



<b>Report to:</b>	Cheam North and Worcester Park Local Committee	<b>Date:</b>	5 July 2018
<b>Report title:</b>	Local Implementation Plan - Traffic Schemes for 2019/20		
<b>Report from:</b>	Warren Shadbolt - Assistant Director, Environment, Housing & Regeneration		
<b>Ward/Areas affected:</b>	Nonsuch, Worcester Park and Stonecot		
<b>Chair of Committee/Lead Member:</b>	Councillor Tom Drummond		
<b>Author(s)/Contact Number(s):</b>	Lynn Robinson, Senior Engineer, Highways & Transport 020 8770 6461		
<b>Corporate Plan Priorities:</b>	<ul style="list-style-type: none"> <li>• An Open Council</li> <li>• A Green Council</li> </ul>		
<b>Open/Exempt:</b>	Open		
<b>Signed:</b>		<b>Date:</b>	23 May 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

It is recommended that Cheam North and Worcester Park Local Committee:

- 2.1 Support the proposed schemes as listed in the table in item 3.11 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 LIP 3 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 Street' measures, to encourage people to walk, cycle or take public transport for their local journeys.
- 3.11 Scheme 1 - Central Road Worcester Park - Phase 2. The aim of the scheme is 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. Proposals are being investigated and some measures introduced in 2018/19, with completion in 2019/20.

Scheme 2 - 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.

Scheme 3 - 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.

Scheme 4 - 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.

Scheme 5 - 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.



	<b>Location</b>	<b>Possible scheme</b>
1	Central Road, Worcester Park	Phase 2 continuation of 2018/19 scheme to improve the flow of traffic on Central Road and encourage more journeys to / through the area on foot, cycle or public transport
2	Windsor Avenue Area - North Cheam	Phase 2 continuation of 2018/19 scheme to promote active travel in the area
3	Kimpton Industrial Park	Continue to implement highway measures to improve the flow of HGV traffic and encourage more journeys to the Park on foot, cycle or public transport
4	Sparrow Farm Road Area - Worcester Park	Borough boundary / Dalmeny Road / Cheam Common Road / A24 area - measures to encourage more journeys to the schools on foot or cycle and discourage cut-through traffic
5	Woodstock Avenue / Elm Road - West Area	Measures to discourage cut-through traffic

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

3.13 The five schemes have not been investigated fully yet so no options or cost estimate can be provided at this time. However, depending on the scheme option and its cost estimate, there may be more schemes than there is funding available, which may require schemes to be prioritised.

3.14 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 £16,889 and the schemes can be decided at a later date.

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

3.16 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 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 likely to be allocated in the region of £1.348m 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 s159 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**

<b>Appendix letter</b>	<b>Title</b>
	None

<b>Background documents</b>
None

<b>Audit Trail</b>		
Version	Final	23 May 2018
<b>Consultation with other officers</b>		
Finance	Yes	Tony Cooke
Legal	Yes	David Fellowes
Integrated Impact Assessment required?	N/A	