




Report to:	Beddington and Wallington Local Committee	Date:	17 July 2018
Report title:	Local Implementation Plan (LIP) - Traffic Schemes for 2019/20		
Report from:	Warren Shadbolt Assistant Director Environment, Housing & Regeneration		
Ward/Areas affected:	Beddington North/South, Wallington North/South		
Chair of Committee/Lead Member:	Councillor Joyce Melican		
Author(s)/Contact Number(s):	Ian Price, Highways & Transport, 020 8547 5934		
Corporate Plan Priorities:	<ul style="list-style-type: none"> • An Open Council • A Green Council 		
Open/Exempt:	Open		
Signed:		Date:	15 June 2018

1. Summary

- 1.1 This report outlines the proposed schemes to be considered for inclusion in the 2019/20 bid to Transport for London (TfL). The report also indicates the programme for the development and submission of the Local Implementation Plan (LIP) 3 document, for which a draft paper needs to be prepared by 2 November 2018, and is being developed in parallel with the Annual Spending Submission.

2. Recommendations

The Beddington and Wallington Local Committee is recommended to:

- 2.1 Endorse the proposed schemes as listed in the table in item 3.12 below and agree they be considered for inclusion in the submission to Transport for London in November 2018 for the 2019/20 programme.

3. Background / Issues

- 3.1 TfL funding is provided to boroughs to support local transport improvements that accord with the Mayor's Transport Strategy (MTS) goals, as set out in the Greater London Authority (GLA) Act 1999. In order to achieve funding the Council must show how each scheme submitted will



support the MTS goals, and with the recently published MTS this means that boroughs must demonstrate how proposals will support the vision to transform London streets, improve public transport and create more opportunities for new homes and jobs.

- 3.2 The borough's current LIP, version 2 was approved with an original investment programme for the three years from 2011-2014, and was then followed with an updated three-year LIP Delivery Plan covering the period from April 2014 to April 2017 and since that time there have been two years of interim arrangements. A new LIP 3 document is now required to set out how the borough will deliver the MTS over the life of that document, until 2041.
- 3.3 LIP3 must introduce schemes that aim to achieve ambitious targets to encourage more walking and cycling, and increase access to and use of public transport.
- 3.4 The basis for the MTS setting boroughs ambitious targets is based on the expectation that the composition of London's population is expected to change, altering the emphasis of future demand pressures on the transport networks. In particular, it is believed that there will be an increase in the numbers of older people – particularly focused in outer London – leading to increased demand for accessible services.
- 3.5 TfL have advised that travel demand is expected to increase to around 32 million trips on an average day by 2041, 5 million more than today. Despite a broad pattern of falling car mode share across London, car kilometres will rise by around 8%. This reflects the distribution of trips, with more car travel in outer London where trips are longer, and hence there is the need to ensure that most of the additional travel demand will be met through more use of public transport, walking and cycling.
- 3.6 Guided by the 'Healthy Streets' agenda, outlined in the Mayor's recent 'City for all Londoners' document, 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.
- 3.7 The Healthy Street approach is based on 10 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.

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.

- 3.8 Historically 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.
- 3.9 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. At this stage TfL advise that there is still Local Transport Funding (LTF) available to consider smaller scale interventions.
- 3.10 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.
- 3.11 Scheme 1 Foresters Drive corridor - Officers are aware of a number of concerns raised from residents and ward councillors about the perception of speed related issues, and the need for safer crossing points. The project will also assess options for improvements for cycling, looking at parallel routes. It is recommended that the is phased over a minimum of two years, with initial investigations and quick wins delivered 2019/20, followed by implementation in 2020/21. Scheme 2 will focus on the Manor Road North/London Road area, where local traffic conditions have been exacerbated by changes around Hackbridge Station. Options will assess the local road impacts, and look to improve local conditions for pedestrians and cyclists in particular. It is suggested that as a significant level of investigation is required any bid for 2019/20 would be for feasibility work, followed by a bid in 2020/21 for any implementation.
- 3.12 Scheme 3 will focus on accessibility and local area improvements in the Clyde Road/Ross Road area. These roads suffer from significant levels of commuter parking, and the roads and paths in the area are narrow and the street environment is dominated by cars. Scheme 4 will focus on the 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. Consideration will also be given to options to address through traffic issues. It is recommended that the is phased over two years, with initial investigations and quick wins delivered 2020/21, followed by implementation in 2021/22.



Given the likely level of LIP allocation it is suggested that members may wish to indicate a preference between schemes 3 and 4.

	Location	Possible scheme
1	Foresters Drive corridor	Improved crossing facilities and pedestrian environment. Measures to encourage more people to cycle. Public transport infrastructure improvements.
2	Manor Road North/London Road area	Improved infrastructure for pedestrians, cyclists and those wanting access to public transport. Recent changes to the road network have had negative impacts on this area.
3	Clyde Road/Ross Road area wide improvements	Improved pedestrian routes within the area, and address through traffic and speed related concerns.
4	Onslow Gardens/Blenheim Gardens area wide improvements	Improved pedestrian routes within the area, and address through traffic concerns.

3.13 Other schemes may be funded via LIP funding in the local area but have not yet been identified.

3.14 The schemes have not been investigated fully yet, so no options or cost estimates can be provided at this time and the details for the continuation scheme will not be known until the scheme development works are completed. However, depending on the scheme option and its cost estimate, there may be more schemes than there is funding available, which will require schemes to be prioritised across a three year delivery plan.

3.15 It is anticipated that £100,000 will still be available for the LTF split between the local committees in 2019/20. This local committee is expected to have an allocation of £15,749 and the schemes can be decided at a later date.

3.16 Environment and Neighbourhoods Committee will agree the schemes to be submitted to TfL at the meeting on 20 September 2018.

3.17 This committee is being asked to support the schemes identified and agree they be considered for inclusion in the submission to TfL in November 2018.

4. Options Considered

4.1 Traffic schemes are developed based on requests/suggestions proposed by Ward Councillors, community representatives, new developments and officers to meet transport targets. Each scheme is investigated and options considered before proposing the most suitable scheme to meet the desired objectives and budgetary provision.



5. Impacts and Implications

Financial

- 5.1 The Council is anticipating an allocation of £1.348m (similar to amount in 2018/19) for corridors, neighbourhoods and supporting measures and £100k for local transport funding for 2019/20. The Council will also be submitting a bid for further funding for principal road maintenance and for the maintenance of highway structures. The actual amount that will be allocated will depend both on the total amount available and TfL's assessment of the bids received.

Legal

- 5.2 All necessary statutory consultation will be undertaken in accordance with the relevant current legislation. All designs will be in accordance with the latest regulations and best practice.
- 5.3 Under Section 159 of the GLA Act 1999, financial assistance provided by TfL must be for a purpose which, in TfL's opinion, is conducive to the provision of safe, integrated, efficient and economic transport facilities or services to, from or within Greater London.

6. Appendices and Background Documents

Appendix letter	Title
None	N/A

Background documents
None

Audit Trail		
Version	Final	Date: 4 July 2018
Consultation with other officers		
Finance	Yes	Tony Cooke
Legal	Yes	David Fellows
Integrated Impact Assessment required?	No	N/A

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