

Report to:	Cheam North and Worcester Park Local Committee	Date:	27 June 2019
Report title:	Local Implementation Plan - Traffic Schemes 2020/21		
Report from:	Matthew Hill - Assistant Director of Highways, Transport, and Regulatory Services		
Ward/Areas affected:	Stonecot, Worcester Park, Nonsuch		
Chair of Committee/Lead Member:	Councillor Tom Drummond		
Author(s)/Contact Number(s):	Lynn Robinson, Senior Engineer - 0208 770 6461		
Corporate Plan Priorities:	<ul style="list-style-type: none"> • Being active • Making informed choices • Keeping people safe 		
Open/Exempt:	Open		
Signed:		Date:	6/6/ 2019

1. Summary

- 1.1 This report outlines the proposed schemes for inclusion in the 2020/21 bid to Transport for London (TfL) in the Cheam North and Worcester Park Area. These schemes will be included, along with other schemes from the five other local committees, to form the Borough's annual submission.

2. Recommendations

The Cheam North and Worcester Park Local Committee is recommended to:

- 2.1 Support the proposed schemes, as listed in the table in paragraph 4.7 below, and agree they be included in the submission to TfL in November 2019 for the 2020/21 programme.

3. Background

- 3.1 TfL funding is provided to boroughs to support local transport improvements that accord with the Mayor's Transport Strategy (MTS) outcomes 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 outcomes.

4. Issues

- 4.1 In May 2018 the Mayor for London published a new MTS covering the period up to 2041. It identified short term targets to achieve by 2021/22 and longer term targets to achieve by 2041.
- 4.2 There are 9 MTS outcomes - Outcome 1 - London's streets will be healthy and more Londoners will travel actively with targets around residents doing at least two x 10 minutes of active travel a day and living with 400m of a strategic cycle route. Outcome 2 - London's streets will be safe and secure with a target of reducing deaths and serious injuries from all road collisions. Outcome 3 - London's streets will be used more efficiently and have less traffic on them with targets to reduce vehicle journeys and reduce vehicle ownership. Outcome 4 - London's streets will be clean and green with targets around improving air quality. Outcome 5 - The public transport network will meet the needs of a growing London with a target of increased number of trips per day by public transport. Outcome 6 - Public transport will be safe, affordable and accessible to all with a target around reducing step-free network journey times. Outcome 7 - Journeys by public transport will be pleasant, fast and reliable with a target to improve bus speeds / reliability. Outcome 8 - Active, efficient and sustainable travel will be the best option in new developments. Outcome 9 - Transport investment will unlock the delivery of new homes and jobs.
- 4.3 The new three year Local Implementation Plan 3 (LIP3) was adopted by the Borough and came into effect in April 2019, lasting until March 2022, and this sets out how the borough will deliver the MTS outcomes.
- 4.4 The Borough needs to submit its second year schemes to TfL by November 2019 for funding in 2020/21. The schemes need to achieve the ambitious targets to encourage more walking and cycling and increase access to and use of public transport, as TfL have advised that overall travel demand is expected to increase.
- 4.5 Guided by the 'Healthy Streets' agenda, as outlined in the Mayor's recent 'City for all Londoners' document, the Borough aims to follow this approach 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.
- 4.6 To achieve this, schemes need to be across wider areas than has usually been the case, where improvements can be considered in a more strategic manner to ensure that the wider modal choice opportunities are fully built on. At this stage TfL advise that there is still Local Transport Funding (LTF) available to consider smaller scale interventions.
- 4.7 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 more people to walk, cycle or take public transport for their local journeys. Concerns received from residents and Councillors have also been taken into account.

	Location	scheme
1.	Kimpton Industrial Park - Stonecot Ward	Measures to improve walking and cycling facilities around the Park and measures to ensure the free flow of service vehicles and buses to support economic growth
2..	Sparrow Farm Road / Kingsmead Avenue area - Nonsuch Ward	Phase 2 of measures to complete the scheme started in 2019/20 to encourage more walking and cycling and reduce vehicle journeys.
3..	Woodstock Avenue area including Sutton Common Road - Stonecot ward	Phase 2 of measures to complete the scheme started in 2019/20 and review the traffic measures in Sutton Common Road.

- 4.8 The three schemes have not been investigated fully yet so no options or cost estimate can be provided at this time.
- 4.9 It is anticipated that £100,000 will still be available for the LTF to be split between the local committees in 2020/21. This local committee is expected to have an allocation of £16,889 and the schemes can be decided at a later date.
- 4.10 This local committee also has funding allocated via other TfL funding streams this financial year and in 2020/21 for a Bus Priority Scheme on the X26 route between Cheam and New Malden and a Quietway Cycle Scheme between Worcester Park and Sutton Town Centre.
- 4.11 The Environment and Neighbourhoods Committee will agree on the final list of schemes to be submitted to TfL at the meeting on 17 October 2019.
- 4.12 This committee is being asked to support the schemes identified and agree they be considered for inclusion in the submission to TfL in November 2019.

5. Options Considered

- 5.1 Traffic schemes are proposed by ward Councillors, community representatives, new developments, residents and officers. Each scheme is investigated and options considered before proposing the most suitable schemes to meet the desired objectives and budgetary provision.

6. Impacts and Implications

Financial

- 6.1 The Council is likely to be allocated in the region £890,000 for traffic schemes across the borough, with the rest of the allocation for educational and promotional sustainable transport initiatives. The actual amount that will be allocated will depend both on the total amount available and TfL's assessment of the bids received.

Legal

- 6.2 Under Section 159 of the GLA 1999, TfL may give financial assistance in respect of the expenditure incurred, or to be incurred, by the Council in doing anything which, in TfL's opinion, is conducive to the provision of safe, integrated, efficient, economic transport facilities or services to, from or within Greater London. The LIP funding is provided by TfL.
- 6.3 There are no legal implications at this preliminary stage.

7. Appendices and Background Documents

Appendix letter	Title
	none

Background documents
none

Audit Trail		
Version	Final	Date: 6 June 2019
Consultation with other officers		
Finance	Yes	Tony Cooke
Legal	Yes	David Fellows
Other Officers:	Yes	Ian Price Mervyn Bartlett
Equality Impact Assessment required?	No	N/A