

Report to:

**Cheam North and Worcester Park
Local Committee
17 July 2014**

**Report of:****The Executive Head of Commissioning****Ward Location:**

Not Applicable

Author and Contact Phone Number:

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Area Served:

Nonsuch, Worcester Park and Stonecot

Chair of the Committee:

Councillor Richard Marston

Report title:

**LOCAL IMPLEMENTATION PLAN FUNDING 2015/2016
TRANSPORT FUNDING BID
(Gateway 0 Report - Pre-submission Needs Assessment)**

Summary

The report outlines Transport for London's (TfL's) transport-related programmes for investment from 2011/12 to 2016/17. In order to obtain Local Implementation Plan (LIP) funding for 2015/16, the Council is required to submit a funding submission to TfL in advance. The process for selecting schemes is described in the report together with the proposed list of schemes for submission.

Recommendations

- a) To consider and agree the needs assessment of the schemes contained within the Project Mandates and summarised in Appendix A of this report.
- b) That the Environment and Neighbourhood Committee, as the Highways Authority for the London Borough of Sutton, include the list of schemes in Appendix A in its submission to TfL for LIP funding for 2015/16.

Background Documents and Previous Decisions

Signed:

Strategic Director

Date:20th June 2014

1. Background

- 1.1 The Local Implementation Plan (LIP) is Sutton's Transport Plan for the borough and covers detailed transport proposals for the financial years 2014/15 to 2016/17. It also sets out a longer term transport plan to 2031. The LIP is Sutton's contribution to the Mayor's overall Transport Plan for London. There are five main programmes and TfL have listed the key outputs/outcomes of the programmes which should be achieved as follows:

Programme 1 – Maintenance: Principal road renewal, bridge strengthening, highway structures & assessment.

Programme 2 - Corridors, Neighbourhoods and Supporting Measures:

Holistic schemes for key 'Corridors and Neighbourhoods' that address issues relating to the smoothing of traffic flow, bus reliability, safety, cycling (including cycle parking and cycle training), public realm, local area improvements, including controlled parking zones, 20 mph zones, 'Legible London' signage, walking, reduction of street clutter, electric charging points, travel plans, travel awareness initiatives, freight and delivery issues.

Programme 3 – Local Transport Funding: TfL allocates £100k per borough for use on Local Transport Projects of our choice and there is no need to identify schemes as part of the submission for this funding. This has been allocated to Local Committees on a per capita basis since it was introduced.

Programme 4 – Cycling Initiatives: TfL allocates funding for boroughwide cycling initiatives, such as cycle to school partnerships, cycle training, cycle parking and a contribution to staff resources. TfL has indicated that this could be in the region of £400k. (A bid was submitted in October 2013)

Programme 5 - Major Schemes: Including shared space projects and public realm improvements. (Separate bid for schemes over £1m.)

- 1.2 Using a needs-based formula, TfL has allocated to the Council £1.267m for Corridors, Neighbourhoods and Supporting Measures for 2015/16.
- 1.3 There is no preset allocation for maintenance and schemes in this category are assessed by TfL on merit. (However, TfL have indicated that the borough should bid for at least £191,000 for Principal Road Maintenance.)
- 1.4 TfL monitor the delivery of outcomes and progress against a set of strategic indicator targets. The following are mandatory indicators: mode share, bus service reliability, asset condition, road traffic casualties and carbon dioxide emissions. These indicators support the Mayor's overall transport goals. (See Appendix B)

2. Public Engagement, Quality Assurance and Programme Management Arrangements

- 2.1 Local Committees have previously agreed to use a Gateway Project Management approach to help assure quality and achieve value for money. The Gateway Process will allow members to systematically examine a project at critical stages in its lifecycle, providing them with the assurance that it can progress successfully (in financial and technical terms) to the next stage.

3. Needs Assessment of Schemes – Gateway 0

- 3.1 The purpose of Gateway 0 is to enable Local Committee Members to express their views on whether there is an issue which requires action by the Highways Authority.
- 3.2 TfL funding is provided to support local transport improvements that accord with the Mayor's Transport Strategy (MTS) goals (GLA Act 1999).
- 3.3 In order to achieve funding the Council must show how each scheme submitted will support the MTS goals:
- a) To support economic development and population growth.
 - b). Enhance the quality of life for all Londoners.
 - c). Improve safety and security.
 - d). Improve transport opportunities for all.
 - e). Reduce transport's contribution to climate change and improve its resilience.
- The desired outcomes associated with each of the goals are detailed in Appendix B.
- 3.4 A draft list of proposals for next year has been produced (Appendix A), by 'rolling forward' the current LIP programme, taking account of ongoing work, completed schemes, the reserve list and new proposals, taking account of the Council's LIP programme.
- 3.5 New proposals have been selected following site visits and an initial assessment undertaken to ensure the proposals are practicable, that they would meet the Mayor's Transport Strategy goals, represent value for money and would be likely to be acceptable to residents. Where appropriate speed surveys and accident data have been obtained to substantiate the scheme. Each scheme has a project mandate and they are attached in Appendix C. The project mandate identifies the need for the scheme and the intended outcomes were it to be delivered. Only those schemes where Members agree that there is a need to take action to resolve a problem should be submitted to TFL. As the LIP submission is still under development, officers will continue to refine the project mandates over the summer.

- 3.6 Ward Councillors have been contacted for comments on new proposals to ensure they are supported and they have been prioritised against the Council's LIP objectives:

- a). Ensure that the borough transport network supports the local economy and meets the current and future needs of the borough.
- b). Reduce the need to travel through effective spatial planning.
- c). Enhance transport accessibility and opportunity for all.
- d). Improve the safety and security of all road users, particularly users of sustainable transport.
- e). Reduce dependence on the private car and enable smarter travel choices, particularly by improving and encouraging greater use of sustainable transport.
- f). Reduce the harmful effects of transport on health and the environment and mitigating its impact on climate

4. Reserve List

- 4.1 The reserve list will be used to identify alternative schemes should others not progress following consultation or for other reasons. It will also be used as a source of schemes should additional funds become available. Members and residents have contributed to the compilation of the reserve list.

5. Recommendations

- a) To consider and agree the needs assessment of the schemes contained within the Project Mandates and summarised in Appendix A of this report.
- b) That the Environment and Neighbourhood Committee, as the Highways Authority for the London Borough of Sutton, include the list of schemes in Appendix A in its submission to TfL for LIP funding for 2015/16.

6. Impacts and Implications:

6.1 Financial:

- 6.2 Using a need based formula, TfL has indicated that the Council will be allocated £1.267m for Corridors, Neighbourhoods and Supporting Measures and £100k for Local Transport funding for 2015/16. The Council will be submitting a bid for a further £191k for Principal Road Maintenance and £176k for the Maintenance of Highway Structures. The actual amount that will be allocated for 2015/16 will depend both on the total amount available and TfL's assessment of the bids received.

- 6.3 **Legal:** 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.

- 6.4 **Community:** Residents and Councillors have been given the opportunity to contribute to the boroughwide needs assessment.
- 6.5 **Influence of the Council's Core Values - One Planet Living:** This report supports Sutton's plan to be a 'One Planet Borough' – living within its fair share of the Earth's resources and will encourage more sustainable travel.
- 6.6 **Equality Impact Assessment:** Care will be taken to ensure that all the transport measures will be compliant with the Equality Act and take account of the needs of mobility and visually impaired residents and visitors. Measures to improve sustainable transport and widen travel choices for those without access to a car will assist in promoting social inclusion.
- 6.7 **Risk:** The introduction of a controlled Gateway Project Management Process will assist the management of programme risks.
- 7. **Consultation**
 - 7.1 A consultation will be carried out before new proposals are implemented.
- 8. **Timetable for Implementation**
 - 8.1 Funding will be made available from 1 April 2015. The funding should be used by 31 March 2016.
- 9. **Appendices**
 - Appendix A - Summary of Schemes for funding in 2015/16 and Reserve List.
 - Appendix B - MTS Goals and Outcomes
 - Appendix C – Draft Project Mandate Summaries

Appendix A

Summary of Schemes for funding in 2015/16 and Reserve List

London Borough of Sutton
Local Implementation Plan
Summary of Schemes for funding in 2015/16

Initial allocation:
£1,267,000 Corridors, Neighbourhoods and Supporting Measures;
£100,000 Local Transport Funding

Programme 1 - Maintenance

Scheme	Description	Statement of Need	Indicative Funding Required 2015/16	Local Committee
Principal Road Maintenance.	Woodcote Road between The Drive and Farm Lane. Resurfacing	To maintain the integrity of the road network	£120,000	B&W
Principal Road Maintenance.	Malden Road between Tilehurst Road and Wordsworth Drive Resurfacing - (Part) To be co-ordinated with the corridor scheme.	To maintain the integrity of the road network	£71,000	Sut.Sth & CNWP
Hilliers Lane Road Bridge	Concrete & parapet repairs Design and implementation.	To maintain the integrity of the bridge structure	£10,000	B&W
Therapia Lane Culvert	New pedestrian safety barriers. Design & implementation.	To maintain the integrity of the culvert	£70,000	B&W
Woodcote Road Railway Bridge	Improved advance warning height restriction signs. Implementation.	To maintain the integrity of the bridge structure	£24,000	B&W

Plough Lane footbridge	Repair & maintenance painting to footbridge over railway.	To maintain the integrity of the footbridge structure	£45,000	B&W
Station Road, Belmont Embankment	Implementation	To maintain the integrity of the embankment	£100,000	Sut.Sth
Homeland Drive (Belmont Hospital) Road Bridge.	Expansion Joint & Movement Joint Replacement. Maintenance works to road bridge over railway.	To maintain the integrity of the bridge structure	£25,000	Sut.Sth
Central Road Retaining Wall	Replace existing pedestrian safety barriers. Design.	To maintain the integrity of the retaining wall	£6,000	CN&WP
Pembury Avenue Road Bridge	Replace substandard safety barriers.	To maintain the integrity of the bridge structure	£28,000	CN&WP
London Road/Mill Green Road Culvert	Repair culvert at the joint of brick and concrete. Implementation.	To maintain the integrity of the culvert	£20,000	St.H
Forrest Road Bridge	Improved advance warning height restriction signs in Forest road	To maintain the integrity of the bridge structure	£12,000	Sut
Collingwood Road Bridge	Improved advance warning height restriction signs in Collingwood road	To maintain the integrity of the bridge structure	£12,000	Sut
St.Nicholas Way/Civic Offices Pedestrian Subway.	Concrete repairs and waterproofing to subway deck.	To maintain the integrity of the subway	£30,000	Sut.
	Sub Total		£573,000	

Reserve Maintenance Scheme				
Principal Road Maintenance.	Malden Road between Tilehurst Road and Wordsworth Drive Resurfacing - (Part)	To maintain the integrity of the road network	£110,000	Sut.Sth & CNWP

Programme 2 – Corridors, Neighbourhoods and Supporting Measures

Scheme	Description	Statement of Need	Indicative Funding Required 2015/16	Local Committee
Malden Road	Corridor scheme	To reduce accidents and improve facilities for pedestrians and cyclists	£70,000	Sut.Sth CN&WP
North Street opp station	Bus shelter (Footway Widening)	To improve the bus network for users to encourage more journeys by bus	£40,000	C&C
West Street	Conversion of Zebra to Pelican	To improve facilities for pedestrians and encourage more people to walk to school	£70,000	C & C
Oaks Park	Cycleway Improvement - Phase 2	To create a longer section of route as part of the strategic boroughwide network	£30,000	C&C
Stanley Park Rd	Corridor scheme (whole length)	To reduce accidents and improve facilities for pedestrians and cyclists	£100,000	B&W C&C
North Cheam to Worcester Park - cycleway	Green Lane to Boscombe Road. Phase 2	To increase cycling as part of the strategic boroughwide network	£50,000	CN&WP
Kimpton Industrial Estate	Review Lorry Movements/Bus priority	To maintain parking provision, ease flow of traffic and ensure reliability of bus service	£25,000	CN&WP
Kingston Avenue	Zebra Crossing - Implementation	To make it easier for children from Cheam Park Farm Junior School and the local community to cross the road	£30,000	CN&WP
Green Wrythe Lane	Extend existing off road cycleway	To create a longer section of route as part of the strategic boroughwide network	£100,000	St.H
All Saints Rd/High Street/Rose Hill junction	Pedestrian facilities - Feasibility study.	To determine whether improved facilities make it easier for children from All Saints Benhilton School and	£10,000	Sut.

		the local community to cross the road		
Manor Lane	Cycle route	To make it easier for cyclists to permeate the area	£40,000	Sut
Cheam Park	Cycleway adjacent to Netley Close	To provide a safer off-road route for children of Cheam High School and St. Dunstan's Primary School and the local community as part of the strategic boroughwide network	£50,000	Sut.Sth
Beddington Industrial Area.	Beddington Lane Improvements. Progress land acquisition improve carriageway drainage, footways etc.	To improve facilities for residents and businesses	£149,000	B&W
Woodcote Green Implementation	Completion of scheme	To address concerns about speeding in the area	£100,000	B&W
Manor Road, Wallington	Accident Remedial Measures	To address the personal injury accident record for this area	£40,000	B&W
Enabling Smarter Travel Choices	Establish existing borough cycle routes and investigate, consult and implement further borough routes in line with the Smarter Travel Choices Policy and Action Plan.	To encourage sustainable travel	£6,000	All
Minor Cycle Facility Improvements	Minor Works Boroughwide	To encourage sustainable travel	£20,000	All
Cycle Parking	Boroughwide	To encourage sustainable travel	£10,000	All
Public Rights of Way	Improvements to the walking network	To encourage sustainable travel	£5,000	All
Cycle Training	Boroughwide	To encourage more people to cycle	£95,000	All

Bus Priority Measures	Investigate Excess Wait Time data to establish locations where buses are delayed and develop remedial measures.	To encourage more journeys by bus	£2,000	All
Bus Stop Accessibility Programme	Progress Accessibility programme to comply with the Equality Act.	To encourage more journeys by bus	£10,000	All
Local Area Accessibility	Improvements to informal crossings in busy pedestrian areas and in the vicinity of schools. Dropped crossings, buff tactile paving, max. 1:12 ramp gradients, remove/upgrade guard railing, local footway widening, etc.	To encourage more people to walk	£20,000	All
Monitoring	Monitoring of previously implemented schemes. Accident records, usage, mode change etc.	To compare effectiveness of schemes	£3,000	All
Future Scheme Identification	Site surveys, analysis etc.	To ensure and forward programme of schemes	£50,000	All
Boroughwide	Completion of 2014/15 schemes.	To ensure schemes are completed to a high standard	£5,000	All
Road Safety Education	Kerbcraft Training	To improve road safety	£5,000	All
Continuation of workplace Travel Plan initiatives	Continuing to support the business travel networks in Sutton, Cheam, Wallington including the review of travel plans, monitoring, promotion of initiatives and the implementation of small measures (e.g. installation of cycle stands).	To encourage sustainable travel	£19,000	All
Business Engagement Events (roadshow)	Includes Dr bike, cycle confidence training promotion, travel advisors, Smart Water, and incentives etc.	To encourage and support sustainable travel modes to work places in the borough	£7,000	All
Cycling Promotion	Marketing and events to encourage new cyclists.	To encourage new cyclists	£4,000	All

Advertising - STS	Marketing materials to promote sustainable travel. Personal travel packs to encourage use of smarter modes.	To promote sustainable travel	£4,000	All
Road shows	Road shows to attend existing events in the borough such as the Environmental Fair and other school and community events.	To promote sustainable travel	£12,000	All
School Travel Plan (STP) reviews and rewrites	Includes teacher supply cover, STP seminars, school grants etc	To promote sustainable travel	£22,000	All
STP marketing and promotion	Promotion of STPs - press, photos, promotional items and campaigns to reduce car use to school	To promote sustainable travel	£19,000	All
Safer Routes to School	Highway improvements including road crossings outside schools and traffic calming.	To promote sustainable travel	£45,000	All
	Sub Total		£1,267,000	

Programme 3 – Local Transport Funding

Transport Scheme	Split between local committees		£100,000	All
	Sub Total		£100,000	
	Total		£1,940,000	

Reserve Corridor, Neighbourhood and Supporting Measures Schemes

Programme Area	Scheme	Description	Funding Required	Local Committee	MTS Goals					Borough Objectives					Practical to Implement/Comments	
Corridors, Neighbourhoods and Supporting Measures.					Econ. Devt. & Pop. Growth	Quality of Life	Safety and Security	Opportunities for All	Climate Change	Econ. Devt. & Pop. Growth	Reducing the need to travel through effective planning	Opportunities for All	Safety and Security	Smarter Travel Choices	Climate Change	
Reserve List	The Broadway Cheam	Convert Pelican to Toucan	£10,000	Sut Sth.		✓			✓				✓	✓	✓	Agreed at committee 23/2/12
Reserve List	Anne Boleyn's Walk, Cheam	20 mph zone requested by Committee (min.126/09 12/2/09)	£60,000	Sut.Sth			✓						✓			Agreed with Councillor Whitham last year to be retained on the reserve list.
Reserve List	Cumnor Rd / Rutherford Close area Home zone	Feasibility study needed for Home Zone / Play street	£10,000	Sut. Sth		✓	✓	✓				✓	✓			Suggested at committee consultation 23/5/13
Reserve List	Belmont Park	New section of path for cycle route	£20,000	Sut.Sth		✓	✓		✓			✓	✓	✓	✓	Agreed with Cllr Geiringer
Reserve List	Belmont Station Accessibility scheme	Improving access	£100,000	Sut.Sth		✓	✓	✓	✓			✓	✓	✓	✓	
Reserve List	Cheam Station Accessibility Scheme	Improving access	£100,000	Sut.Sth		✓	✓	✓	✓			✓	✓	✓	✓	
Reserve List	Brighton Road / Cotswold Road	Road safety scheme to improve junction	£80,000	Sut. Sth		✓	✓						✓			Suggested at committee consultation 23/5/13
Reserve List	Manor Road/Burdon Lane Cheam	Pedestrian refuge island	£6,000	Sut. Sth			✓						✓			

Reserve List	Sandy Lane South/Waterer Rise	Investigation/Feasibility of a junction improvement scheme	£15,000	B&W		✓	✓							✓			This junction was looked at before, but underground services restricted what could be done without considerable expense.
Reserve List	Foresters Drive	Investigation/Feasibility for a scheme to slow the traffic and improve pedestrian and cycle facilities	£80,000	B&W		✓	✓							✓	✓		
Reserve List	Montagu Gardens area	Review existing traffic calmed area	£20,000	B&W		✓	✓							✓			
Reserve List	Plough Lane	Measures to slow speeds, parking controls near j/w Stafford Road. Cut back vegetation near junctions.	£30,000	B&W	✓	✓	✓			✓				✓			
Reserve List	Bridge Road Wallington	Improvements to pedestrian and cycle facilities	£30,000	B&W		✓	✓		✓					✓	✓	✓	Suggested at committee consultation 25/6/13
Reserve List	London Road Corridor, Hackbridge	Further highway measures to London Road between Wallington Green and Beddington Corner. Footway widening, cycle lanes, traffic calming, pedestrian crossing points.	£100,000	B&W St. H	✓	✓	✓	✓	✓	✓			✓	✓	✓	✓	
Reserve List	Goat Road / London Road	junction improvement (lead by LB Merton)	£50,000	St.H		✓	✓							✓			
Reserve List	Middleton Road	Review cycle lanes	£20,000	St.H		✓	✓							✓	✓		Suggested at committee consultation 20/6/13
Reserve List	Carshalton Road Woodmansterne	New section of footway	£20,000	C&C		✓	✓							✓	✓		Agreed with Cllr Butt
Reserve List	Woodmansterne Road	New footway between new access road and Diamond Riding School	£30,000	C&C		✓	✓		✓					✓	✓	✓	Suggested at committee consultation 6/6/13

Reserve List	Northspur Rd.	Public Right of Way No.11. Improve pedestrian route.	£15,000	Sut.	✓	✓	✓		✓	✓			✓	✓	✓	Ideally a footway in Northspur Road is needed as well.
Reserve List	Oakhill Road	New zebra crossing o/s Granfers Hall	£30,000	Sut.		✓	✓		✓				✓	✓	✓	Agreed by Cllrs but loss of parking an issue
Reserve List	Morland Road	Convert to Cul-de-Sac	£15,000	Sut.		✓	✓						✓			
	Green Lane	Green Lane Primary to Borough boundary Footway/Cycleway	£70,000	CN&WP												Land issues to be checked
Reserve List	Churchill Road	Measures to slow traffic and improve junctions with Malden Rd and Senhouse Rd	£50,000	CN&WP		✓	✓						✓			Suggested at committee consultation 4/6/13
Reserve List	Wordsworth Drive	Additional road hump required/road markings	£15,000	CN&WP		✓	✓						✓			Road humps already in place.
Reserve List	Cheam Common Road corridor scheme	improvements including road safety measures	£100,000	CN&WP		✓	✓		✓				✓	✓	✓	
Reserve List	London Lorry Control Scheme	Replace/amend signs to specify correct weight limit of 18T.	£25,000	All	✓	✓			✓							
Reserve List	Bus stop countdown	Consider countdown facilities at every bus stop	£5,000 per location.	All		✓	✓						✓			
Reserve List	Bridge Height Signs	Update bridge height signs Boroughwide	£50,000	All	✓		✓		✓				✓			
Reserve List	New travel plan networks	Set up new networks in Hackbridge, Worcester Park and Beddington Lane	£30,000	All	✓	✓			✓	✓			✓	✓	✓	
Reserve List	Bike Week	A week of activities and promotion in June encouraging people to cycle.	£5,000	All	✓				✓	✓				✓	✓	
Reserve List	European Mobility Week	A week of activities and promotion in September encouraging people to use sustainable transport	£4,400	All	✓				✓	✓				✓	✓	

Reserve List	Walk to School Week	Twice a year promotion of walking over a week/month	£4,000	All	✓				✓	✓				✓	✓	
Reserve List	Collingwood Rec		£0	Sut		✓	✓	✓	✓							
		Total	£1,469,400													

APPENDIX B

MTS GOALS AND OUTCOMES

Mayor's Transport Strategy GOAL	Mayor's Transport Strategy Outcomes
Support economic development and growth	O1 - Balancing capacity and demand for travel through increasing public transport capacity and / or reducing the need to travel
	O2 - Improving people's access to jobs
	O3 - Improving access to commercial markets for freight movement & business travel, supporting the need for business to grow
	O4 - Smoothing traffic flow
	O5 - Improving public transport reliability
	O6 - Reducing operating costs
	O7 - Bringing and maintaining all assets to a state of good repair
	O8 - Enhancing the use of the Thames for people and goods
Enhance the quality of life for Londoners	O9 - Improving public transport customer satisfaction
	O10 - Improving road user satisfaction (driver, pedestrians, cyclists etc)
	O11 - Reducing public transport crowding
	O12 - Enhancing streetscapes, improving perception of the urban realm and developing the better streets initiative
	O13 - Protecting and enhancing the natural environment
	O14 - Reducing air pollutant emissions from ground-based transport, contributing to EU air quality targets
	O15 - Improving perceptions and reducing the impact of noise
	O16 - Facilitating an increase in walking and cycling
Improve the safety and security of all Londoners	O17 - Reducing crime rates
	O18 - Reducing the number of road traffic casualties
	O19 - Reducing casualties on public transport networks
Improve transport opportunities for all Londoners	O20 - Improving the physical accessibility of public transport networks
	O21 - Improving access to services
	O22 - Supporting the wider regeneration
Reduce transports contribution to climate change and improve its resilience	O23 - Reducing CO2 emissions from ground-based transport
	O24 - Maintaining the reliability of transport networks



APPENDIX C

PROJECT MANDATE SUMMARIES

Malden Road Corridor - Project Mandate Summary

Wards: Nonsuch and Cheam – Cheam North and Worcester Park local committee and Sutton South, Belmont and Cheam local committee

Existing Situation: The length of the road is approximately 1.5 km. There have been 19 personal injury accidents in the last 3 years. Road safety measures have been implemented over the years. A serious injury accident involving a child pedestrian on the existing zebra crossing near Netley Close early in 2014 prompted a petition asking for the crossing to be converted in to a traffic signal controlled crossing. Funding has been found in the 2014/15 LIP programme to fund the conversion of the crossing, but further measures to address the whole road were also requested.

Proposal: The PIA's will be investigated to see if engineering measures could prevent a similar accident from happening again. The whole road will have a street audit with stakeholders to identify improvements. The measures are likely to be de-clutter off street furniture and improve crossing points, bus stops and cycle facilities.

Business Need

Reason for the scheme – Reduce accidents and improve facilities for pedestrians and cyclists.

Strategic objectives –

Road Safety Plan – reduce accidents

Sustainable Transport Policy – to increase cycling and walking in the borough

Air Quality Policy – to increase cycling and walking

Equality Policy – ensure disabled and partially sighted / blind people are considered

Mayors Transport Policy – score between 1 – 5 (1 being low)

Economic development and population growth **2**

Quality of life **4**

Safety and security **4**

Opportunities for all **4**

Climate change **5**

Total = 19

Borough objectives –

Economic development and growth **2**

Reducing the need to travel through effective planning **4**

Opportunities for all **4**

Safety and security **4**

Smarter travel choices **5**

Climate change **5**

Total 24

Outcomes

What is the project is expected to achieve?

Measures will be aimed at reducing the PI accidents and reducing the perceived road safety danger for all users. Improving the street scene and facilities will increase the number of pedestrians and cyclists and therefore reduce car numbers and pollution.

Outputs

What outputs is the project expected to deliver?

The new target for London is to achieve a 40% reduction in KSI casualties by 2020, from a baseline of the 2005-2009 average.

Increase cycling numbers by 1%

Increase walking numbers by 1%



North Street New Bus Shelter - Project Mandate Summary

Ward: Carshalton Central, Carshalton & Clockhouse Local Committee

Existing Situation: There is an existing bus stop opposite Carshalton railway station that is serviced by the 127 and 157 bus service. It is very well used but has no shelter or seating for people to use.

Proposal: To provide a new bus shelter it is necessary to widen the footway and install a new shelter in liaison with London Buses.

Business Need

Reason for the scheme – Improve the bus network for users to encourage more journeys by bus.

Strategic objectives –

Sustainable Transport Policy – to increase bus journeys and less car journeys

Air Quality Policy – to increase bus journeys

Equality Policy – ensure disabled and partially sighted / blind people are considered

Mayors Transport Policy – score between 1 – 5 (1 being low)

Economic development and population growth **4**

Quality of life **4**

Safety and security **4**

Opportunities for all **4**

Climate change **5**

Total = 21

Borough objectives –

Economic development and growth **4**

Reducing the need to travel through effective planning **4**

Opportunities for all **4**

Safety and security **4**

Smarter travel choices **5**

Climate change **5**

Total 26

Outcomes

What is the project is expected to achieve?

An improved facility will be of benefit for the existing users and increase the numbers of people using the bus service.

Outputs

What outputs is the project expected to deliver?

Increase the number of people using the bus service by 1%.



West Street Up-grade Pedestrian Crossing - Project Mandate Summary

Ward: Carshalton Central – Carshalton and Clockhouse Local Committee

Existing situation: The existing zebra crossing has been in operation for many years. The crossing is in the vicinity of Carshalton railway station and St. Marys Infant School so serves commuters and parents with children. There have been no personal injury accidents at the crossing in the last 3 years. There has been 1 'slight' personal injury accident in the vicinity in the last 3 years. There have been road safety measures implemented in West Street over the years, the most recent being the introduction of a 20mph zone.

Proposal: The local ward councillors have requested that the zebra crossing be up-graded to a traffic signal controlled crossing because St. Marys Infant School has expanded and there are more pupils attending the school. A traffic speed survey and video pedestrian count was undertaken between 12 – 16 May 2014. The results of the survey found, due to the high number of pedestrians and traffic using this road, it does justify upgrading the zebra.

Business Need

Reason for the scheme – Improve facilities for pedestrians and encourage more people to walk to school.

Strategic objectives –

Road Safety Plan – reduce accidents / perceived accidents.

Sustainable Transport Policy – to increase cycling in the borough

Air Quality Policy – to increase walking

Equality Policy – ensure disabled and partially sighted / blind people are considered

Mayors Transport Policy – score between 1 – 5 (1 being low)

Economic development and population growth 4

Quality of life 4

Safety and security 4

Opportunities for all 4

Climate change 2

Total = 18

Borough objectives –

Economic development and growth 4

Reducing the need to travel through effective planning 4

Opportunities for all 4

Safety and security 4

Smarter travel choices 4

Climate change 2

Total 22

Outcomes

What is the project is expected to achieve?

The up-grade of the facilities is aimed at reducing the perception of road safety danger for all users. Improving the facilities will increase the number of pedestrians and therefore reduce car numbers and pollution.

Outputs

What outputs is the project expected to deliver?

Increase cycling numbers by 1%

Increase walking numbers by 1%



Oaks Park Cycleway (phase 2) - Project Mandate Summary

Ward: Carshalton South and Clockhouse – Carshalton and Clockhouse Local Committee

Existing Situation: NCN cycle route 20 runs through Oaks Park. As part of the 2013/14 LIP programme a section of route was improved in the car park with the funding allocation but it was not completed.

Proposal: Phase 2 is to implement a smooth tarmac surface between the existing path and the café service road to the north and to Woodmansterne Road on the south boundary.

Business Need

Reason for the scheme – To implement a new section of off road cycle route to complete a longer section of route and increase cycling in the south of the borough.

Strategic objectives –

Sustainable Transport Policy – to increase cycling in the borough

Air Quality Policy – to increase cycling

Equality Policy – ensure disabled and partially sighted / blind people are considered

Mayors Transport Policy – score between 1 – 5 (1 being low)

Economic development and population growth **4**

Quality of life **4**

Safety and security **4**

Opportunities for all **4**

Climate change **5**

Total = 21

Borough objectives –

Economic development and growth **2**

Reducing the need to travel through effective planning **4**

Opportunities for all **4**

Safety and security **4**

Smarter travel choices **5**

Climate change **5**

Total 24

Outcomes

What is the project is expected to achieve?

Provide an off road cycle route to increase cycling numbers. This route will encourage more journeys to be made by bike in the south of the borough.

Outputs

What outputs is the project expected to deliver.

Increase cycling numbers by 1%



Stanley Park Road Corridor - Project Mandate Summary

Wards: Carshalton South and Clockhouse and Wallington South – (Carshalton and Clockhouse Local Committee and Beddington and Wallington Local Committee)

Existing situation: The length of the road is approximately 1.6km. There have been 14 personal injury accidents in the last 3 years. There have been road safety measures implemented over the years but, due school expansions and a new development, there has been an increase in traffic demand. It is ranked No. 3 in the PI accident borough table.

Proposal: The PIA's will be investigated to see if engineering measures could prevent similar accidents from happening again. The whole road will have a street audit with stakeholders to identify improvements. The measures are likely to be de-clutter off street furniture and improve crossing points, bus stops and cycle facilities.

Business Need

Reason for the scheme – Reduce accidents and improve facilities for pedestrians and cyclists.

Strategic objectives –

Road Safety Plan – reduce accidents

Sustainable Transport Policy – to increase cycling and walking in the borough

Air Quality Policy – to increase cycling and walking

Equality Policy – ensure disabled and partially sighted / blind people are considered

Mayors Transport Policy – score between 1 – 5 (1 being low)

Economic development and population growth **2**

Quality of life **4**

Safety and security **4**

Opportunities for all **4**

Climate change **5**

Total = 19

Borough objectives –

Economic development and growth **2**

Reducing the need to travel through effective planning **4**

Opportunities for all **4**

Safety and security **4**

Smarter travel choices **5**

Climate change **5**

Total 24

Outcomes

What is the project is expected to achieve?

Measures will be aimed at reducing the PI accidents and reducing the perceived road safety danger for all users. Improving the street scene and facilities will increase the number of pedestrians and cyclists and therefore reduce car numbers and pollution.

Outputs

What outputs is the project expected to deliver?

The new target for London is to achieve a 40% reduction in KSI casualties by 2020, from a baseline of the 2005-2009 average.

Increase cycling numbers by 1%

Increase walking numbers by 1%



Cycleway North Cheam to Worcester Park (phase 2) - Project Mandate Summary

Ward: Worcester Park – Cheam North and Worcester Park Local Committee

Existing Situation: There has been a new cycle route agreed by committee between the borough boundary with Merton at Green Lane and Sutton Town Centre. As part of the 2014/15 LIP programme a section of route will be implemented along an existing footpath between Boscombe Road and Trafalgar Avenue.

Proposal: Phase 2 is to implement a smooth tarmac surface between Boscombe Road and the borough boundary.

Business Need

Reason for the scheme – To implement a new section of off road cycle route to increase cycling in the Worcester Park area of the borough

Strategic objectives –

Sustainable Transport Policy – to increase cycling in the borough

Air Quality Policy – to increase cycling

Equality Policy – ensure disabled and partially sighted / blind people are considered

Mayors Transport Policy – score between 1 – 5 (1 being low)

Economic development and population growth 4

Quality of life 4

Safety and security 4

Opportunities for all 4

Climate change 5

Total = 21

Borough objectives –

Economic development and growth 4

Reducing the need to travel through effective planning 4

Opportunities for all 4

Safety and security 4

Smarter travel choices 5

Climate change 5

Total 26

Outcomes

What is the project expected to achieve?

Provide an off road cycle route to increase cycling numbers. This route will encourage more journeys to be made by bike from the Worcester Park area.

Outputs

What outputs is the project expected to deliver?

Increase cycling numbers



Kimpton Estate Bus Route Improvement and HGV Movement Review - Project Mandate Summary

Ward: Stonecot – Cheam North and Worcester Park Local Committee

Existing Situation: Kimpton Road and Wealdstone Road are part of the S3 Bus Route. As the Kimpton Industrial Park is expanding there is a demand for on street parking from employees of the units and users of the units. Obstructive on-street parking is now happening in Wealdstone Road and hindering the bus on occasions. Residents in the area around the Kimpton Industrial estate are concerned about HGV's using their roads to gain access to the estate.

Proposal: Instead of introducing parking restrictions and reducing the number of vehicles that can be parked in Wealdstone Road it is proposed to construct inset/recessed parking bays along the road for approximately 49 vehicles, help the flow of traffic and maintain parking spaces to help the businesses. Investigation works are happening this financial year 2014/15. Once the costs are known the bays will be implemented on a phased approach as funding becomes available. A traffic study will be undertaken to ascertain if the movements of HGV's serving the estate can be better managed.

Business Need

Reason for the scheme – To provide parking bays in a business area to maintain some parking provision and ease the flow of the traffic to ensure the reliability of the bus service. To improve HGV routes to reduce the impact on residents and improve the access to the estate.

Strategic objectives –

Sustainable Transport Policy – To improve public transport reliability and reduce car travel

Air Quality Policy – reduce car travel

Equality Policy – ensure disabled and partially sighted / blind people are considered

Mayors Transport Policy – score between 1 – 5 (1 being low)

Economic development and population growth **4**

Quality of life **4**

Safety and security **4**

Opportunities for all **4**

Climate change **5**

Total = 21

Borough objectives –

Economic development and growth **4**

Reducing the need to travel through effective planning **4**

Opportunities for all **4**

Safety and security **4**

Smarter travel choices **5**

Climate change **5**

Total 26

Outcomes

What is the project is expected to achieve?

Improve the reliability of the bus service and HGV's serving the estate.

Outputs

What outputs is the project expected to deliver?

Buses and business vehicles will not be delayed on this section of the industrial park.



Kingston Avenue Proposed Zebra Crossing - Project Mandate Summary

Ward: Stonecot – Cheam North and Worcester Park Local Committee

Existing Situation: There are a large number of people crossing Kingston Avenue at school times outside Cheam Park Farm Junior School. Over a number of years there have been measures introduced in the vicinity of the school to improve road safety and encourage walking to school. There is no speeding problem in the road as the road is calmed with calming measures. There is no record of accidents involving pedestrians. Yellow lines were introduced to remove parking congestion outside the school. There is still the outstanding issue of whether to provide a zebra crossing as a safer crossing point. A crossing will result in loss of parking for residents. The crossing will only be used during school time and not required during the rest of the day. The residents in the vicinity of the proposed crossing were consulted in January 2014. One resident supported the scheme and 4 were against the scheme. The results were reported to the ward councillors for consideration. There was an allocation of funding to implement this scheme in 2014/15 financial year. However, at the Local Committee meeting on 3/4/14 it was decided – minute 491 – to defer the scheme until 2015/16 and reconsider the scheme with the school and residents.

Proposal: To introduce a new zebra crossing outside Cheam Park Farm Junior School.

Business Need

Reason for the scheme – To assist pedestrians crossing the road in the vicinity of Cheam Park Farm Junior School to encourage more walking journeys to the school.

Strategic objectives –

Sustainable Transport Policy – To encourage more walking and reduce car travel

Air Quality Policy – Reduce car travel

Equality Policy – Ensure disabled and partially sighted / blind people are considered

Mayors Transport Policy – score between 1 – 5 (1 being low)

Economic development and population growth **2**

Quality of life **4**

Safety and security **4**

Opportunities for all **4**

Climate change **3**

Total = 17

Borough objectives –

Economic development and growth **2**

Reducing the need to travel through effective planning **4**

Opportunities for all **4**

Safety and security **4**

Smarter travel choices **4**

Climate change **3**

Total 21

Outcomes

What is the project is expected to achieve?

It will provide a safer crossing point and encourage more people to walk to school.

Outputs

What outputs is the project expected to deliver?

Increase walking to school by 1%



Green Wrythe Lane Off Road Cycleway (final phase) - Project Mandate Summary

Ward: The Wrythe and St. Helier – St. Helier, The Wrythe and Wandle Valley Local Committee

Existing Situation: There is a section of off road cycleway agreed and implemented on the footway on the western side of Green Wrythe Lane between St. Andrews Road and Culvers Avenue. A second section is due for implementation this financial year in 2014/15 between Culvers Avenue and Waltham Road. A final phase is needed to complete the whole of the road.

Proposal: To implement a widened footway to allow shared use walking and cycling on the western side of Green Wrythe Lane to provide an off road facility the whole length of the road.

Business Need

Reason for the scheme – To implement a new section of off road cycle route to complete a longer section of route and increase cycling in the St. Helier area of the borough.

Strategic objectives –

Sustainable Transport Policy – to increase cycling in the borough

Air Quality Policy – to increase cycling

Equality Policy – ensure disabled and partially sighted / blind people are considered

Mayors Transport Policy – score between 1 – 5 (1 being low)

Economic development and population growth **4**

Quality of life **4**

Safety and security **4**

Opportunities for all **4**

Climate change **5**

Total = 21

Borough objectives –

Economic development and growth **2**

Reducing the need to travel through effective planning **4**

Opportunities for all **4**

Safety and security **4**

Smarter travel choices **5**

Climate change **5**

Total 24

Outcomes

What is the project is expected to achieve?

Provide an off road cycle route to increase cycling numbers. This route will encourage more journeys to be made by bike in the St. Helier area of the borough.

Outputs

What outputs is the project expected to deliver?

Increase cycling numbers by 1%



All Saints Rd / High Street / Rose Hill Traffic Lights Pedestrian Phase Feasibility Study - Project Mandate Summary

Ward: Sutton North – Sutton Local committee

Existing Situation: The junction has 5 arms, all traffic signal controlled but with no pedestrian facility. There is a footbridge over the Angel Hill cutting and a pelican crossing nearby on Rose Hill and High Street. There has been 1 pedestrian accident at this junction in the last 3 years.

Proposal: Undertake a feasibility study of the junction to see if a pedestrian facility can be introduced at junction across the High Street arm to assist parents and children crossing the road on route to school. An assessment was undertaken in 2009 and did not progress as the facility would cause traffic delays.

Business Need

Reason for the scheme – To help people cross High Street near All Saints Benhilton

Strategic objectives –

Sustainable Transport Policy – to increase walking in the borough

Air Quality Policy – to increase walking

Equality Policy – ensure disabled and partially sighted / blind people are considered

Mayors Transport Policy – score between 1 – 5 (1 being low)

Economic development and population growth **2**

Quality of life **4**

Safety and security **4**

Opportunities for all **4**

Climate change **5**

Total = 19

Borough objectives –

Economic development and growth **2**

Reducing the need to travel through effective planning **4**

Opportunities for all **4**

Safety and security **4**

Smarter travel choices **5**

Climate change **5**

Total 24

Outcomes

What is the project is expected to achieve?

The feasibility study will confirm if the pedestrian facility is necessary and what impact it will have on the traffic flow.

Outputs

What outputs is the project expected to deliver. What is the target? Number of accidents reduced or number of cyclists increased. Specify if there are any time-constraints (e.g. must be achieved by x).

Increase walking numbers by 1%



Manor Lane Contra Flow - Project Mandate Summary

Ward: Sutton Central - Sutton Local Committee

Existing Situation: Manor Lane is a one way road from Lower Road towards Sutton Town Centre. It has pay and display parking bays and is within the Sutton Controlled parking zone. The borough cycle action plan has highlighted that all one way roads be investigated to provide two way cycling to improve permeability.

Proposal: Remove the kerb build-out at each end of the route and introduce a contra flow cycle lane with no segregation lane as the road is not wide enough. Similar layouts are now being used around London but the scheme will be safety audited.

Business Need

Reason for the scheme – The local cycling group representatives are supportive of allowing two way cycling on all one way roads to create shorter journey times for people on bikes.

Strategic objectives –

Sustainable Transport Policy – to increase cycling in the borough

Air Quality Policy – to increase cycling

Equality Policy – ensure disabled and partially sighted / blind people are considered

Mayors Transport Policy – score between 1 – 5 (1 being low)

Economic development and population growth **2**

Quality of life **2**

Safety and security **2**

Opportunities for all **4**

Climate change **4**

Total = 14

Borough objectives –

Economic development and growth **2**

Reducing the need to travel through effective planning **2**

Opportunities for all **4**

Safety and security **2**

Smarter travel choices **4**

Climate change **4**

Total 18

Outcomes

What is the project is expected to achieve?

It will improve the permeability for cycling in the area to the east of Sutton Town Centre. There is a parallel route nearby but by providing routes that are shorter by bicycle will encourage more cycling.

Outputs

What outputs is the project expected to deliver?

Increase cycling numbers by 1%



Cheam Park New Path - Project Mandate Summary

Ward: South Sutton, Cheam and Belmont Local Committee

Existing Situation: There is a pedestrian access into the Park from Netley Close. There is only an existing tarmac path for 20m and then it is a grassed area which connects to Cheam Village and Nonsuch Park.

Proposal: To provide a compacted gravel shared path for pedestrians and cyclists to use as a safer off route running parallel to Malden Road.

Business Need

Reason for the scheme – A walking route has been established in the park by people wanting a safer route to local destinations including the village and local school. The route cannot be used in bad weather as the surface is grass so it needs a better surface. Cyclists should not be cycling in the park unless it is on a designated route so the path can be signed for cyclists to use.

Strategic objectives –

Sustainable Transport Policy – to increase cycling and walking in the borough

Air Quality Policy – to increase cycling and walking

Equality Policy – ensure disabled and partially sighted / blind people are considered

Mayors Transport Policy – score between 1 – 5 (1 being low)

Economic development and population growth **2**

Quality of life **4**

Safety and security **4**

Opportunities for all **4**

Climate change **5**

Total = 19

Borough objectives –

Economic development and growth **2**

Reducing the need to travel through effective planning **4**

Opportunities for all **4**

Safety and security **4**

Smarter travel choices **5**

Climate change **5**

Total 24

Outcomes

What is the project is expected to achieve?

Provide a pedestrian and cycle route to increase walking and cycling numbers. This route will encourage more journeys to be made on foot or bike to the local schools – Cheam High School and, St. Dunstan's Primary.

Outputs

What outputs is the project expected to deliver?

Increase cycling numbers by 1%

Increase walking numbers by 1%



Beddington Industrial Area - Project Mandate Summary

Ward: Beddington North – Beddington & Wallington Local Committee

Existing situation: Beddington Lane has a long term business plan. The highway needs to be up-graded to accommodate all the needs and future needs of the businesses and residents. Improvements have been introduced during the past 3 years to improve conditions in this area. Drainage has been improved and a new shared use footway was built on the west side of the road.

Proposal: Ongoing programme of works to improve conditions for residents, commuters and businesses to include construction of a footpath outside Conway's Yard, drainage improvement and landscaping.

Business Need

Reason for the scheme – To improve conditions for residents, commuters and businesses

Strategic objectives –

Road Safety Plan – Improve pedestrian safety

Sustainable Transport Policy – to increase cycling and walking in the borough

Air Quality Policy – to increase cycling and walking

Equality Policy – ensure disabled and partially sighted / blind people are considered

Mayors Transport Policy – score between 1 – 5 (1 being low)

Economic development and population growth **4**

Quality of life **3**

Safety and security **4**

Opportunities for all **4**

Climate change **4**

Total = 19

Borough objectives –

Economic development and growth **4**

Reducing the need to travel through effective planning **4**

Opportunities for all **4**

Safety and security **4**

Smarter travel choices **5**

Climate change **4**

Total 25

Outcomes

What is the project expected to achieve?

To encourage new business to the area and increase sustainable travel to the area.

Outputs

What outputs is the project expected to deliver?

Improve accessibility to the businesses and increase sustainable modes of transport by 1%



Woodcote Green - Project Mandate Summary

Ward: Beddington South - Beddington & Wallington Local Committee

Existing situation: The scheme has been divided into two phases. Phase I comprises two junctions: Woodcote Green/Sandy Lane South and Woodcote Road/Sandy Lane South. Phase I is complete and includes footway build-outs, pedestrian crossing facilities and improvements to right hand turning traffic from Woodcote Road to Sandy Lane South. Associated road markings, drainage and signage have also been completed. Phase 2 comprises construction of a new roundabout. Work is programmed during the summer school holidays 2014.

Proposal: Further funding is needed in 2015/16 to complete the scheme.

Business Need

Reason for the scheme – To improve the turning movement of the traffic and improve road safety.

Strategic objectives –

Road Safety Plan – To reduce accidents

Sustainable Transport Policy – to increase cycling and walking in the borough

Air Quality Policy – To increase cycling and walking

Equality Policy – Ensure disabled and partially sighted / blind people are considered

Mayors Transport Policy – score between 1 – 5 (1 being low)

Economic development and population growth **5**

Quality of life **3**

Safety and security **4**

Opportunities for all **4**

Climate change **4**

Total = 20

Borough objectives –

Economic development and growth **4**

Reducing the need to travel through effective planning **4**

Opportunities for all **4**

Safety and security **4**

Smarter travel choices **4**

Climate change **4**

Total 24

Outcomes

What is the project is expected to achieve?

To improve the operation and safety of the area.

Outputs

What outputs is the project expected to deliver?

Reduce accidents and help the flow of the traffic.



Manor Road, Wallington - Project Mandate Summary

Wards: Wallington North – Beddington and Wallington Local Committee

Existing situation: The length of the road is approximately 0.8km. There have been 23 personal injury accidents in the last 3 years. It is ranked No. 1 in the PI accident borough table.

Proposal: The PIA's will be investigated to see if engineering measures could prevent similar accidents from happening again. The whole road will have a street audit with stakeholders to identify improvements. The measures are likely to be de-clutter off street furniture and improve crossing points, bus stops and cycle facilities.

Business Need

Reason for the scheme – Reduce accidents and improve facilities for pedestrians and cyclists.

Strategic objectives –

Road Safety Plan – reduce accidents

Sustainable Transport Policy – to increase cycling and walking in the borough

Air Quality Policy – to increase cycling and walking

Equality Policy – ensure disabled and partially sighted / blind people are considered

Mayors Transport Policy – score between 1 – 5 (1 being low)

Economic development and population growth **2**

Quality of life **4**

Safety and security **5**

Opportunities for all **4**

Climate change **5**

Total = 20

Borough objectives –

Economic development and growth **2**

Reducing the need to travel through effective planning **4**

Opportunities for all **4**

Safety and security **5**

Smarter travel choices **5**

Climate change **5**

Total 25

Outcomes

What is the project is expected to achieve?

Measures will be aimed at reducing the PI accidents and reducing the perceived road safety danger for all users. Improving the street scene and facilities will increase the number of pedestrians and cyclists and therefore reduce car numbers and pollution.

Outputs

What outputs is the project expected to deliver?

The new target for London is to achieve a 40% reduction in KSI casualties by 2020, from a baseline of the 2005-2009 average.

Increase cycling numbers by 1%

Increase walking numbers by 1%