



Report to:	Environment & Neighbourhood Committee	Date:	22 June 2017
Report title:	Update on Sustainable Transport Strategy		
Report from:	Mary Morrissey - Strategic Director Environment, Housing and Regeneration		
Ward/Areas affected:	Borough wide		
Chair of Committee/Lead Member:	Councillor Jill Whitehead		
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Corporate Plan Priorities:	<ul style="list-style-type: none"> • An Open Council • A Green Council • A Fair Council • A Smart Council 		
Open/Exempt:	Open		
Signed:			Date: 5 June 2017

1. Summary

- 1.1 To report progress in relation to the adopted Sustainable Transport Strategy in terms of the agreed Action Plan and targets.

2. Recommendations

- 2.1 The Environment and Neighbourhoods Committee is recommended to:

- (i) Note progress on the implementation of sustainable transport measures within the Sustainable Transport Strategy (STS);
- (ii) Review progress in achieving targets set out in the STS and agree to continue to monitor on an annual basis; and
- (iii) Note progress in implementing the cycle network and other initiatives as set out in the Borough's Cycling Strategy.

3. Background

- 3.1 The STS sets out the council's policies and proposals to improve Sutton's transport and environment. The vision of the strategy is that transport policy should contribute to a more sustainable future, a better and safer environment, economic prosperity, improved quality of life and greater equality.
- 3.2 The Strategy was approved by the Environment and Neighbourhood Committee on 19 March 2015 and includes an Action Plan setting out how the council, working with its delivery partners, aims to deliver specific transport and environmental improvements between 2015-2020 focussing on promoting greater use of sustainable transport.
- 3.3 The Council subsequently also approved a Cycling Strategy for the borough in November 2015 which complements the STS in providing a more detailed focus on encouraging greater cycling use in the borough.
- 3.4 The Action Plan forms the basis for implementing the STS and it is planned that it will be monitored, reviewed and reported on annually. The first review of the STS was reported to this Committee in June 2016 and this report is therefore the second review. The Action Plan groups different measures aimed at achieving the aims of the STS under 6 broad objectives which are set out below:
1. Ensuring that the transport network supports the local economy and meets the current and future needs of the borough in a sustainable way.
 2. Reducing car use and the need to travel through appropriate location of new development, and travel plans and awareness campaigns.
 3. Enabling smarter travel choices, particularly by improving and encouraging walking, cycling and public transport.
 4. Reducing the harmful effects of transport on health and environment and its contribution to climate change.
 5. Improving the safety and security of road users, particularly pedestrians, cyclists and public transport users.
 6. Enhancing transport accessibility for all and improving the public realm and street design.
- 3.5 Appendix A sets out how each of the measures identified in the Action Plan have progressed in the last year and where appropriate what measures are proposed in future year(s). This report summarises how the key measures under each objective have progressed. It should be noted that some measures are likely to contribute to the achievement of more than one objective. This is followed by a commentary on the achievement of the STS in terms of the Indicators and Targets set out in the document.

- 3.6 It is anticipated that the Mayor of London will be publishing his new Transport Strategy for consultation in June of this year. Further guidance is also likely to be issued on Local Implementation Plans (LIP) and how boroughs can seek the funding of schemes.

4. Issues

Objective 1

- 4.1 Throughout the year the council has tried to encourage strategic improvements to the level of public transport serving the borough. Officers are working with TfL to improve the business case and help to bridge the funding gap in order that TfL will commit to extending tramlink into Sutton Town Centre and beyond to serve the proposed London Cancer Hub in Belmont. Work undertaken during the year by consultants on behalf of the council (Aecom) identified the need for significant improvements to public transport over the next 10-15 years in order to support future growth proposed in the town centre and considered that the introduction of the tram would be the most likely measure to bring about the necessary modal shift from car travel to public transport. Work was also undertaken during the year by consultants looking at the potential impact of new development at the LCH in conjunction with TfL. It identified the need for further public transport measures, including potentially an extension of the tram to Belmont.
- 4.2 At the same time the Council continued to press for improvements to the frequency and quality of suburban rail services by providing a more metro style service (similar to the London Overground) and has expressed support in principle to TfL's proposals for Metroisation of the suburban rail network. In a similar way the council has expressed its support for Crossrail 2 although the proposals only affect Worcester Park station. Therefore the extension of the tram to Sutton and Belmont would have the added benefit of connecting Sutton Town Centre and the proposed London Cancer Hub to Crossrail 2 at Wimbledon and hence spreading the benefits of Crossrail 2 further across the borough.
- 4.3 Following on from its successful bid to carry out improvements to Beddington Lane, the council has commissioned feasibility work with a view to preparing a detailed scheme to submit to TfL for the funding to implement the scheme over the next 2 years. This improvement includes proposals to provide a continuous off-road cycleway for the entire length of the road as well as pedestrian improvements.

Objective 2

- 4.4 During the year several more primary and secondary schools achieved TfL's accredited school travel Plans. Around half of schools in the borough now have accredited travel plans and it is intended that during the next year the aim will be to increase this proportion. At the same time officers working in conjunction with schools provided advice to encourage parents to use more sustainable ways of taking their children to school. Officers have also worked closely with local hospitals to encourage more sustainable travel behaviour.

- 4.5 In terms of future development the council continues to use its planning policies to try to reduce the need to travel and to ensure any trips that are made use the most sustainable modes. Therefore the emerging Local Plan contains policies aimed at focussing growth on the most sustainable locations such as town centres, promoting mixed use developments and greater diversification of uses in town centres as well as improvements to public transport, cycling and walking. Transport policies have also included requirements for electric charging points in new developments and higher cycle parking standards. In addition, in terms of planning applications the council continues to require travel plans for appropriate developments and encourages the use of car clubs in new developments.

Objective 3

- 4.6 To enable smarter choices to be made in the choice of transport mode the council has carried out a number of measures to encourage greater use to be made of public transport, cycling and walking. A number of bus priority studies/tests were carried out and works undertaken to improve bus accessibility. This included a route study of the X26 route which was undertaken jointly with TfL to identify current problems and potential improvements to improve the reliability of this service. The route has also now benefitted from the introduction of double deck buses to improve the capacity of the service. A number of potential bus priority schemes are identified as being implemented in the current financial year.
- 4.7 In terms of pedestrian and public realm improvements one of the key activities has been around Sutton Town Centre and the opportunities identified in the Sutton Town centre Masterplan including how to make the gyratory less of a barrier to pedestrian and cycle movement and become more integrated into the town centre. As part of the Aecom study, which looked at the transport impact of the growth proposed in the Masterplan, the consultants concluded the one way operation of the gyratory should be retained. This is because it was considered the best option in terms of traffic circulation, the operation of the tram as well as presenting the greatest opportunities for pedestrian and cycle improvements and improvements to the public realm. It is proposed that more detailed work needs to be undertaken to ensure a comprehensive scheme is prepared that can influence future development fronting St Nicholas Way and Throwley Way.
- 4.8 Considerable progress was made in implementing or upgrading sections of the cycle network including improving routes between Worcester Park and both Stonecot Hill and Cheam as well as completing the route between Middleton Circle and Wrythe Green. Further sections of the network have been identified to be undertaken this and subsequent financial years. The council also has TfL funding agreed to implement its part of a Quietway route between Sutton and Morden over the next two years and it has also recently announced that a second Quietway between Worcester Park and Waddon has been approved but awaits funding. Appendix B sets out further details about the implementation of schemes and other cycling initiatives as set out in the Cycling Action Plan in the Borough Cycle strategy.

- 4.9 There has been considerable activity involving the council's officers, working with members in liaison with Network Rail, Transport for London, London Buses and other transport agencies in lobbying for public transport improvements throughout the borough. The council also continues to service the Public Transport Liaison Group. In addition, Members and officers have met with the Mayor's new Commissioner for Walking and Cycling to discuss opportunities for enhancing walking and cycling as part of the Mayor's focus on healthier streets.
- 4.10 Work has also continued in undertaking smarter travel campaigns with around 45 events being undertaken last year.

Objective 4

- 4.11 The council continues to monitor data from its automatic air quality monitoring stations and progress against air quality targets is set out in section 5 of this report. The council also undertakes measures to improve air quality and reduce pollution through implementing measures in its Air Quality Management Areas Plan. Many of these are overlapping with the STS. Further plans/guidance are expected from TfL on air quality.

Objective 5

- 4.12 In terms of the objective of improving the safety and security of road users a considerable number of road safety schemes were implemented during 2016/17 at Woodcote Green junction; Manor Road, Wallington; and Malden Road with a number of further schemes planned for 2017/18. In addition, during the year five safe route to school and six 20 mph zone schemes were prioritised for implementation in 2017/18. This was complemented by undertaking driver training courses aimed at both commercial drivers and young adults.

Objective 6

- 4.13 The council has continued to try and achieve accessibility improvements and has worked with Network Rail in trying to develop a scheme providing lift access at Carshalton Station. Work will continue to address any further accessibility issues in relation to bus stops but the majority of stops in the borough are now considered accessible.

5. Achievement of Targets

- 5.1 The STS contains seven indicators each with targets so that progress in achieving the aims of the STS can be measured. Details of targets and the most up to date available data in respect of achieving each indicator are set out in Appendix C. The indicators are as follows:
- Modal Share – increasing share of cycling, walking and public transport (target T1)
 - Road traffic casualties – reduce KSI's and total casualties (T2)
 - Bus Service Priority – Limit increase in excess waiting time (T3)
 - Reduction in CO² concentrations from ground based transport (T4)



- Air Quality – reduction in PM₁₀ and NO₂ annual mean concentrations and in annual mean excesses of daily mean across all monitoring sites (T5)
- Children’s travel to school – increase % travel of children travelling to school by sustainable transport (T6)
- Council staff travel – increase % council staff travelling to work by sustainable transport (T7)

The first four indicators are mandatory TfL indicators and data is made available by TfL to monitor progress in meeting targets set for these indicators. The remainder are local indicators measured by the council. One of the difficulties in monitoring progress is the time delay in the availability of data. It is also difficult to be confident in relatively small changes in some data.

- 5.2 In terms of modal share (T1) the proportion of people using public transport or cycling has remained static at 2% and 16% respectively. Both these are marginally short of the 2017 targets of 2.2% and 17.6 % respectively. In terms of walking the data suggests the proportion of walkers has dropped from 28% in last year’s report to 24% which seems to be part of a general fall in walking in outer London. However the latest data available is based on the average over the 3 year period 2013/14 to 2015/16. Clarification will be sought from TfL to try and understand if there are any reasons for this reduction.
- 5.3 The target for both total casualties and killed or seriously injured has continued to fall and has already achieved the short term target. The bus indicator-limit increase in excess waiting time-has remained static at 1.1 from the last report and is still above the target of 0.8. No updating data was available for T4-Co2 emissions which is above the target based on earlier data and it may be more appropriate to consider using data from other sources in the future.
- 5.4 In terms of air quality both PM10 and NO2 are measured. All stations have now met their short term targets except for Worcester Park where the PM 10 target for annual exceedances of the daily mean has been exceeded. Worcester Park also marginally failed to meet short term targets in relation to both measures of NO2.
- 5.5 In terms of the percentage of children travelling to school by sustainable transport –T6 and the percentage of council staff travelling to work by sustainable transport-T7 the proportions have improved since the last report with the target for children’s travel meeting its short term target.

6. Options Considered

- 6.1 Officers have been requested to monitor progress on implementing the STS. Reporting on an annual basis is considered to be an appropriate time period and therefore other options have not been considered.

7. Impacts and Implications

Financial

7.1 There are no direct financial implications arising from this updating report.

Legal

7.2 There are no legal implications at this time

8. Appendices and Background Documents

Appendix letter	Title
A	Updated progress on the STS Action Plan
B	Borough Cycling Strategy: Updated Action
C	Summary of STS Targets

Background documents
None

Audit Trail		
Version	Final	Date: 5 June 2017
Consultation with other officers		
Finance	Yes	Christine Little
Legal	Yes	Allison Letts
Integrated Impact Assessment required?	No	N/A

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