council has progressed its One Planet Sutton approach. Our headline achievements are:

● Borough wide CO_2 emissions have reduced by 30.5% between 2007 and 2015.

● The proportion of working age people in Sutton who are economically active rose from 80.1% in 2011/12 to 83.8% in 2017/18.

● Household recycling rate has increased to 50% in 2017/18 and the borough introduced a food waste collection in 2017.

London Borough of Sutton Local Plan

Sutton Local Plan 2016-2031

February 2018
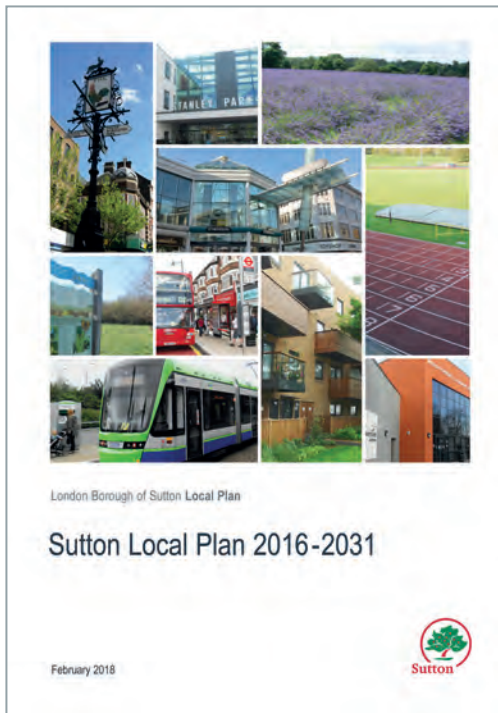
- Sutton Nature Conservation Volunteers have provided over 6,000 days in volunteer time to deliver biodiversity improvements across the borough since 2011/12.
- Waste has reduced at council offices by over 45% between 2009/10 and 2016/17.

2.61 The new strategy incorporates the targets that will be measured as part of the LIP into the 'Improving Sutton's Air Quality' chapter, as encouraging modal shift will be an important part of achieving the actions in the chapter.

2.62 Alongside the new Sustainability Strategy, a new AQAP is being produced and will be incorporated as part of the Strategy. The targets relating to road traffic will be fully compliant with the LIP targets.

Sutton Local Plan[13]

2.63 The Local Plan for Sutton was adopted in February 2018, and sets out the council's long term aims and aspirations for the borough as well as providing a consistent basis for deciding planning applications. It is closely aligned to the transport vision within the Sustainable Transport Strategy. Five themes underpin this vision, which have then been translated into 19 Strategic Objectives. The five themes are:

- Developing Active, Healthy and Inclusive Communities: (Sutton's People).
- Achieving Environmental Sustainability: (Sutton's Environment).
- Encouraging Enterprise and Employment: (Sutton's Business).
- Promoting Sustainable Transport and Accessibility: (Sutton's Linkages).
- Improving the Streetscene and Living Environment: (Sutton's Centres).

2.64 Key transport-related objectives (page14):

14   To improve the public realm in the borough's centres.

15   To improve public transport within the borough and across south London, and secure improvements to the road network to address the impacts of new development where necessary.

16   To enhance cycle routes.

17   To improve footpaths and encourage walking.

21   To cut pollution and address the causes and impacts of climate change, by promoting low carbon and environmentally sustainable developments.

2.65 Policy 1 of the Local Plan (page16) addresses housing growth with an aim to deliver at least 6,405 new homes in the borough up to 2031. It provides the main driver to meet the key MTS outcomes of promoting sustainable travel, by siting 80% of the new housing in Sutton Town Centre and the other growth areas of Hackbridge and Wallington. These locations have the highest PTAL levels in the borough and thus provide the greatest opportunities to promote low car-no car developments with support for walking, cycling and the use of car clubs. This together with the redevelopment of Sutton Town

Centre's public realm, and the proposed Tramlink extension, will reinforce the key MTS principles of Good Growth and Healthy Streets, with the potential to make a significant contribution towards meeting the 80% sustainable modes outcome within the MTS.

2.66 Policy 4 of the plan (page 30) covers major transport proposals including construction of Sutton Link (Tramlink), the enhancement of local rail services and public transport links associated with Crossrail 2, in order to achieve objective 15 above.

2.67 Policy 35 of the Local Plan (page 125) sets out transport proposals to support the housing and business development needs of the borough, including Sutton Town Centre gyratory, junction improvements, access to the London Cancer Hub, and schemes within Beddington, Carshalton and Cheam to mitigate traffic impacts and improve walking and cycling.

2.68 Schedule 11 of the Local Plan Appendix (page 317) sets out the new transport proposals including route options and alignments for Tramlink, car parking standards and minimum specifications for car club provision within new developments. In future all new housing developments with more than 35 dwellings, or 50 car parking spaces, must enter into an agreement with a car club operator and provide bays for car club vehicles as part of the development.

2.69 Policy 21 of the Local Plan (Health and Well-being) refers to proposals for new and improved health care facilities in the borough, which may be required to accommodate patients from Stoneleigh and other areas just outside the borough boundary. As part of this the borough will be lobbying TfL to ensure that appopriate public transport links are available to provide alternatives to the private car for those travelling into the centres in Cheam or Carshalton.

Sutton Corporate Plan[14]

2.70 The Sutton Corporate Plan was approved in late 2018. The new plan sets out the strategy and programmes to deliver commitments brought forward by the council to improve the lives of local people, while focusing resources where they are needed in order to deliver Sutton's priorities and to provide transparency about why the council needs to take certain decisions in order to achieve specific outcomes for different groups, against the backdrop of reduced resources. The key priorities are divided into 4 themes:

- **Being Active** - where residents live healthy lifestyles and are economically, socially and physically active.
- **Making Informed Choices** - where individuals, families and communities are able to access a diverse range of information, advice and guidance to make informed choices for sustained change.
- **Living Well Independently** - where we build on individual or community resilience and their assets to help people maintain their independence so they can live full, safe and independent lives.

Being active

Making informed choices

Living well independently

Keeping people safe

Smarter ways of working

London Borough of Sutton

Cycling Strategy

- Keeping Individuals and Communities Safe - with a joined up approach by all public services to ensure that vulnerable residents are supported and kept safe.

- Smarter Ways of Working - Transforming our ways of working to manage reduced budgets and increasing demand.

2.71 The majority of transport-related activity sits within Being Active policies 5 'Invest in transport infrastructure across the borough' covering electric vehicles and Sutton Link, 7 'Local highway improvements' relating to Quietways and cycle trails, and 8 'Parking management' to adopt a cohesive approach to enforcement and schemes to address parking issues. Under 'Making Informed Choices', policy 5 relates to promoting healthy living habits in young people, including schools adopting the Daily Mile healthy activity challenge.

Flood Risk Management Strategy[15]

2.72 Sutton has a small number of areas at high risk of surface water flooding, including recurring well-known issues in locations such as Wallington Railway station under the road bridge, and in Carshalton High Street. The Flood Risk Management Strategy identifies how best to mitigate flood risk across the borough as a whole, taking into account different flooding types such as river (fluvial), sewer and surface water. It is not a transport-focused document and so additional measures such as gully and highways drain maintenance are required, as well as consideration of Sustainable Drainage (SuDS) for paved areas wherever it can be incorporated, including conversions of front gardens for parking.

Sutton Cycling Strategy[16]

2.73 Over 50% of journeys in Sutton currently undertaken by car are less than three miles (5km), a distance that could easily be undertaken by bicycle by many people. The Cycling Strategy was adopted in 2015 with six objectives:

- Make Sutton a more attractive borough for cycling and create a high quality cycle route network.

- Make Sutton a safer borough for cycling.

- Encourage a shift from the car to cycling for shorter journeys.

- Encourage safe and considerate behaviour by all road users.

- Create a cycling culture by promoting cycling to a wider range of people.

- Actively promote cycling within the Council's Sustainable Transport Strategy.

2.74 The strategy aims to double the cycling mode share within the borough to 4% by 2025. The action plan includes improving and upgrading existing routes, adding new routes, introducing more 20mph zones in neighbourhood areas, providing cycle parking facilities and training and promotion events. A new Brompton Dock hire scheme is being implemented and will go live in early 2019. The council is also exploring the feasibility of introducing an electric bike hire scheme to provide greater opportunities to cycle.

15 https://www.sutton.gov.uk/downloads/download/609/local_flood_risk_management_strategy

16 https://www.sutton.gov.uk/downloads/download/688/sutton_cycling_strategy

Sutton Parking Strategy 2016-2021[17]

2.75   The borough's Parking Strategy was published in 2016 and provides a cohesive, borough wide approach to the management and delivery of Parking Schemes across Sutton, taking into account the population and growth potential in the borough set out in the emerging new Local Plan, and a more intelligent approach to parking enforcement including the issue of commuter parking mentioned in paragraph 2.46. The core objective is that the use of parking controls, both on and off-street, is a mechanism for restraining non-essential traffic and encouraging modal shift toward more sustainable modes of travel, albeit mirrored by an improved level of public transport service to support that shift.

2.76   The strategy was developed from the outset to take into account the borough's sustainability objectives, the borough Air Quality Action Plan, the emerging Local Plan and Sutton Town Centre Masterplan, the Sustainable Transport Strategy and the Cycling Strategy. The Strategy is also compliant with the draft London Plan and the Mayor's Transport Strategy, and is mindful of the Mayor's Clean Air Strategy.

2.77   The strategy sets out a five year strategic parking plan and a programme of measures incorporating minor parking scheme requests, waiting and loading restrictions, pay and display, business and essential user permits, the review of Controlled Parking Zones and pricing. The latter includes limits on eligible vehicle types and the issue of multiple permits to households with a sliding scale of charges, with bands set according to DVLA taxation classes. 'Pure' electric vehicles will be exempt from permit charges.

Digital Infrastructure and the Sutton Digital Strategy

2.78   It is essential to recognise emerging digital opportunities to help deliver the services the council needs to provide, in the light of increased pressure on resources. Introducing new technologies and ways of working will help reduce costs, engage more meaningfully with residents, use data to make more informed decisions and ultimately help improve the outcomes of those people we serve.

2.79   In 2018 Sutton was awarded £4million from the GLA London Business Rates Strategic Investment Pot, to develop a pilot for the South London Multi-Purpose Internet of Things Platform. This is a sustainable, region-wide, multipurpose 'Internet of Things' (IoT) platform connecting various IoT enabled sensors across Council boundaries within the South London sub-region to gather data about, for example, air quality, footfall, flood risks, traffic, road surface temperature and parking space availability. Data would be made available to local and national government through the London Data Store. If fully developed the platform would be an ideal opportunity to monitor elements of the LIP, in particular performance against a number of key targets.

2.80   The Digital Strategy was launched in July 2018, and explains how the council will use technology to help realise our ambitions for the borough. One of the first elements to be provided under the Digital Strategy is work under the Smart Places[18] programme, designed

17 https://drive.google.com/file/d/0B19JvLvJM
V1RaTR4TENfWkFIR2M/view

18 https://www.sutton.gov.uk/info/200436/customer_
services/1733/suttons_digital_strategy/6

to raise people's awareness of their own impact on air quality and encourage them to change their behaviour, while supporting older people to live independently through the use of technology. Examples include the BetterPoints app,[19] which tracks the user's sustainable travel habits and rewards them with points, which can be converted into vouchers for High Street shops or donated to charity.

South London Partnership - Infrastructure for Good Growth

2.81   The South London Partnership, of which Sutton is a member, is in the process of naming a provider to work with SLP officers, boroughs and elected Members to support the development of a shared vision for what good growth can look like in South London.

This vision will underpin a refreshed SLP Growth Proposition and Infrastructure for Good Growth Strategy, while reflecting the variety and individuality of places and recognising the different scales and types of growth that will be suitable within the sub-region and boroughs. Future borough developments will reflect the strategy.

2.82   Key factors to be considered include:

- **Vibrant and well-connected local economies** - maintaining the sustainability of smaller district centres and high streets and supporting and encouraging economic vitality, as part of good growth.

- **Housing** - following publication of the draft London Plan, exploring what good intensification and densification of housing would look like in local areas, potentially by exploring different types of housing, and consider what opportunities this might bring to existing communities and areas.

- **A changing world** - planning for successful futures for places and people, taking account of key changes and drivers of change, including digital, healthy and sustainable places (environment, air quality, climate change and Healthy Streets), lifelong places (reflecting changing demographics and ageing populations), and adaptability and future-proofing.

Mayor's Transport Strategy Outcomes

2.83   The MTS priorities that are required to be addressed in this LIP are:

- A contribution to reducing Londoners' dependency on cars in favour of active, efficient and sustainable modes of travel, with the central aim for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041.

- The application of the Healthy Streets Approach across all areas of local transport and public realm policy.

- The improvement of street environments for people who are walking, cycling and spending time, including the introduction of traffic reduction strategies.

19 https://thesuttonplan.betterpoints.uk/

34

- The provision of a good public transport experience for those who live in, work in, or visit the borough.

- The use of the transport principles of Good Growth to guide the development of new homes and jobs.

2.84 Along with the headline priority for sustainable travel, the policies and proposals within the MTS are divided into nine key outcomes, of which numbers one to seven include specific targets and trajectories for each borough. These are set out below. The correlation between the MTS and borough objectives for the STS, Local Plan, Corporate Plan and One Planet Sutton are set out in table 2.2 on page 45.

Headline Priority

For 80% of trips across London to be made by active, efficient and sustainable modes - public transport, walking and cycling - by 2041				
% mode share by borough resident based on average daily trips				
Sutton observed			Sutton target / trajectory	
2012/13 - 2014/15	2013/14 - 2015/16	2014/15 - 2016/17	**2021**	2041
44	43	46	48	63

Outcome 1: London's streets will be healthy and more Londoners will travel actively

Including the following Sutton-specific targets:

1a: All Londoners to be doing a healthy level of activity through travel			
% residents doing at least two x 10 minutes of active travel a day by borough (or a single block of 20 minutes or more)			
Sutton observed		Sutton target / trajectory	
2013/14 - 2015/16	2014/15 - 2016/17	**2021**	2041
28	28	36	70
Observed data - source: London Travel Demand Survey (LTDS)			

1b: Walking or cycling will be the best choice for shorter journeys			
Measure: Percentage of population within 400m of strategic cycle network by 2041			
Sutton observed	Sutton target / trajectory		
2016	**2021**	2041	
0	24	37	

Borough Vision

The borough is committed to encourage residents to take advantage of the existing good opportunities for walking and cycling, while seeking to improve the public transport connections and access to key centres via sustainable means.

STS and other borough supporting objectives

STS 1a, 1d Ensuring that the borough transport network supports the local economy and meets the current and future needs of the borough in a sustainable way

STS 2c, 2f, i Reducing car use and the need to travel through appropriate location of new development, and travel plans and awareness campaigns

STS 3a to 3f Enabling smarter travel choices, particularly by improving and encouraging walking, cycling and public transport

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

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

STS 6a to 6d Enhancing transport accessibility for all and improving the public realm and street design

Challenges

- There is likely to be considerable inertia to encouraging changes in travel behaviour among residents, caused by historic high car ownership, low levels of public transport and perceived safety issues due to heavy traffic on some key routes.

- The borough population is growing but also ageing and with a high proportion of people with mobility issues, meaning that activity is often curtailed.

- Walking and cycling links to and within key centres in the borough are often poor, with severance caused by roads and railways.

Opportunities and Actions

- A good network of trails and footpaths exists across the borough.

- The majority of trips in the borough are local and less than three miles, indicating plenty of scope for increasing modal shift for those able to do so.

- The 46% sustainable mode figure for Sutton comprises 28% foot, 2% cycling and 16% by public transport. The long term target in the adopted Local Plan is to increase this to 56% by 2025, in line with the overall London trajectory in the main outcome. Performance against the Sustainable Transport Strategy objectives shows growth.

- The proposed Sutton Link tram extension will alleviate the congested corridor between Morden and Sutton and provide access for residents to travel to work, school or shopping

- The council will continue to improve provision of active travel infrastructure by implementing the Cycling Strategy and the new cycleways and Quietways planned or underway, contributing to achieving the overall target of population near a strategic cycle route. Further enhancements linked to new developments will be pursued

- The council will progress the regeneration of Sutton Town Centre, including opening up the gyratory to make it easier to access shops from the neighbouring areas by sustainable means such as cycling and walking, while improving the public realm in line with Healthy Streets principles

- The council will use funding opportunities such as Liveable Neighbourhoods or similar to improve the attractiveness of active travel in areas with high potential for change, particularly Sutton Town Centre

- The council will use the new digital strategy, including the Smart Places programme, to raise people's awareness of their own impact on air quality and encouraging them to change their behaviour, while supporting older people to live independently through the use of technology. We will draw on experience of the BetterPoints app on how to encourage participation in active travel with incentives and rewards.

Outcome 2: London's streets will be safe and secure

Including the following Sutton-specific target:

Vision Zero - Deaths and serious injuries from all road collisions to be eliminated from our streets

65% reduction in KSIs by 2022 on the 2005-09 baseline (STATS19 data)
70% reduction in KSIs by 2030 on the 2010 - 2014 baseline
0KSIs by 2041

Sutton observed					Sutton target / trajectory		
2005-9 baseline	2010-14 baseline	2015	2016	2017	**2022**	**2030**	**2041**
124	74	42	47	61	43	22	0

Note – changes to the reporting system for serious injuries are set out in paras 2.38 to 2.40

Challenges

- A number of primary roads pass through key centres and villages in the borough, resulting in high traffic volumes and freight movements.

- Maintenance - the freeze on funding for maintenance on the Transport for London Road Network (TLRN) is likely to result in poorer road surfaces, leading to higher numbers of potholes and safety issues for cyclists, P2W users and motorists.

- Borough targets for reducing the number of people killed or seriously injured (KSI) on the roads are susceptible to being breached through single incidents involving multiple injuries, in what are typically small annual totals.

- Approximately 27% of KSIs take place on TfL rather than borough controlled roads

- The move to the COPA collision reporting system by the Met Police in November 2016 has made it extremely difficult to determine the nature of collisions, in order to see whether infrastructure or other changes could be made to reduce the potential for further incidents at that location.

- The scheme development process will consider that the design and layout of the physical environment and physical building security is key to creating safe environments and reducing crime and disorder. Designing out crime 'Secured by Design' accreditation and the incorporation of its principles should be core, and form part of planning any new development, town centres, public spaces, transport hubs and streets.

Borough Vision

To continue to enhance the borough's record as a safe place to travel, particularly by sustainable means, in order to encourage less reliance on the private car. For new developments to contribute to the Healthy Streets principles giving residents, visitors and businesses greater personal security and confidence.

Opportunities and Actions

- The The Sutton Town Centre Delivery plan is being developed to promote high quality accessible street scene and redevelopment of the gyratory to promote safer and easier cycle and pedestrian access, tram/bus interchange, new housing developments, as well as all key Healthy Streets components

- As noted in para 2.7, local schemes will now be fewer and concentrated within a particular area to achieve better local outcomes, including contributing to Healthy Streets agenda

- The council will work with TfL to identify and implement measures to reverse the recent increase in KSIs across both borough and TLRN roads, and in the longer term fulfil our contribution towards the Mayor's 'Vision Zero' target

- We will work with local residents and the six local committees to identify local schemes to improve safety for vulnerable road users, such as 20mph zones, safer cycle routes and safer junctions/crossings, while working with schools to promote school travel plans and cycle training.

- The council will embrace the Safe Systems Approach, embedding the methodology set out in Vision Zero to set Safe Speeds, design Safe Streets, ensure Safe Vehicles are on the roads, and encourage Safe Behaviours for those using our roads.

- We will ensure that as part of the scheme development process new transport schemes will comply with Secured by Design, and the process will include proper consultation with Designing out Crime police officers.

- To ensure that new interventions include traffic calming measures that support Healthy Streets, air quality and noise objectives, such as the Beddington cycleway improvement and the Quietway schemes

- We will work with TfL and the construction industry to improve road safety around construction sites and reduce the number of collisions involving construction vehicles.

- The council will use parking measures outlined within the borough Parking Strategy to manage parking levels where appropriate, and improve visibility for pedestrians and vulnerable road users.

- As part of the Sutton Town Centre regeneration, the council will deploy appropriate vehicle mitigation measures in keeping with the Town Centre Design Guide to reduce the risk of vehicle incursion into pedestrian areas

Outcome 3: London's streets will be used more efficiently and have less traffic on them

Including the following Sutton-specific targets:

3a: A 10% to 15% reduction in vehicle kilometres by 2041

Annual vehicle kilometres (millions)						
Observed				Trajectory		
2014	2015	2016	Percentage change by 2021	Percentage change by 2041	2021	2041
615	614	635	0%	-5%	614	583
				-10%	614	553

3c: Traffic will fall and congestion kept in check, allowing more efficient operations

Metric: Number of licensed vehicles owned, by borough

Sutton observed			Sutton target / trajectory	
2014	2015	2016	2021	2041
91,176	92,461	93,540	90,400	86,900

Borough Vision

To work with TfL, the Mayor and government to improve the public transport offer in the borough and provide a realistic alternative to car travel for short and medium length journeys, in particular commuting and travel to school.

Challenges

- Current high levels of car ownership and through traffic from outside London will require a step change in both public transport availability and residents attitudes to local travel to encourage modal shift.

- A number of key roads in the borough are Transport for London routes and are designated for primary traffic and freight movement, so are out of the borough's control

- Delays in improving the current poor public transport offer would reduce the in-centive to reduce car ownership.

Opportunities and Actions

- Scope for increasing walking and cycling for local trips is good.

- The planned public realm improvements in Sutton Town Centre, new Quietways and cycle routes, adoption of Healthy Streets principles for local schemes and car club spaces for new developments will all mitigate population growth and seek to reduce the overall need for vehicle ownership.

- The council will implement the Local Plan strategy for concentrating significant housing growth in areas with high public transport accessibility to maximise opportunity for low car/no car developments.

- We will continue to work with TfL and the GLA to implement the Sutton Link tram scheme, which will reduce car usage along one of the boroughs key employment and commuting corridors.

- The proposed TfL bus reorganisation has the potential to improve bus capacity in the borough to counter the poor public transport accessibility levels currently faced by many residents and businesses, as well as children travelling to and

from school. We will continue to lobby TfL through the bus review process to address these key problems faced by the borough, and inform and support proposed improvements to the bus, rail and tube network.

- New developments will include construction management plans and delivery and servicing plans as part of the planning process, including options for freight consolidation and reducing the impact of delivery and servicing activities. We will build on the trials in Sutton Town Centre and use the planning system to encourage consolidation and re-timing of deliveries, including to and from construction sites, especially in areas subject to high levels of development such as Opportunity Areas. We will also seek to introduce measures such as the proposed Low Emission Neighbour-hood scheme between New Malden and Worcester Park, including freight consolidation and low emission delivery vehicles.

- As a major employer within the borough, the council will review its own travel plan to align with MTS objectives, in particular travel to work and reducing the impact of the 'grey fleet' on local traffic by encouraging sustainable modes for officers on official business.

- We will implement the new parking strategy and respond efficiently to resident demand for Controlled Parking Zones (CPZs)

- We will support residents in investigating and implementing measures to reduce through traffic on local roads (eg lorries in Beddington)

- We will continue to work with schools on Travel Plans and sustainable journeys to school to mitigate the impact of traffic on the school run

- We will maintain and monitor our approach to the provision and charging of car parking across the borough in order to ensure this is aligned with the LIP objective to reduce traffic where possible, and support a shift towards lower emission vehicles.

- We will work to expand car club provision across the borough through the requirements of the Sutton Local Plan for new developments, providing an option for residents who only need occasional access to a vehicle.

- We will assess the feasibility of introducing last mile delivery schemes using active travel modes, such as e-bikes and cargo bikes.

Outcome 4: London's streets will be clean and green

Including the following Sutton-specific target:

MTS Outcomes 4a to 4d: London's streets will be clean and green				
2013 data - source: London Atmospheric Emissions Inventory				
		Sutton observed	Target / Trajectory	
Borough		2013	2021	2041
4a: A 72% reduction in carbon dioxide (CO$_2$) emissions from transport (excluding aviation) by 2041	tonnes	115,300	99,000	26,900
4b: A 94% reduction in road transport NOx emissions by 2041	tonnes	390	170	20
4c: A 45% reduction in road transport PM10 emissions by 2041	tonnes	44	36	20
4d: A 53% reduction in road transport PM2.5 emissions by 2041	tonnes	24	18	10

Borough Vision

To take advantage of increasingly cleaner forms of transport to improve local air quality, while working with TfL and partners to promote increased public transport capacity and Healthy Streets contributions from new developments

Challenges

- High car ownership levels in the borough due to the historic poor public transport offer.

- New schools and housing developments are generating higher travel demands and impacting on parking at present levels, and will be exacerbated by growth.

- Through traffic along key routes through local centres, including traffic from out-side London and freight movements, contributes to local air quality problems.

- Sutton will not be included in the new Ultra Low Emission Zone due to come in-to effect in 2021, although TfL have indicated that a potential NOx reduction in the borough of 10 to 20% is possible as a result.

Opportunities and Actions

- Sutton Link provides a zero emission mass transit option to contribute towards NOx reductions as well as reduced particulates.

- Freight consolidation and delivery timing - there is scope to expand a successful trial scheme operating with a large store in Sutton town centre to include a larger group of retailers.

- Within Controlled Parking Zones cleaner vehicles attract lower permit prices, with zero emission cars exempt from permit charges altogether.

- Policy 23 of the Local Plan sets out the council's position on electronic communications as part of new developments, including high speed broadband, which together with sustainable development will reduce the need to travel by supporting remote working.

- High numbers of borough schools have STARS school travel plans, including promotion of sustainable healthy travel to school for pupils and staff.

- Policy 28 of the Local Plan requires provision of suitable planting and trees within new developments, supporting Healthy Streets objectives.

STS and other borough supporting objectives

STS 1a, b, e Ensuring that the borough transport network supports the local economy and meets the current and future needs of the borough in a sustainable way.

STS 2a, c, g, h Reducing car use and the need to travel through appropriate location of new development, and travel plans and awareness campaigns.

STS 3b, c, e Enabling smarter travel choices, particularly by improving and encouraging walking, cycling and public transport

STS 4a to 4c Reducing the harmful effects of transport on health and the environment and its contribution to climate change.

- The Council will continue to look for funding opportunities to improve local air quality, such as the Mayors Air Quality Fund, and work with neighbouring boroughs to introduce schemes such as the proposed Low Emission Neighbourhood between New Malden and Worcester Park

- The council will implement the new ULEV and charging strategy, and continue to work with TfL on identifying locations for new rapid charging facilities Pay As You Go (PAYG) option will be standard from all suppliers. The borough will consider bids for Go Ultra Low Cities funding (GULCS) for rapid chargers where match-funding is available.

- The borough will continue to promote registration for pollution alerts via AirText, particularly among vulnerable residents. Going forwards the borough will to develop a protocol with for disseminating information about air pollution.

- The Sutton Town Centre Masterplan incorporates Healthy Streets measures as well as street trees, green infrastructure, permeable surfaces and Sustainable Drainage (SuDS). We will integrate SuDS into the design of public realm schemes and new developments wherever practicable.

- The council will continue to support schools in raising awareness of the health impacts of poor air quality amongst pupils and parents, including through the STARS programme or its successors.

Outcome 5: The public transport network will meet the needs of a growing London

Including the following Sutton-specific target:

5: Between 14 and 15 million trips will be made by public transport every day by 2041

Measure: Increased number of trips per day by public transport.
Metric: Trips per day by borough of residence. Reported as three-year moving average. Base year 2013/14 to 2015/16.

Public Transport, (Rail, Underground / DLR, Bus / Tram) Trips per day (000s)					
Sutton observed				Sutton target / trajectory	
2011/12 to 2013/14	2012/13 to 2014/15	2013/14 to 2015/16	2014/15 to 2016/17	2021	2041
85	87	90	94	109	158

Borough Vision
To deliver the Tramlink extension to the borough and strengthen links to new rail and bus corridors, allowing existing and future commuters the opportunity to travel sustainably.

Challenges
- Fragmented rail network in the borough, with poor frequency on Wimbledon Loop.
- Recent rail disruption has seen station footfall drop.
- Poor bus offer, significant areas with low PTALs.
- No tube, Overground, Crossrail or Crossrail 2 in the borough.

STS and other borough supporting objectives

STS 1a, b, e Ensuring that the borough transport network supports the local economy and meets the current and future needs of the borough in a sustainable way.

STS 2a, c, d, e, g Reducing car use and the need to travel through appropriate location of new development, and travel plans and awareness campaigns.

STS 3a, g Enabling smarter travel choices, particularly by improving and encouraging walking, cycling and public transport.

STS 6a, b, c, d Enhancing transport accessibility for all and improving the public realm and street design.

Opportunities and Actions

- The Sutton Link tramlink extension will go some way to address heavy rail shortfall, with new stops providing interchange with bus and heavy rail as well as reduced journey times and greater passenger capacity. The council will continue to safeguard the route alignments via the Local Plan.

- The new approach to local schemes as highlighted in para 2.7 will incorporate measures to allow interchange with public transport, including crossings, cycle parking, signage and places to stop and rest.

- The council will continue to work with TfL to enhance orbital and cross-borough bus services that provide residents access to employment and local services, including to hospital and healthcare facilities, the tram network and Crossrail 2, in a way that is competitive with the private car.

- The council is keen to consider innovative solutions, and will continuously monitor new technological developments and adapt the LIP as needed to maximise the beneficial impact of new innovations such as demand responsive buses, autonomous vehicles etc. We will work with Go Ahead and Via, as well as TfL, on the demand responsive bus trial in the borough to evaluate the potential for areas with low public transport accessibility.

- The council will continue to lobby TfL through regular dialogue for improved bus capacity as part of the central London reorganisation, both to improve public transport accessibility levels across less well served areas in the borough and also to manage the increased demand for school travel, while reducing the number of car journeys to school.

- The council will continue to seek opportunities for strengthened links for Crossrail 2 at Wimbledon / Worcester Park via bus, tram and sustainable transport measures.

- The council will continue to work with TfL to maintain and enhance public transport, to build on and support the evening economy in Wallington, Carshalton and Sutton Town Centre.

Outcome 6: Public transport will be safe, affordable and accessible to all

Including the following Sutton-specific target:

6: Reduce, on average, the difference between total network and step-free network journey times by 50% by 2041						
Metric: Average journey time using the full and step-free network (minutes)						
Sutton observed (2015)			Sutton target / trajectory			
Average journey time using full network (minutes)	Average journey time using step-free network (minutes)	Time difference (minutes)	2041 Average journey time using full network (minutes)	2041 Average journey time using step-free network (minutes)	2041 Time difference (minutes)	% change in travel time difference between 2015 and 2041
94	101	7	85	88	3	-56%

Challenges

- Many smaller railway stations in Sutton are not step-free and have insufficient land or platform widths to accommodate lifts.

- At local level only Sutton, Hackbridge, Wallington, Carshalton Beeches and Worcester Park offer any significant step-free facilities.

- Patronage at many stations is too low for prioritised funding under Access for All schemes.

STS and other borough supporting objectives

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

STS 2a, f, g Reducing car use and the need to travel through appropriate location of new development, and travel plans and awareness campaigns.

STS 3a, g Enabling smarter travel choices, particularly by improving and encouraging walking, cycling and public transport.

STS 5e Improving the safety and security of road users, particularly pedestrians, cyclists and public transport users.

STS6 Enhancing transport accessibility for all and improving the public realm and street design.

Borough Vision

For borough stations to offer step-free access, both from the street and between platforms wherever possible, with greater interchange at key centres and the proposed Sutton Link tram extension.

Opportunities and Actions

- New lifts are being installed at Carshalton rail station following a successful Access for All funding bid. Due for completion by Spring 2019

- Improved street design (Sutton Town Centre and in new housing developments) will improve surveillance and reduce fear of crime, as well as street greening to improve attractiveness of environment, broader approach to include Healthy Streets approach.

- The council will ensure that 95% of all bus stops in Sutton continue to meet accessibility guidelines, and continue to work with TfL to ensure that other improvements such as seating and real-time information for passengers is provided where the need is greatest.

- The council will ensure that new developments and local transport schemes support Healthy Streets agenda and contribute to improvements for kerbs, crossings, signage and signals at public transport interchanges

- The council will lobby and work with rail operators and partners to implement step free access at all borough stations during the lifetime of this LIP, particularly access between platforms at key stations such as Wallington, Carshalton Beeches and Hackbridge. As part of this we will continue to make recommendations for future Access for All funding.

Outcome 7: Journeys by public transport will be pleasant, fast and reliable

Including the following Sutton-specific targets:

7: Bus journeys will be quick and reliable, an attractive alternative to the car			
Bus speeds will improve by approximately 5% to 15% London-wide by 2041, with particular improvements expected in Inner London			
Bus Speeds (mph)			
Sutton observed	Sutton target / trajectory		
2015	Percentage change by 2041	2021	2041
11.3	15%	11.7	13.0
	5%	11.4	11.8

Borough Vision

For future schemes to incorporate Healthy Streets measures to improve access to public transport, while offering priority measures where possible.

STS and other borough supporting objectives

STS 1a, b, e   Ensuring that the borough transport network supports the local economy and meets the current and future needs of the borough in a sustainable way.

STS 2a, c, d, f, g   Reducing car use and the need to travel through appropriate location of new development, and travel plans and awareness campaigns.

STS 3a, g   Enabling smarter travel choices, particularly by improving and encouraging walking, cycling and public transport.

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

STS 6a, b, c   Enhancing transport accessibility for all and improving the public realm and street design

Challenges

- Opportunities for improved cycle or interchange facilities at Worcester Park station are limited by the local road network and congestion outside borough control.

- The nature of the local rail network, particularly on the Wimbledon Loop line, means that services are slow and infrequent while being susceptible to disruption elsewhere on the network.

- Opportunities for facilities such as public toilets at interchange points are limited – there are 21 public toilets in the borough at public facilities such as parks, libraries, council facilities and cemeteries, but no proposals to extend network to support public transport corridors. No budget to support Community Toilet scheme now or in future.

Opportunities and Actions

- Improved street design (Sutton Town Centre and in new housing developments) will improve surveillance and reduce fear of crime, as well as street greening to improve attractiveness of environment, broader approach to include Healthy Streets approach.

- The council will ensure that 95% of all bus stops in Sutton continue to meet accessibility guidelines, and continue to work with TfL to ensure that other improvements such as seating and real-time information for passengers is provided where the need is greatest.

- The council will take the opportunity afforded by local schemes being fewer in number but more comprehensive, to promote public transport priority and interchange in accordance with Healthy Streets principles.

- The council will work with TfL and the GLA to implement the Sutton Link scheme, to offer a faster, more consistent and reliable mass transit offer compared to north/south bus routes, which will see some capacity benefits as a result.

- The borough will work with TfL on review of the bus network to suit development, and continue to lobby TfL for progress on bus service updates to improve orbital links and capacity.

- The council will continue to work with the South London Partnership and individual neighbouring boroughs to manage the impact of schemes across borough boundaries (such as the Croydon Fiveways scheme).

Outcome 8: Active, efficient and sustainable travel will be the best option in new developments

Borough Vision

For public transport, walking and cycling to be a key attractor for the occupiers of new housing developments in Sutton, by siting the majority of new homes in areas where accessibility is strongest.

Borough Objectives

STS 1a,b ,d, e Ensuring that the borough transport network supports the local economy and meets the current and future needs of the borough in a sustainable way.

STS 2d, f, g, h Reducing car use and the need to travel through appropriate location of new development, and travel plans and awareness campaigns.

STS 3a, g Enabling smarter travel choices, particularly by improving and encouraging walking, cycling and public transport.

Opportunities and Actions

- We will implement the Sutton Local Plan policies and strategies to focus housing development in Sutton Town Centre and areas with high PTALs, as part of the Local Plan commitment to car-free development. (Local Plan Policy 1: Sustainable Growth, c,d)

- We will use the planning system to ensure new developments incorporate the healthy streets principles into their designs, in line with policy T2 of the London Plan.

- Planning consents will secure s106 and CIL contributions so that developers mitigate any significant impacts on the transport network and contribute to LIP objectives.

- We will continue to explore alternative and innovative funding solutions for the Sutton Link, including potential for a workplace parking levy.

- We will work with Go Ahead, Via and TfL to facilitate trials of demand responsive buses (proposal 92).

- We will seek funding opportunities such as bids for Liveable Neighbourhoods, Growth Zones and Opportunity areas.

- We will ensure that Car club requirements for new developments are adopted as part of the new Sutton Local Plan. (Appendix, Schedule 11b, para 15)

Outcome 9: Transport investment will unlock the delivery of new homes and jobs

Borough Vision

To deliver Tramlink as a key agent for unlocking additional housebuilding and interest from commuters to switch from private car travel, while supporting the ambitions of the borough and health organisations to develop the London Cancer Hub as a key life science centre of excellence in London and the UK.

Challenges

- Funding issues due to lack of CIL or S106 from new developments (see 'Summary of challenges and opportunities' on page 15).

Borough Objectives

STS 1a, b, d, e Ensuring that the borough transport network supports the local economy and meets the current and future needs of the borough in a sustainable way.

STS 2d, f, g, h Reducing car use and need to travel through appropriate location of new development, travel plans and awareness campaigns.

STS 3a, g Enabling smarter travel choices, particularly by improving and encouraging walking, cycling and public transport.

Opportunities and Actions

- The Sutton Link scheme offers the potential to unlock and support 10,000 homes along its corridor, of which 5,000 are in Sutton Town Centre.

- The development of the London Cancer Hub, with the creation of an estimated 3,000 construction jobs and 6,500 longer term jobs, will be supported by improved bus linkages and the Sutton Link scheme, as well as investment in housebuilding in Sutton.

- We will use developer funding to carry out improvements to the highway network to best facilitate sustainable modes and reduce congestion, and support initiatives that reduce the impact of road infrastructure in the built environment.

- We will continue to explore alternative and innovative funding solutions for the Sutton Link, including potential for a workplace parking levy.

Other Mayoral Strategies

2.85 Aside from the Mayors Transport Strategy, this Plan is required to have regard to the following other Mayoral strategies as they are published:

Environment Strategy (due Summer 2018)

2.86 This Plan and the supporting council strategies support the MTS ambitions for improved air quality, which mirror the Environment Strategy. Measures include sustainable development close to public transport, modal shift and promotion of zero emission transport such as Tramlink, electric vehicles and cycling or walking.

Health Inequalities (due Summer 2018)

2.87 In Sutton good health is not equally distributed within the borough, and some groups of people suffer disproportionately poor health and also record lower than average levels of physical activity than others. Actions 4 and 5 of the Sutton Joint Health and Wellbeing Strategy[19] include interventions tied in with the Sustainable Transport, Cycling and walking strategies, which in turn inform delivery of this Plan. The Healthy Streets interventions, air quality actions and sustainable travel initiatives all link to the objectives within the Health Inequalities Strategy.

Housing (due Summer 2018)

2.88 The Sutton Local Plan (paragraph 2.58) and this document support the Mayors ambition to increase the supply of land for housing through **greater intensification, higher densities, and co-location of different uses.** The Local Plan concentrates 80% of Sutton's future housing within key centres where public transport and opportunities for walking, cycling, public transport and business are greatest.

Economic Development (Spring/summer 2018)

2.89 The Institute of Cancer Research and London Borough of Sutton's plans for the London Cancer Hub support the ambition within the strategy for London to be a world leading centre for life sciences, as well as creating many new jobs in both construction and health related industries.

Culture (due Summer 2018)

2.90 The London Borough of Sutton was once made up of rural villages, associated with feudal and royal estates. The 'village feel' persists, and places in the borough such as Carshalton, Cheam and Belmont continue to be referred to as villages. The historic development of the borough is **reflected in the number of heritage areas designated as Conservation** Areas and as Areas of Special Local Character. Local culture is centred in art and historic buildings, with open space such as Beddington Farmlands, a range of historic parks and lavender production, which has continued in the borough since the 18th century. The River Wandle snakes through the borough and has, for centuries, been a basis for local industry and employment. Sutton Town Centre has in recent years been designated a Heritage Action Zone by Historic England, to help Sutton face the challenges presented by growth while retaining the character of the town centre.

19 https://www.sutton.gov.uk/info/200588/health and wellbeing/1600/policies and strategies for health and wellbeing/1

MAYOR OF LONDON

THE LONDON PLAN

THE SPATIAL DEVELOPMENT
STRATEGY FOR GREATER LONDON
DRAFT FOR PUBLIC CONSULTATION

DECEMBER 2017

2.91   These designations play an important part in local development in Sutton and are recognised within the Local Plan. The development of highway and transport schemes, the choosing of street furniture and other associated works are therefore scrutinised very carefully to mitigate any impact on the local settings, cultures and buildings, in keeping with the proposals in the Mayor's Culture Strategy. Schemes such as the redevelopment of Sutton Town Centre streetscape will incorporate art and other reflections of local history and culture.

London Plan (due for adoption in late 2019 following examination in public)

2.92   The borough provided a comprehensive response to the draft London Plan in early 2018, following adoption of the Sutton Local Plan. The MTS targets are reflected in the London Plan, and a number of comments on transport-related policies were the same as those made in the borough response to the MTS consultation, as well as appearing in this Plan.

2.93   The borough is broadly supportive of the London Plan in most areas, but has made representations in key areas such as housing numbers and small sites development which in the borough's opinion are neither sound nor appropriate. In respect of transport objectives, the key issues relate to Policy T6 and proposals for car-free development. Outer London boroughs, particularly in South London, face a significant public transport shortfall and as such the borough does not support a 'one size fits all' approach to town centre car-free development.

2.94   For policy T9 'Funding transport infrastructure through planning' the policy identifies that Mayoral Community Infrastructure 2 (MCIL2) will be introduced in April 2019 for Crossrail 2 - but if no agreement on Crossrail 2 funding is agreed then the funding is to be used for non-specified strategic transport projects. The borough has asked for clarity about what these alternative projects would be in order to justify the implementation of MCIL2. The council considers that reallocation of funding way from Zone1/2 to the outer London Boroughs, in order to provide the infrastructure needed to accommodate the planned growth in these areas, would be the most appropriate option. The Sutton Link tram extension to Sutton would be a most suitable candidate in this eventuality.

Table 2.2
Correlation between the Sutton STS, MTS outcomes and local objectives

	Sutton STS Objectives (page 22)	MTS Outcomes (pages 26-34)	Local Plan Objectives	Draft Corporate Plan Objectives	Draft Sustainability Stategy Objectives
1	Ensuring that the borough transport network supports the local economy and meets the current and future needs of the borough in a sustainable way	4, 5, 6, 8, 9	1, 3, 17, 31, 33, 34, 35, 36, 37, 38, 40	Being Active Citizens	Improving Sutton's Air Quality target 3
2	Reducing car use and the need to travel through appropriate location of new development, and travel plans and awareness campaigns	1, 2, 3, 4, 5, 6, 7, 8, 9	1, 3, 4, 7, 14, 15, 16, 17, 19, 29, 33, 34, 35, 36, 37, 38	Being Active Citizens Making Informed Choices	Improving Sutton's Air Quality targets 1,2,3
3	Enabling smarter travel choices, particularly by improving and encouraging walking, cycling and public transport	1, 2, 3, 4, 5, 6, 7, 8, 9	1, 2, 3, 7	Being Active Citizens Making Informed Choices	Improving Sutton's Air Quality targets 1,2,3
4	Reducing the harmful effects of transport on health and the environment and its contribution to climate change	4, 7	1, 4, 21, 24, 25, 26, 27, 31, 32, 33, 35, 36	Being Active Citizens Making Informed Choices	Improving Sutton's Air Quality 1-5
5	Improving the safety and security of road users, particularly pedestrians, cyclists and public transport users	1, 2, 3, 6, 7	1, 3, 9, 17, 19, 20, 21, 35, 36, 37	Being Active Citizens	Improving Sutton's Air Quality targets 1,2,3
6	Enhancing transport accessibility for all and improving the public realm and street design	1, 2, 3, 5, 6, 7	2, 3, 4, 6, 15, 16, 17, 19, 28, 29, 30, 35, 36, 37	Being Active Citizens	Improving Sutton's Air Quality targets 1,2,3

A full list of MTS policies, set out in order of MTS outcomes, is included for reference at Appendix C

Section Three: The Delivery and Investment Plan

Introduction

3.1 This chapter sets out our Delivery Plan for achieving the objectives of this LIP. It includes:

- Linkages to Mayor's Transport Strategy priorities
- A list of potential funding sources for the period 2019/20 to 2021/22;
- Long-term interventions
- Three year indicative Programme of Investment for period 2019/20 to 2021/22
- A detailed annual programme for 2019/20
- Linkages to the Mayor's Transport Strategy priorities

3.2 The Delivery Plan was developed to align the borough's projects and programmes with the policy framework of the Mayor's Transport Strategy, the overarching mode share aim, each of the nine outcomes, and the relevant policies and proposals.

3.3 As noted in Section 2, historically the annual submission prepared by the borough for TfL sought to identify a range of smaller schemes at sites or junctions, which ultimately delivered very focussed transport improvements at a local level. It is considered that the guidance and drive behind the Healthy Streets agenda is to focus on improving the infrastructure across broader areas, where improvements can be considered in a more 'strategic manner', that is to say where there are clear opportunities for improved modal choice towards encouraging people to make journeys by walking, cycling or because of improved access to public transport.

3.4 Inevitably this will mean that there will be fewer, but larger and higher quality schemes being delivered and it will be important that as part of the development of LIP 3, that the scheme proposals being considered are linked to provide area wide coverage to ensure that the modal choice opportunities are built on across wider areas.

3.5 The schemes listed in the table below have been identified by officers. They have been suggested after looking at the personal injury collision statistics for the borough, areas suitable for 20mph zones and other 'Healthy Streets' measures, to encourage people to walk, cycle or take public transport for their local journeys

3.6 The priorities that are required to be addressed by the boroughs in their LIPs are:

- A contribution to reducing Londoners' dependency on cars in favour of active, efficient and sustainable modes of travel, with the central aim for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041.
- The application of the Healthy Streets Approach across all areas of local transport and public realm policy.
- The improvement of street environments for people who are walking, cycling and spending time, including the introduction of traffic reduction strategies.
- The provision of a good public transport experience for those who live in, work in, or visit the borough.
- The use of the transport principles of Good Growth to guide the development of new homes and jobs.

Table STO1
Linkages between LIP projects and Programmes and the Mayor's Transport Strategy outcomes

Project / Programme	MTS mode share — Improving active efficient & sustainable mode share	1 Active	2 Safe	3 Efficient	4 Clean & Green	5 Connected	6 Accessible	7 Quality	8 / 9 Sustainable Growth/ Unlocking
1 Foresters Drive Corridor - safer pedestrian crossing points, improvements for cycling, including parallel routes.	Y	Y	Y	Y	Y	Y	Y		
2 Manor Road North/London Road area – improvements for pedestrians and cyclists.	Y	Y	Y	Y	Y	Y	Y		
3 Clyde Road/Ross Road area – reduce car dominance, and improve pedestrian accessibility to nearby public transport modes.	Y	Y	Y	Y	Y				
4 Onslow Gardens/Blenheim Gardens area. A 20mph scheme is in place, but the car is still the dominant feature in the area, and the scheme will focus on improving the pedestrian environment, improving crossing points and routes	Y	Y	Y	Y	Y				
5 Central Road Worcester Park - Phase 2. Implement measures to improve the flow of traffic to help improve bus journey times on Central Road, and also improve the public realm to enhance conditions for pedestrians.	Y	Y	Y	Y	Y	Y	Y	Y	
6 Windsor Avenue area - Phase 2. Proposals are being investigated to encourage walking, cycling or using the bus for active journeys in the area in 2018/19 and measures implemented in 2019/20.	Y	Y	Y	Y	Y				
7 Kimpton Industrial Park - Funding has been made available for the Industrial Park in recent years to continue to monitor and introduce measures to keep the traffic moving in the Park. recessed parking bays in grass verge areas can be installed to provide parking spaces, and keep the carriageway wide enough for HGVs	Y	Y	Y	Y	Y	Y	Y		
8 Sparrow Farm Road Area - Officers have received requests from residents and parents for a zebra crossing on Sparrow Farm Road outside Meadow Primary School and concerns about the speed and volume of traffic using Kingsmead Avenue	Y	Y	Y	Y	Y				
9 Woodstock Avenue area - Officers have received concerns from residents about the speed and volume of traffic using Woodstock Avenue as a cut through to the A24 London Road.	Y	Y	Y	Y	Y				
10 Pedestrian improvement and safer crossing points on Brighton Road and Langley Park Road, extending the existing 20mph zone.	Y	Y	Y	Y	Y				
11 Cheam Railway Station area, improve access and routes for pedestrians and cyclists. Safer crossing point on Station Way on route to the station and local schools	Y	Y	Y	Y	Y				
12 Chiltern Road will be generating more journeys to and from the area with new school, working with the school and local residents, measures to encourage walking, cycling and public transport.	Y	Y	Y	Y	Y	Y	Y	Y	
13 Brookfield Avenue/Wrythe Lane/West Street (to Railway bridge) pedestrian and cycle improvement, with safer crossing points for those accessing local schools and public transport	Y	Y	Y	Y	Y	Y	Y		
14 Local area improvements in the area between Kings Lane/ Fairview Road/Harrow Road and Cambridge Road/Wales Road. Accessibility and improved pedestrian routes.	Y	Y	Y	Y	Y				

		MTS mode share	MTS Outcomes							
	Project / Programme	Improving active efficient & sustainable mode share	1 Active	2 Safe	3 Efficient	4 Clean & Green	5 Connected	6 Accessible	7 Quality	8 / 9 Sustainable Growth/ Unlocking
15	Beeches Avenue/Stanley Park Road - continuation scheme delivering pedestrian improvements and assessing accessibility to bus stops	Y	Y	Y	Y	Y	Y	Y	Y	
16	Wrythe Lane - between Welbeck Road and St Helier Hospital - investigate a cluster of personal injury accidents along Wrythe Lane.	Y	Y	Y	Y	Y				
17	London Road/Goat Road - completion of scheme currently under design/consultation	Y	Y	Y	Y	Y	Y	Y		
18	Stavordale Road area - speed reduction measures, potential 20mph.	Y	Y	Y	Y	Y				
19	Area improvement scheme dealing with speeding and safety issues - area bounded by Wrythe Lane, Tweeddale Road and Winchcombe Road.	Y	Y	Y	Y	Y				
20	Collingwood Road (A217 to Bushey Road) - speed reduction measures, safer route to Westbourne Primary School, improved pedestrian facilities.	Y	Y	Y	Y	Y				
21	Frederick Road and Alberta Avenue (A217 and Gander Green Lane) - speed reduction measures, junction treatments, traffic calming and improved pedestrian facilities.	Y	Y	Y	Y	Y				
22	High Street/Oakhill Road junction - safety assessment as pocket of slight collisions identified.	Y	Y	Y	Y	Y	Y	Y		
23	Gander Green Lane area (A217 and A232) - speed reduction and traffic calming measures, improved crossing facilities and pedestrian environment. Public transport infrastructure improvements.	Y	Y	Y	Y	Y	Y	Y		

Figure 8
Locations of Schemes listed in Table ST01

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Legend:

1	Walking, cycling and sustainable travel measures
1	Safety and traffic reduction schemes
1	General highway improvement schemes

TfL Business Plan

3.7 In developing and preparing the borough's programme of works (as outlined in Table ST01 above), the borough has considered the Mayor's aspiration to deliver the major projects in TfL's Business Plan and the milestones associated with these projects, including major infrastructure associated with Growth Areas and Opportunity Areas.

3.8 None of the major TfL projects are centred in the borough, however a small number will have potential benefits for Sutton residents. These are:

Victoria Station ticket hall and escalator upgrade

3.9 Sutton stations are dependent on links to key interchanges or termini such as Clapham Junction, London Bridge and London Victoria, which have all experienced capacity issues in recent years leading to a knock on impact on local services. Capacity at Victoria station is a bottleneck for Sutton commuters heading into Central London, and the works to increase ticket hall capacity and provide new escalator access to the Victoria Line will be a significant benefit.

3.10 There are no complementary works proposed for the borough, given the location of the scheme.

Fiveways junction layout, Croydon

3.11 This significant junction on the Sutton/Croydon boundary will offer potential local traffic benefits in Wallington on the B271 and the A232 through Beddington, together with improved bus punctuality. No complementary measures in Sutton are proposed at this time.

Ultra Low Emission Zone (ULEZ) expansion

3.12 The ULEZ expansion to the North and South Circular roads, with stringent vehicle emission standards and charges for non-compliant vehicles to enter the zone, will not encompass Sutton as the northern borough boundary is approximately 6-7km from the A3 South Circular route at Clapham Common. However, TfL believe that a potential NOx reduction in the borough of 10-20% is possible in Sutton as a result of higher emission standards within the ULEZ area, with the impact of fewer, cleaner vehicles cascading to outer London boroughs. No complementary borough schemes are associated with the ULEZ, but the borough will continue to work towards improved bus and rail links to key interchanges, including journeys into Central London. In addition we will continue dialogue with TfL to introduce cleaner buses into Sutton as part of the Inner London bus reorganisation proposals.

Oxford Street Transformation

3.13 The proposals for the transformation of Oxford Street, including the rationalising of bus services, the opening of the Elizabeth Line and the opportunity to reallocate bus resources to outer London where they are most needed, presents Sutton with a great opportunity for additional public transport capacity and modal shift. As stated in Section 2 the borough will continue to discuss this with TfL as the scheme progresses. Again, there are no complementary measures proposed in Sutton associated with the Oxford Street scheme.

Sources of funding

3.14 Table ST02 below identifies potential funding sources for implementation of our LIP, including LIP funding allocation from TfL, contributions from the borough's own funds, and funding from other sources.

3.15 The key source of funding is the borough's LIP allocation. Figures provided by TfL indicate that the borough will receive £1,059,000 in 2019/20.

3.16 In addition to the above, the borough will receive £50,000 from TfL in 2019/2020 for the completion of the Beddington Major Scheme.

3.17 The borough also uses its own resources and resources from developers to pursue local objectives and ensure that the road network remains in a safe and serviceable condition.

3.18 The sums available from developers via section 106 agreements are unknown at the moment, and investigations are ongoing to identify allocations that relate to highway/public realm improvements.

Table STO2 Potential Funding for LIP delivery

Funding Source	2019 / 20 £k	2020 / 21 £k	2021 / 22 £k	Total £k
TfL/GLA funding				
LIP Formula funding - Corridors and Supporting Measures	1,159	1,159	1,159	3,477
Discretionary funding (see 3 Year Programme)	815	0	0	815
Strategic Funding	170	1350	875	2395
GLA funding	0	0	0	0
Sub-total	2,144	2,509	2,034	6,687
Borough funding				
Capital funding (parking strategy)	1785	28	0	1813
Revenue funding	0	0	0	0
Parking revenue	0	0	0	0
Innovative financing initiatives	0	0	0	0
Sub-total	1785	28	0	1813
Other sources of funding				
S106	0	0	0	0
CIL	0	0	0	0
European funding	0	0	0	0
Sub-total	0	0	0	0
Total	3929	2537	2034	8500

Long-Term interventions to 2041

3.19 In the medium to long-term the borough believes that a number of significant, but currently unfunded, investments will be required to ensure the economic and social vitality of the borough. These are shown in Table ST03 below with indicative funding and indicative but uncommitted timescales.

Table STO3 Long-term interventions up to 2041

Project	Approximate Date	Indicative Cost	Likely Funding Source	Comments
Tram extension to Sutton	2025	£355m	TfL (£70m committed) LB Sutton (£24.5m plus safeguarded land) LB Merton (£9.2m)	Unmediated total sum at this stage of the planning process. Potential future funding sources include Housing Infrastructure Fund (Round 2) and innovative financing initiatives. Growth Zone funding may be sought for potential further extension to London Cancer Hub. We will continue to explore innovative viable funding sources with The Mayor, TfL and Merton.
Sutton Town Centre Highway Improvements	2025 (estimated)	not known	Town Centre Regeneration Funds, TfL	Implementation plan for Town Centre Masterplan currently being developed, and likely to form a Liveable Neighbourhood Bid.
Innovative financing initiatives	2020 - 2025	£5m	LB Sutton and Merton, TfL	Survey work and consultation programme to support funding for Sutton Link and major projects.
Highway improvements associated with London Cancer Hub	not known	not known	not known	See list of affected junctions below
Beddington Lane	2017 - 2020	not known	LB Sutton / GLA and TfL	Works under construction
Quietways Projects north-south route and east-west route	2017 - 2022	£4.2m	TfL	N-S route scheme at Consultation E-W route scheme at Feasibility
A2043 Corridor cross-borough	2018 - 2020	£1.7m	TfL LIP and Bus Priority	Schemes at Feasibility

STC – Schemes listed below:

Critical Schemes required regardless of Tramlink
- Throwley Way / Carshalton Road (A232) / Chalk Pit Way / Manor Park Road junction improvements - by 2021.
- High Street / Old Gasworks junction improvements - by 2026.
- Cheam Road (A232) / St Nicholas Way / Sutton Park Road junction improvements - by 2026.

Other Schemes
- Sutton Court Road (A232) / High Street junction improvements.
- Construction of a new road link between Grove Road and the Brighton Road / High Street junction.
- A new link connecting the northern end of the High Street and Marshalls Road using Burnell Road and Lewis Road.
- Crown Road / High Street junction Improvements

London Cancer Hub

Within the borough improvements could be required at the following junctions:
- Brighton Road / Chiltern Road / Cotswold Road.
- Brighton Road / Downs Road.
- Cotswold Road / Downs Road.
- Belmont Rise (A217) / Cheam Road (A232).
- Banstead Road South / The Warren.
- Banstead Road / Staplehurst Road.

Three-year indicative Programme of Investment

3.20 The Three Year indicative Programme of Investment is shown in Table ST04 below.

Table ST04
Three-year indicative programme of investment for the period 2019 / 20 to 2021 / 22

The table summarises, at a programme level, the borough's proposals for the use of TfL borough funding in the period 2019 / 20 to 2021 / 22

London Borough of Sutton TfL BOROUGH FUNDING 2019 / 20 TO 2021 / 22	Programme Budget		
	Allocated 2019 / 20	Indicative 2020 /21	Indicative 2021 / 22
Local Transport Initiatives	100	100	100
Corridor, neighbourhoods and supporting measures	£k	£k	£k
Engineering Measures - key corridors being progressed are Central Road, Foresters Drive, Manor Road North and Brighton Road/Chiltern Road. Safety issues on Beeches Avenue and Stanley Park Road are also being progressed.	890	890	890
Smarter Travel Measures	169	169	169
Sub-total	£1,159	£1,159	£1,159
Discretionary funding	£k	£k	£k
Liveable Neighbourhoods	0	0	0
Major Schemes	815	0	0
Principal road renewal	0	0	0
Bridge strengthening	0	0	0
Traffic signal modernisation	0	0	0
Sub-total	£815k	£0k	£0k
Strategic funding	£k	£k	£k
Bus Priority	150	550	75
Borough Cycling Programme	20	800	800
London Cycle Grid	0	0	0
Crossrail complementary works	0	0	0
Mayor's Air Quality Fund	0	0	0
Low Emission Neighbourhoods	0	0	
Sub-total	£170	£1,350	£875
All TfL borough funding	£2,144	£2,509	£2,034

Supporting commentary for the three-year programme

3.21 As has been set out earlier in this document, the borough has reviewed its approach to the design and delivery of its LIP programme. Historically, the annual submissions the Council has prepared for TfL have typically identified smaller schemes at specific locations that delivered targeted and focussed transport improvements at a very local level. The list of schemes set out at table ST01 for 2019/20 is in line with schemes approved by the Environment and Neighbourhood Committee in September 2018.

3.22 The guidance and drive behind the Healthy Streets agenda is to focus on improving the infrastructure across broader areas, hence the list of projects is fewer than would have traditionally been submitted. This is so that projects are considered in a 'strategic manner' where there are clear opportunities for improved modal choice to encourage people to make journeys by walking, cycling or because of improved access to public transport. Going forward, all schemes using TfL funding need to meet the objectives set out in the Healthy Streets approach.

3.23 The focus for the 19/20 Delivery Plan is the continuation of key projects on corridors across the borough. These include Central Road, Foresters Drive, Manor Road North and Brighton Road/Chiltern Road. These projects are at different stages of development, with some having been through consultation and detailed design, and others at an earlier feasibility stage.

3.24 The Central Road corridor is an important project as this seeks to address some long standing congestion and air quality issues. It is also involves close liaison with Royal Borough of Kingston colleagues, which is well supported by the Highways and Transport function being a Shared Service between Sutton and Kingston. TfL are involved with input and consideration of options for bus priority measures on this busy route.

3.25 Foresters Drive and Manor Road North are busy roads with a range of issues, where improvements to pedestrian and cycling facilities will be the focus of scheme development. The Manor Road North layout will also provide opportunities to improve access to the existing bus stops in the area.

3.26 The Brighton Road/Chiltern Road junction is another key location, with the construction of a new secondary school due for completion in summer 2019, and opening in September 2019. Proposals have been developed to provide improvements to address existing poor road layout and behaviour issues, whilst also providing significant improvements for the more sustainable modes of transport.

3.27 As well as works on key corridors there are a number of safety projects that will in the Phase 2 stage of design and delivery, with some significant consultations having been undertaken for projects in the Beeches Avenue and Stanley Park Road area, where there have also been concerns raised in relation to the bus stops and service provision.

3.28 An improvement scheme at the London Road/Goat Road is also in the design stages, and liaison with colleagues at the LB Merton are ongoing.

3.29 New schemes are being bought forward that will be investigating improvements in a number of residential areas where improvements to the local infrastructure will seek to create the conditions to encourage and support modal shift for the shorter journeys. These areas are close to schools, district centres and railway stations, with projects around Cheam Station Carshalton Station and Wallington Station; Gander Green Lane, Wrythe Lane and Stavordale Road areas.

3.30 Projects that are in close vicinity to the two Quietways projects for the North-South route linking Morden to Sutton town Centre, and the East –West route from Worcester Park to Sutton Town, will developed linkage routes to the main project spines.

3.31 Walking routes will be a focus to encourage shorter journeys to be walkable, and this has been highlighted above for key residential areas. These local walking route improvements will also focus on improving routes to our parks and open spaces, whether they the major sites at Beddington Park and Oaks Park, or the quieter local walks along the River Wandle and the Pyl Brook. Improving accessibility to encouraging more leisure walking will be investigated as an integral part of area wide schemes.

3.32 The MTS identifies that there will be significant areas of growth in outer London, and it is anticipated that Sutton Centre Centre will be a core area where this is seen in the borough. Whilst projects are 'live' to improve Quietways routes to the Town Centre from the north and the west, the current road layout creates real severance with the surround residential areas. Whilst none of the schemes in the current three year delivery plan address the Unlocking and Good Growth Mayoral Outcomes, future schemes will be developed and delivered in future spending plans.

3.33 A project is being developed for a Liveable Neighbourhood bid that will seek to change the look and the feel of the gyratory, providing and encouraging accessibility into and out of the centre. This will build on the projects currently in design, but reduce the car dominated feel of the highway that surrounds the town centre. This will involve close liasion with TfL, as they have responsibilities for the A232, a key road that runs through the town centre.

3.34 Whilst recognising that it is vital to improve the infrastructure to support the modal choices required to reduce the reliance on the private car, there is a need to make sure we are making the roads safer to use. Work will continue to review the borough's collision data, identifying any routes or junctions that require specific attention and how proposals can be incorporated into area wide improvements.

Risks to the delivery of the three-year programme

3.32 Table ST05 below shows the principal risks associated with delivery of the LIP together with possible mitigation actions for the three-year programme. The risk register summarises the strategic risks identified that could impact on the three-year programme of schemes/initiatives.

Table STO5 LIP Risk Assessment for three-year programme 2019 /20 to 2021 /22

Risk	Likelihood			Potential mitigation measures	Impact if not mitigated
	H	M	L		
Financial					
Insufficient funding to complete all proposed schemes and implement high quality schemes, e.g. due to reductions in TfL budgets and LIP allocations beyond 2019/20.		Y		Prioritise schemes according to how well they meet the MTS and borough transport objectives, and implement fewer higher quality schemes.	Key schemes not delivered or slipped beyond 2021/22. Negative effect on modal shift, road safety and air quality targets.
Unforeseen costs e.g. moving services, or on-site problems.		Y		Contingency funding will be incorporated within all scheme budgets.	Medium term programme delays if funding reallocated from future budgets.
Statutory / Legal					
Legal challenges to proposed schemes by residents, developers or other third parties (e.g. environmental campaigns).			Y	Planning and scheme design processes will ensure compliance with all statutory processes and take into account local issues.	Cost increases to schemes. Delays to implementation, or scheme not implemented.
Third Party					
Lack of co-operation / support from external bodies e.g. utility companies, Network Rail.			Y	Discussions will need to be held and a way forward sought. If necessary an alternative scheme will be funded.	Schemes prevented from progressing.
Neighbouring borough schemes cause traffic or congestion implications.			Y	Duty to cooperate requirements to be used, with early discussions with authority to mitigate issues.	Increased traffic and/or parking levels. Congestion reduction targets put at risk. Air quality reduction slowed.
Changes to TfL/Mayor key strategies following public consultation or statutory examination (eg London Plan).			Y	Early engagement with TfL to discuss appropriate course of action, committees to be consulted to revise programme if required.	Infrastructure capacity no longer sufficient.
Public / Political					
Schemes may encounter opposition from residents and / or not be approved by the Local Committee.		Y		Outline scheme list considered and selected by local committees as part of LIP3 programme development. Any necessary changes to schemes will be developed in consultation with the public and Councillors to ensure there is support for them.	Delays or cancellations to schemes.
Local Committees and residents may request alternative schemes, or changes to existing proposed schemes, that do not contribute towards achieving LIP targets.		Y		Officers will need to make clear that all schemes must contribute towards the borough transport objectives and the MTS goals.	Programme not compliant with MTS or STS objectives and outcomes
Changes to strategies sought by new or incoming council members/ administration.			Y	Whole council elections were held in May 2018. Prospect of personnel changes very low. Local and Environment & Neighbourhoods committees to provide mandate.	Delays, changes to or cancellation of schemes
Change of Mayor and impact on MTS following Mayoral election in 2020.			Y	Local schemes meet a wide range of local and statutory needs as well as MTS requirements so would be expected to continue.	

Table STO5 LIP Risk Assessment for three-year programme 2019 /20 to 2021 /22					
Risk	Likelihood			Potential mitigation measures	Impact if not mitigated
	H	M	L		
Programme & Delivery					
Uncertainty of funding streams makes resource management more challenging		Y		Programmes being spread across two years, to allow adequate time for engagement and delivery	Allocation spend in year can be challenging
Modelling results not supportive of scheme designs		Y		Design scheme elements have to balance the needs of all road users, and this may challenge the assessment of the modelling results.	Early engagement required with TfL colleagues across a range of departments
Resource levels not adequate to deliver		Y		Kingston and Sutton operate shared service so resource planning allows consideration of flexible resource arrangements	Lack of resource planning may result in programme delays.

Annual programme of schemes and initiatives

3.33 The annual programme of schemes has been completed and submitted to TfL via the Borough Portal. The programme of schemes will be updated annually.

3.34 (NOTE Annual programme of schemes and initiatives submitted as Proforma A).

Supporting commentary for the annual programme

3.35 The list of projects that have been submitted in Proforma A have been supported by the Local Committees, and the thrust of the discussion has identified the annual submission prepared for TfL sought to identify a range of smaller schemes at sites or junctions, which ultimately delivered very focussed transport improvements at a local level. The guidance and drive behind the Healthy Streets agenda is to focus on improving the infrastructure across broader areas, where improvements can be considered in a more 'strategic manner', that is to say where there are clear opportunities for improved modal choice towards encouraging people to make journeys by walking, cycling or because of improved access to public transport.

3.36 Inevitably this will mean that there will be fewer, but larger and higher quality schemes being delivered and it will be important that as part of the development of LIP 3, that the scheme proposals being considered are linked to provide area wide coverage to ensure that the modal choice opportunities are built on across wider areas.

Risk assessment for the annual programme

3.37 Table ST06 below shows the principal risks associated with delivery of the LIP together with possible mitigation actions for the annual programme. The risk register summarises the strategic risks identified that could impact on the annual programme of schemes / initiatives.

Table STO6 LIP Risk Assessment for annual programme 2019 / 20

Risk	Likelihood			Potential mitigation measures	Impact if not mitigated
	H	M	L		
Financial					
Unforeseen costs e.g. moving services, or on-site problems.		Y		Contingency funding will be incorporated within all scheme budgets.	Medium term programme delays if funding reallocated from future budgets.
Statutory / Legal					
Legal challenges to proposed schemes by residents, developers or other third parties (e.g. environmental campaigns).			Y	Planning and scheme design processes will ensure compliance with all statutory processes and take into account local issues.	Cost increases to schemes. Delays to implementation, or scheme not implemented.
Third Party					
Lack of co-operation / support from external bodies e.g. utility companies, Network Rail.			Y	Discussions will need to be held and a way forward sought. If necessary an alternative scheme will be funded.	Scheme slippage within 3 year programme.
Public / Political					
Local Committees and residents may request alternative schemes, or changes to existing proposed schemes, that do not contribute towards achieving LIP targets.		Y		Officers will need to make clear that all schemes must contribute towards the borough transport objectives and the MTS goals.	Programme not compliant with MTS or STS objectives and outcomes.
Programme & Delivery					
Uncertainty of funding streams makes resource management more challenging		Y		Programmes being spread across two years, to allow adequate time for engagement and delivery.	Allocation spend in year can be challenging
Modelling results not supportive of scheme designs		Y		Design scheme elements have to balance the needs of all road users, and this may challenge the assessment of the modelling results.	Early engagement required with TfL colleagues across a range of departments
Resource levels not adequate to deliver		Y		Kingston and Sutton operate shared service so resource planning allows consideration of flexible resource arrangements	Lack of resource planning may result in programme delays.

Highways Maintenance Programme

3.38 A provisional planned highway maintenance programme is prepared each year from Council highways inspectors' safety condition reports and road condition survey(s). This is coupled with the level of capital funding available and allows for a list of borough public highway locations most need of planned maintenance to be put into a works programme.

3.39 All carriageway and footway locations on the provisional planned maintenance list are prioritised using a weighting score condition assessment, which takes account the overall condition and usage of each location and incorporates feedback received from councillors and members of the public. Within this process, principal roads, bus routes and cycle ways receive a higher priority as do footways in shopping areas and those close to hospitals, schools and care homes.

3.40 Up until now, Sutton's annual highway investment programme used Sutton capital funding to fund the planned highways maintenance programme for local roads. External capital funding, provided by Transport for London (TfL), was used to deliver principal (strategic) road maintenance. Between 2018/19 and 2019/20 TfL investment in proactive planned renewals on both the Borough Principal Road Network (BPRN) and TfL Road Network (TLRN) has been paused and the council will therefore receiveno TFL allocation in 2018/19. A London-wide allocation of circa £3m per annum for the next two years has been retained by TfL for the BPRN to continue condition surveys and deal with high priority sites. TfL, working with the boroughs through the London Technical Advisors Group (LoTAG), will agree how this allocation will be targeted to the highest priority sections of road across London.

Highways Asset Management Status Report

3.41 As a result of the above, there are insufficient funds available to meet the full need of repair to the borough's public highway network. Officers will prepare a prioritised list, which is then sent to all public utility companies for consultation as required under the New Roads and Street Works Act (NRSWA) 1991. This allows the utilities to give notice of their future planned works and provides an opportunity for schemes to be programmed in to minimise the level of any disruption to the local community. As stated above, principal roads, bus routes and cycle ways receive a higher priority, as do footways in shopping areas and those close to hospitals, schools and care homes and during the preparation of planned programme for 2019/20 this will be reflected.

Section Four: The Performance Monitoring Plan

Overarching mode-share aim and outcome Indicators

Delivery indicators

4.1 The borough will monitor and record the delivery indicators and report to TfL once a year in June using Proforma C. It is likely that monitoring can be assisted by the Internet of Things platform if fully developed.

Local targets

4.2 The council, in partnership with TfL and other bodies, will monitor and report on progress towards meeting the targets and high level outputs on a regular basis throughout the year to ensure it is on track to meet them.

4.3 Much of the data, however, is supplied by TfL and other bodies so monitoring and reporting is dependent on them supplying regular updates. Key monitoring relates to the assessment of collision data, and colleagues at TfL will be aware of the current disparity between collision data up to December 2016, and data from January 2017 where adjustments to the data recording processes has resulted in a pattern shift.

4.4 It is also noted that there is a 6 month lag with the data being submitted, and these factors are important considerations in assessing how the borough is contributing towards Vision Zero, and the associated targets.

4.5 It is traditional with highway related projects that measures of success are measured in a 3 year period post-completion, and these relate to empirical survey data such as traffic (all modes) flows/speeds and accident data.

4.6 These outcomes will still provide important data in future however, it will be important to develop and introduce end users surveys, which will be more related to attitudinal surveys that allow the borough to assess if some of the key Healthy street indicators are being met.

Table STO7 Borough outcome indicator targets

Objective	Metric	Borough Target	Target Year	Additional Commentary
Overarching mode share aim - changing the transport mix				
Londoners' trips to be on foot, by cycle or by public transport	Active, efficient and sustainable (walking, cycling and public transport) mode share (by borough resident) based on average daily trips. Base period 2013 / 14 to 2015 / 16	48% 63%	2021 2041	Borough Local Plan target is 56% by 2025
Healthy streets and healthy people				
Outcome 1: London's streets will be healthy and more Londoners will travel actively				
Londoners to do at least the 20 minutes of active travel they need to stay healthy each day	Proportion of London residents doing at least two x 10 minutes of active travel a day (or a single block of 20 minutes or more)	36% 70%	2021 2041	
Londoners have access to a safe and pleasant cycle network	Proportion of London residents living within 400m of the London-wide strategic cycle network	24% 37%	2021 2041	No current baseline available from TfL data
Outcome 2: London's streets will be safe and secure				
Deaths and serious injuries from all road collisions to be eliminated from our streets	Deaths and serious injuries (KSIs) from road collisions, base year 2005 / 09 (for 2022 target)	43	2022	Baseline is 124 KSIs Observed fall to 61 by 2017
	Deaths and serious injuries (KSIs) from road collisions base year 2010 / 14 (for 2030 target)	22	2030	Baseline is 74 KSIs
	Deaths and serious injuries (KSIs) from road collisions	0	2041	Vision Zero
Outcome 3: London's streets will be used more efficiently and have less traffic on them				
Reduce the volume of traffic in London	Vehicle kilometres in given year. Base year 2015. **Reduce overall traffic levels by 10 to 15%**	614m 583m (5%) 553m (10%)	2021 2041	
Reduce the number of freight trips in the central London morning peak	10% reduction in number of freight vehicles crossing into central London in the morning peak period (07.00 - 10.00) by 2026	N/A	N/A	N/A
Reduce car ownership in London	Total cars owned and car ownership per household, borough residents. Quarter of a million fewer cars owned in London. Base period 2013 / 14 to 2015 / 16	90,400 86,900	2021 2041	
Outcome 4: London's streets will be clean and green				
Reduced CO_2 emissions	CO_2 emissions (in tonnes) from road transport within the borough. Base year 2015 / 16	99,000 26,900	2021 2041	2013 baseline 115,300 tonnes
Reduced NO_x emissions	NO_x emissions (in tonnes) from road transport within the borough. Base year 2013	170 20	2021 2041	2013 baseline 390 tonnes
Reduced particulate emissions	PM_{10} and $PM_{2.5}$ emissions (in tonnes) from road transport within the borough. Base year 2013	36 (PM_{10}) 18 ($PM_{2.5}$) 20 (PM_{10}) 10 ($PM_{2.5}$)	2021 2041	2013 baseline is 44 tonnes (PM_{10}) and 24 tonnes ($PM_{2.5}$)

Objective	Metric	Borough Target	Target Year	Additional Commentary
A good public transport experience				
Outcome 5: The public transport network will meet the needs of a growing London				
More trips by public transport - 14 / 15 million trips made by public transport every day by 2041	Trips per day by trip origin. Reported as three-year moving average. Base year 2013 / 14 to 2015 / 16	109,000 158,000	2021 2041	2014 / 15 baseline is 94,000 trips on a rising trend from 2011 / 12. Rail disruption will be a potential inhibitor
Outcome 6: Public transport will be safe, affordable and accessible to all				
Everyone will be able to travel spontaneously and independently	Reduce the difference between total public transport network journey time and total step-free public transport network	3 minutes	2041	Average difference in 2015 was 7 minutes
Outcome 7: Journeys by public transport will be pleasant, fast and reliable				
Bus journeys will be quick and reliable, an attractive alternative to the car	Annualised average bus speeds, base year 2015 / 16	11.7mph 13mph 11.4mph 11.8mph	2021 2041	Refers to 15% speed improvement Refers to 5% improvement

Appendices

Appendix A
List of organisations consulted on the draft LIP

Appendix B
Links to Strategies, Plans and Supporting Documents

Appendix C
MTS Outcomes and supporting policies

Appendix A

List of organisations consulted on the draft LIP

Internal

- Beddington and Wallington Local Committee
- Carshalton and Clockhouse Local Committee
- Cheam North and Worcester Park Local Committee
- St Helier, the Wrythe and Wandle Valley Local Committee
- Sutton Local Committee
- Sutton South, Cheam and Belmont Local Committee
- Environment and Neighbourhoods Committee

Statutory

- Greater London Authority
- Transport for London (TfL)
- Metropolitan Police
- Reigate and Banstead Borough Council
- Epsom and Ewell Borough Council
- London Borough of Croydon
- London Borough of Merton
- Royal Borough of Kingston upon Thames
  (Note - Kingston and Sutton operate a shared highways service so officers have worked across both LIP documents during their development)
- Surrey County Council
- Local disability groups

Non-statutory - National

- British Transport Police
- Environment Agency
- Highways England
- Network Rail
- Rambler's Association

Non-statutory - Regional

- BioRegional
- London Climate Change Partnership
- London Wildlife Trust
- London Cycling Campaign
- Bus operators
- GTR (Southern Rail, Thameslink)
- South Western Railway
- London Travel Watch
- Enterprise Car Club, Zipcar (car club operators)
- London Fire Brigade
- London Ambulance Service
- South London Partnership
- Sutton and East Surrey Water plc
- Thames Water

Local

- Local educational institutions
- Local health trusts
- Local religious groups
- Local trade organisations / Business Improvement Districts
- Local transport fora
- Residents' Associations
- Senior Citizens groups

Appendix B

Links to Strategies, Plans and Supporting Documents

London Borough of Sutton

Sutton Sustainable Transport Strategy (STS)
https://www.sutton.gov.uk/download/downloads/id/2339/sustainable_transport_strategy.pdf

Sutton Sustainability Strategy 2018
https://www.sutton.gov.uk/info/200453/parks_trees_and_open_spaces/1137/environmental_sustainability/9

Sutton Local Plan 2018
https://www.sutton.gov.uk/info/200464/planning_policy/1521/local_plan_adopted_2018/1

Sutton Corporate Plan
https://drive.google.com/open?id=1mhI94KwxDOqpvvv8OAvVqvpJlvu6zTt0

Sutton Town Centre Masterplan
https://www.opportunitysutton.org/area-renewal-and-regeneration/sutton-town-centre-programme/

London Cancer Hub
https://www.opportunitysutton.org/sutton-for-investment/the-london-cancer-hub/

Sutton Cycling Strategy
https://www.sutton.gov.uk/downloads/download/688/sutton_cycling_strategy

Sutton Local Authority Monitoring Report
https://drive.google.com/open?id=1mAShiwWDz0vtQKE9BozENsVAnmdcWRl3

Sutton Air Quality Action Plan
https://www.sutton.gov.uk/downloads/file/2349/air_quality_action_plan

Sutton Ultra Low Emission Vehicle (ULEV) Strategy 2018
https://moderngov.sutton.gov.uk/ieListDocuments.aspx?CId=452&MId=4605

Sutton Flood Risk Management Strategy
https://www.sutton.gov.uk/downloads/download/609/local_flood_risk_management_strategy

TfL and GLA documents

Mayors Transport Strategy 2018
https://www.london.gov.uk/sites/default/files/mayors-transport-strategy-2018.pdf

The London Plan (draft)
https://www.london.gov.uk/what-we-do/planning/london-plan/new-london-plan

Borough Officer Guidance on Developing the Third LIP
http://content.tfl.gov.uk/third-lips-guidance-2018.pdf

Appendix C

## MTS Outcomes and supporting policies

The following table lists the MTS policies in order of the 9 key outcomes, with reference to the Sutton STS objectives. It is intended for reference only.

MTS Policy / Proposal	Description	STS Objective
Policy 1	The Mayor, through TfL and the boroughs, and working with stakeholders, will reduce Londoners' dependency on cars in favour of active, efficient and sustainable modes of travel, with the central aim for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041.	STS 1,2,3,4,5,6
1 London's streets will be healthy and more Londoners will travel actively (policy 2, proposals 1 to 8)		
Policy 2	The Mayor, through TfL and the boroughs, and working with stakeholders, will seek to make London a city where people choose to walk and cycle more often by improving street environments, making it easier for everyone to get around on foot and by cycle, and promoting the benefits of active travel. The Mayor's aim is that, by 2041, all Londoners do at least the 20 minutes of active travel they need to stay healthy each day.	STS 2,3,5,6
2 London's streets will be safe and secure (policies 3 and 4, proposals 9 to 14)		
Policy 3	The Mayor, through TfL and the boroughs, and working with stakeholders, will adopt Vision Zero for road danger in London. The Mayor's aim is for no one to be killed in or by a London bus by 2030, and for all deaths and serious injuries from road collisions to be eliminated from London's streets by 2041.	STS 2,3,5,6
Policy 4	The Mayor, through TfL and the police, will seek to ensure that crime and the fear of crime remain low on London's streets and transport system through designing secure environments and by providing dedicated specialist and integrated policing for London's transport system.	STS 5, 6
3 London's streets will be used more efficiently and have less traffic on them (policy 5, proposals 15, 16, 17,19, 22, 23)		
Policy 5	The Mayor, through TfL and the boroughs, and working with stakeholders, will prioritise space efficient modes of transport to tackle congestion and improve the efficiency of streets for the movement of people and goods, with the aim of reducing overall traffic levels by 10 to15% by 2041.	STS 2,3,6
4 London's streets will be clean and green (policies 6 to 9, proposals 26, 27, 32, 33, 34, 35, 43, 44, 45, 48)		
Policy 6	The Mayor, through TfL and the boroughs, and working with stakeholders, will take action to reduce emissions – in particular diesel emissions – from vehicles on London's streets, to improve air quality and support London reaching compliance with UK and EU legal limits as soon as possible. Measures may include retrofitting vehicles with equipment to reduce emissions, promoting electrification, road charging, imposition of parking charges/levies, responsible procurement, the making of traffic restrictions/ regulations and local actions.	STS 1, 2, 3, 4
Policy 7	The Mayor, through TfL and the boroughs, and working with stakeholders, will seek to make London's transport network zero emission by 2050, contributing towards the creation of a zero carbon city, and also to deliver further improvements in air quality to help meet tighter air quality standards, including achieving a health-based target of 10μg/m3 for PM2.5 by 2030. London's streets and transport infrastructure will be transformed to enable zero emission operation, and the switch to ultra low and zero emission technologies will be supported and accelerated.	STS 4, 6

MTS Policy / Proposal	Description	STS Objective
Policy 8	The Mayor, through TfL and the boroughs, and working with stakeholders, will enhance London's natural and built environment by: a) Ensuring that transport schemes protect existing green infrastructure where possible, or – if there is a loss – providing new green infrastructure in order to deliver a net gain in biodiversity. b) Seeking additional opportunities to build new green infrastructure into the existing transport estate. c) Monitoring and protecting designated spaces on transport land, such as Sites of Importance for Nature Conservation. d) Maximising opportunities to protect, promote and enhance London's built heritage and sites of cultural importance that are affected by transport development.	STS 2, 4, 6
Policy 9	The Mayor, through TfL and the boroughs, and working with stakeholders, will seek to ensure that London's transport is resilient to the impacts of severe weather and climate change, so that services can respond effectively to extreme weather events while continuing to operate safely, reliably and with a good level of passenger comfort.	STS 6
5 The public transport network will meet the needs of a growing London (policies 10, 17, 18, 19, proposals 50, 72, 73, 74, 75, 76)		
Policy 10	The Mayor, through TfL and the boroughs, and working with stakeholders, will use the Healthy Streets Approach to deliver coordinated improvements to public transport and streets to provide an attractive whole journey experience that will facilitate mode shift away from the car.	STS 1,2,3, 6
Policy 17	The Mayor, through TfL and the boroughs, and working with stakeholders, will seek the use of the full potential of the Thames to carry passengers, to integrate river services with the public transport system, walking and cycling networks, and to enable the transfer of freight from road to river in the interests of reducing traffic levels and the creation of Healthy Streets.	No action for Sutton as the River Thames has no direct impact on the borough or its residents.
Policy 18	The Mayor, through TfL and the boroughs, and working with stakeholders, will support improvements to public transport to enhance travel between London, the rest of the UK and international destinations, and will require regional, national and international transport schemes to be integrated into London's public transport system where possible.	STS 1, 2, 3
Policy 19	The Mayor, through TfL and the boroughs, and working with stakeholders, will seek the development of London's public transport services to support the growth of the night-time economy.	STS 1, 2, 3
6 Public transport will be safe, affordable and accessible to all (policies 11, 12, 14, 20, proposals 14, 54, 55, 56)		
Policy 11	The Mayor, through TfL and the boroughs, and with the DfT, Network Rail, train operating companies and other transport infrastructure providers and service operators, will work to eliminate deaths and serious injuries from London's rail, Tube, London Overground, DLR, tram, river and cable car services by: a) Ensuring that assets and infrastructure are maintained to the required safety standards and that all new assets and infrastructure are designed with Vision Zero in mind. b) Identifying and implementing new approaches to reduce or eliminate injuries. c) Training staff on their role in helping customers and users stay safe. d) Developing new and more innovative ways of communicating safety messages to customers and users. e) Applying appropriate arrangements for maintenance and other supporting services that are contracted or licensed. f) Working closely with the emergency services to ensure rapid response to incidents.	

MTS Policy / Proposal	Description	STS Objective
Policy 12	The Mayor will ensure public transport fare levels are set to enable access to affordable travel for all Londoners.	No direct borough action, but we will continue to support incentives to increase modal shift and reduce dependence on private car journeys.
Policy 14	The Mayor, through TfL and the boroughs, and working with stakeholders, will seek to enhance London's streets and public transport network to enable disabled and older people to more easily travel spontaneously and independently, making the transport system navigable and accessible to all and reducing the additional journey time that disabled and older users can experience.	STS 5, 6
Policy 20	The Mayor, through TfL and the boroughs, and working with stakeholders, will seek to ensure London has a safe, secure, accessible, world-class taxi and private hire service with opportunity for all providers to flourish.	STS 6
7 Journeys by public transport will be pleasant, fast and reliable (policies 13, 15, 16, proposals 52, 58, 59, 62, 67)		
Policy 13	The Mayor, through TfL and the boroughs, and working with stakeholders, will seek to make the public transport network easier and more pleasant to use, enabling customers to enjoy comfortable,confident, safe and secure, informed and stress-free travel.	STS 2, 3, 4, 5, 6
Policy 15	The Mayor, through TfL and the boroughs, and working with stakeholders, will transform the quality of bus services so that they offer faster, more reliable, accessible, comfortable and convenient travel by public transport, while being integrated with, and complementing, the rail and Tube networks.	
Policy 16	The Mayor, through TfL and the boroughs, and working with stakeholders, will seek to transform London's rail-based services to provide safer, modern, reliable, integrated, accessible and user-friendly services, with improved journey times and an increase in capacity of at least 80 per cent by 2041 to tackle crowding and facilitate mode shift to rail.	STS 3, 6
8 Active, efficient and sustainable travel will be the best option in new developments (policy 21a, proposals 72 to 92, 94, 97 to 101). (Proposals 83 to 86, 91, and 94 do not apply to Sutton)		
Policy 21a	The Mayor, through TfL and the boroughs, and working with stakeholders, will ensure that new homes and jobs in London are delivered in line with the transport principles of Good Growth for current and future Londoners by using transport to create high-density, mixed-use places.	STS 1, 2, 3
9 Transport investment will unlock the delivery of new homes and jobs		
Policy 21b	The Mayor, through TfL and the boroughs, and working with stakeholders, will ensure that new homes and jobs in London are delivered in line with the transport principles of Good Growth for current and future Londoners by using transport to unlock growth potential in underdeveloped parts of the city.	STS 1, 2, 3
Other MTS policies		
Policy 22	The Mayor will continue to oppose expansion of Heathrow airport unless it can be shown that no new noise or air quality harm would result and the benefits of future regulatory and technology improvements would be fairly shared with affected communities. Any such expansion must also demonstrate how the surface access networks will be invested in to accommodate the resultant additional demand alongside background growth.	The borough continues to oppose the proposed third runway at Heathrow Airport due to the impact on housing, noise and local environment. The Council's response to the formal consultation reiterated that public transport improvements, particularly rail access, are essential regardless of whether expansion goes ahead due to the existing congestion on neighbouring roads and motorways.

MTS Policy / Proposal	Description	STS Objective
Policy 23	**The Mayor, through TfL, will explore, influence and manage new transport services in London so that they support the Healthy Streets Approach.** 73	The borough has expressed an interest in the trial of demand responsive buses Rewriting car club SPD and evolving STS into an SPD to provide statutory impetus for development
Policy 24	The Mayor will seek to ensure that London's transport system is adequately and fairly funded to deliver the aims of the transport strategy. Additional powers should be devolved to the Mayor, the GLA or TfL to enable the Mayor and his agencies to respond effectively to economic, social and environmental change. These should include financial, regulatory and other powers to enable London's challenges to be met, and emerging opportunities to be optimised.	No borough action required. However we will continue to explore innovative funding mechanisms to support local transport improvements and schemes such as the Sutton Tramlink extension.
Policy 25	The boroughs shall prepare and implement Local Implementation Plans (LIPs) containing proposals for the implementation of the Mayor's Transport Strategy in their area. Each LIP should also contain a delivery plan and a monitoring plan.	
Policy 26	The Mayor, through TfL and the boroughs, and working with stakeholders, will review their delivery plans to ensure the expected transport outcomes of this strategy are achieved as far as practicable should monitoring show that otherwise they would be unlikely to be achieved.	
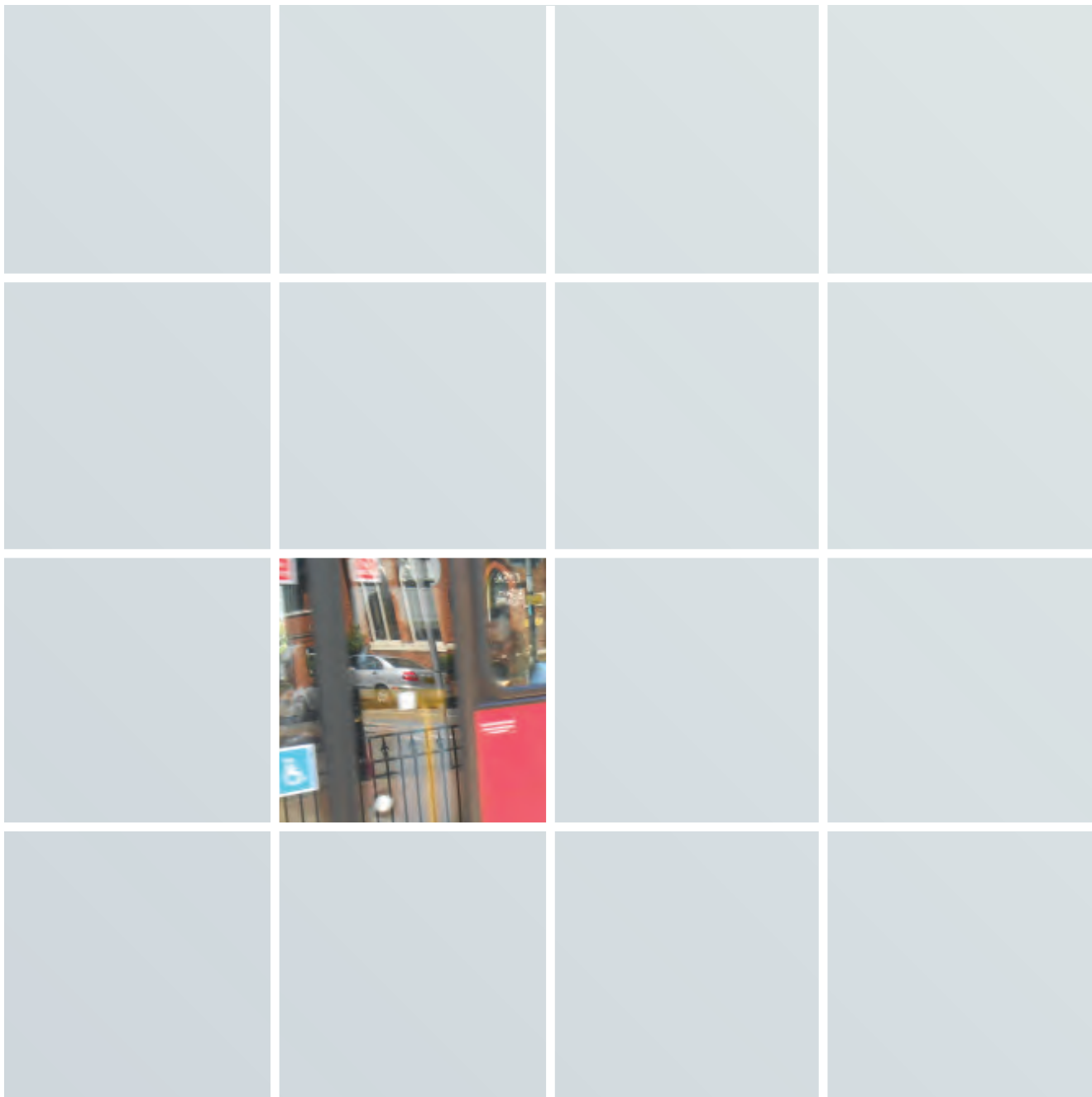
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