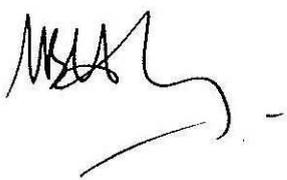




<b>Report to:</b>	Environment & Neighbourhood Committee	<b>Date:</b>	28 June 2018
<b>Report title:</b>	Update on Sustainable Transport Strategy		
<b>Report from:</b>	Mary Morrissey - Strategic Director, Environment, Housing and Regeneration.		
<b>Ward/Areas affected:</b>	Borough Wide		
<b>Chair of Committee/Lead Member:</b>	Councillor Manuel Abellan		
<b>Author(s)/Contact Number(s):</b>	Dimitrios Dikmpasanis, Planning Officer (Transport), 020 8770 4574 Lynn Robinson, Highways & Transport Senior Engineer, 020 8770 6461		
<b>Corporate Plan Priorities:</b>	<ul style="list-style-type: none"> <li>• An Open Council</li> <li>• A Green Council</li> <li>• A Fair Council</li> <li>• A Smart Council</li> </ul>		
<b>Open/Exempt:</b>	Open		
<b>Signed:</b>		<b>Date:</b>	12 June 2018

## 1. Summary

- 1.1 To report progress in relation to the Sustainable Transport Strategy (STS) and a review of the agreed Action Plan and targets.

## 2. Recommendations

The Environment and Neighbourhood Committee is recommended to:

- 2.1 Note progress on the implementation of sustainable transport measures within the STS;
- 2.2 Review progress in achieving targets set out in the STS and agree to continue to monitor on an annual basis;
- 2.3 Note progress in implementing the cycle network and other initiatives as set out in the Borough's Cycling Strategy;



- 2.4 Instruct officers to start work on a replacement Sustainable Transport Strategy to take effect from 2020 with the strategy being given the status of a Supplementary Planning Document.

### **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 STS was approved by the Environment and Neighbourhood Committee on 19 March 2015 and includes an Action Plan (see Appendix A) 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 (see Appendix B) for the borough in November 2015 which complements the STS and provides 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 annual basis. The Action Plan groups different measures aimed at achieving the aims of the STS under six 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 the appropriate location of new development, and travel plans and awareness campaigns.
  3. Enabling smarter travel choices, particularly by improving and encouraging walking, cycling and public transport.
  4. Reducing the harmful effects of transport on health and environment and its contribution to climate change.
  5. Improving the safety and security of road users, particularly pedestrians, cyclists and public transport users.
  6. Enhancing transport accessibility for all and improving the public realm and street design.
- 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 The Mayor's Transport Strategy (MTS) was published in March 2018 and sets out London's



transport challenges as well as the Mayor's policies and proposals to reshape transport in London over the next two decades. Following publication of the new Mayor's Transport Strategy, the council is now preparing the next Local Implementation Plan (LIP) for Sutton. This will be the third LIP for the borough and will cover the same period as the MTS (to 2041), while taking account of the transport elements of the London Plan and other relevant local and Mayoral policies. It will set out long term transport goals and objectives for the borough for the next 20 years, with a more detailed three-year programme of investment starting in 2019/20.

- 3.7 The draft LIP is to be submitted to TfL by 2 November and will also be released for public consultation at the same time. The intention is to bring the draft document to Environment and Neighbourhood Committee on 20 September for approval. Following the consultation process the final version is required to be submitted for approval by the Mayor by 16 February 2019, after which it will take effect from 1 April 2019.

#### **4. Issues**

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

- 4.1 Throughout the year the council has tried to encourage strategic improvements to the level of public transport serving the borough. Various routes have been safeguarded in the Sutton Local Plan, which was adopted in February 2018. 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. The scheme continues to have strong Mayoral support and Proposal 89 of the new MTS features Tramlink extensions to Sutton town centre via Rosehill and the London Cancer Hub. In addition, TfL are to prepare a Transport Works Act Order application for the Sutton extension within the current Mayoral Term.
- 4.2 At the same time the council continues 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 for TfL's proposals for the Metroisation of the suburban rail network. Devolution and Metroisation form Proposal 66 of the MTS, which is focussed on South London. In a similar way the council has expressed its support for Crossrail 2 and its extension beyond Wimbledon, which will serve Worcester Park, as shown in Figure 26 of the MTS.
- 4.3 The council has secured £1.86m of TfL funding for the Beddington North TfL Major Scheme and this amount is being matched by council funding of £1.7m, to provide a total budget of £3.56m. Following on from its successful bid to carry out improvements to Beddington Lane, the council has prepared a detailed scheme to implement over the next two years. The project is focused delivering improvements to Beddington Lane and Hilliers Lane, making it better for pedestrians and cyclists, and providing more travel choices for local businesses and residents. The first phase of the scheme construction began on 26th February 2018 and will last for approximately



16 weeks. The next phases will begin later in 2018-19 and further information on the sequence of works, planned improvements and temporary road closures will be provided and updated regularly on the council's website.

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

- 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 are working in conjunction with schools to provide advice and training to encourage parents' participation in campaigns that promote 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 use the most sustainable modes. The Sutton Local Plan contains policies that aim 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.
- 4.6 The Sutton Local Plan also included transport policies that include requirements for electric charging points in new developments and higher cycle parking standards. In addition, further work is being undertaken to review car clubs and how they operate. The Car Clubs Supplementary Planning Document (SPD) is being rewritten to reflect the most recent developments for car clubs and the Sutton Local Plan requirements.

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

- 4.7 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 of public transport, cycling and walking. A number of bus priority studies/tests were carried out and works undertaken to improve bus accessibility. These included fixed bus stops on York Road and bus priority measures at Worcester Park, Robertsbridge Road and Stanley Park Road, which were undertaken jointly with TfL to improve the reliability of the bus services. A number of potential bus priority schemes are identified as having been implemented in the current financial year.
- 4.8 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. In addition, a Public Realm Design Guide will be produced by the council with the view to providing guidance and presenting opportunities for pedestrian, cycling and public realm improvements.
- 4.9 Considerable progress was made in implementing or upgrading sections of the cycle network.



The schemes included route improvements between Rosehill and Sutton as well as route completion between North Cheam and Sutton. Moreover, feasibility studies have been undertaken for a Quietways route between Worcester Park and Croydon and a north/south route in Wallington. These schemes are expected to be implemented in this and subsequent financial years. Appendix B, the Cycling Action Plan, sets out further details about the implementation of schemes and other cycling initiatives set out in the Borough Cycling Strategy.

- 4.10 There has been considerable activity involving the council's officers and members in lobbying with Network Rail, Transport for London, London Buses and other transport agencies for public transport improvements throughout the borough. The council also continues to service the Public Transport Liaison Group.
- 4.11 The Shared Service Cycle Training Team provides cycle training to the majority of schools in Sutton and to 2,500 children in total. It funded Adult Cycle Skills training to 150 adults. It has also secured LIP funding for the Bikeability scheme.
- 4.12 Work has also continued in undertaking smarter travel campaigns with around 20 events being undertaken last year.

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

- 4.13 The council continues to monitor data from its automatic air quality monitoring stations and assess progress against air quality targets is set out in Summary of Sustainable Transport Strategy Targets (see Appendix C). The council also undertakes measures to improve air quality and reduce pollution through implementing measures in its Air Quality Action Plan. Many of these are overlapping with the STS.
- 4.14 The council is working with TfL and Source London to increase the number of rapid and fast electric vehicle charge points in the borough, and to explore opportunities for other on-street charging facilities in suburban areas.

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

- 4.15 In terms of the objective of improving the safety and security of road users, a considerable number of road safety schemes were implemented during 2017/18 at Cheam Common Road, St Nicholas Way, Wrythe Lane and Rosehill with a number of further schemes planned for 2018/19. In addition, during 2017/18, three 'Safer Route to School' and three 20 mph zone schemes were completed. Several 'Corridor & Neighbourhood' schemes were prioritised for implementation in 2018/19. This was complemented by undertaking driver training courses at four secondary schools and Carshalton College, which aimed to improve the driving of young adults.



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

- 4.16 The council has met with Network Rail to agree a scheme for lift access at Carshalton station. Funding was confirmed and works are due to be finished by March 2019. The council 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.
- 4.17 The council is now preparing a Public Realm Design Guide SPD, which will be subject to consultation in 2018/19. It will include guidance for developers on accessibility and improvements to the pedestrian environment.

Achievement of Targets

- 4.18 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 – increase 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)
  - CO<sub>2</sub> Emissions – reduce CO<sub>2</sub> concentrations from ground based transport in the borough (T4)
  - Air Quality – reduction in PM<sub>10</sub> and NO<sub>2</sub> annual mean concentrations and in annual mean excesses of the daily mean across all monitoring sites (T5)
  - Children's travel to school – increase the percentage of children travelling to school by sustainable transport (T6)
  - Council staff travel – increase the percentage of council staff travelling to work by sustainable transport (T7)
- 4.19 The initial short term targets (2017) have been moved forward (to 2020) and reviewed in order to reflect the existing situation. The first four indicators are mandatory TfL indicators and data is made available by TfL to monitor progress in meeting the indicator targets. 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.
- 4.20 In terms of modal share (T1) the data suggests that the proportion of people cycling has remained static at 2%. However, the proportion of people using public transport or walking has increased to 17% and 26% respectively. All these percentages are slightly below the 2020 targets of 2.2%, 18% and 30% respectively. The latest data available is based on the average over the three-year period 2014/15-2016/17.



- 4.21 The short-term target for reducing road traffic casualties (T2) has already been exceeded. The total average casualties has continued to fall from 426 in last year's report to 406. The bus indicator - limit increase in excess waiting time (T3) - has improved from 1.1 to 0.9 but is still above the target. No updated data was available for CO<sub>2</sub> emissions (T4) and it may be more appropriate to consider using data from other sources in the future.
- 4.22 In terms of Air Quality (T5) both PM<sub>10</sub> and NO<sub>2</sub> are measured. All stations have now met their PM<sub>10</sub> targets except for Beddington Lane (north) where the PM<sub>10</sub> target for annual mean concentration and annual exceedances of the daily mean has been breached. Worcester Park also marginally failed to meet its targets in relation to both measures of NO<sub>2</sub>. However, all other stations have now met their NO<sub>2</sub> targets.
- 4.23 In terms of the percentage of children travelling to school by sustainable transport (T6) the proportion has declined from 80% in last year's report to 75%. The percentage of council staff travelling to work by sustainable transport (T7) has also declined from 50% to 46.5%.

## 5. Options Considered

- 5.1 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.

## 6. Impacts and Implications

### Financial

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

### Legal

- 6.2 There are no legal implications at this time.



## 7. Appendices and Background Documents

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

### Background Documents

Sustainable Transport Strategy

([https://www.sutton.gov.uk/downloads/file/2339/sustainable\\_transport\\_strategy](https://www.sutton.gov.uk/downloads/file/2339/sustainable_transport_strategy))

### Audit Trail

Version	Final	12 June 2018
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### Consultation with other officers

Finance	Yes	22 May 2018
Legal	Yes	22 May 2018
Equality Impact Assessment required?	No	N/A