



London Borough of Merton
Draft Third Local Implementation
Plan: Transport Plan
February 2019

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Foreword

The Mayor for London Sadiq Khan has rightfully placed growth, healthy people and places as the central theme of his adopted Transport Strategy. Merton Council is supportive of the strategy and in particular the adoption of healthy streets indicators when designing public realm improvements to make London's streets healthier places where people can be encouraged to choose walking and cycling as their choice of travel.



To get more people active, reduce air pollution and to promote healthier lifestyles the council intends to prioritise the delivery of improved walking and cycling facilities. We also want to encourage more people to lead healthier lives and to reduce air pollution, particularly in the more congested parts of the borough.

Our bold new Air Quality Action Plan 2018 - 2023 includes many actions aimed at road transport and the benefits of reducing vehicle journeys in promoting cleaner travel. As a council we have introduced a diesel levy on parking permits as we recognise that bad air quality has been identified as a leading cause of ill health and premature death and to encourage people to drive the least polluting vehicles as possible.

We have already introduced a variety of walking and cycling initiatives, car clubs, electric vehicle changing points and are also taking steps to reduce harmful emissions by discouraging drivers from using their cars in areas which are well served by public transport and improve air quality.

Merton has been set ambitious housing targets by the Greater London Authority, which increase demands on our already stretched transport infrastructure. It is why we support the Tramlink transport extension to Sutton along with Crossrail 2, which will create additional capacity and help alleviate overcrowding. It will also be integral to promoting Wimbledon as a transport hub which is already the 2nd busiest station in Outer London with over 20 million passengers last year along with being the primary commercial and employment centre for the borough.

In order to shift people away from cars we must ensure our streets are safe. We will therefore embrace the vision zero targets to eliminate fatal and serious casualties by 2041 and are currently rolling out a borough-wide 20 mph speed limit zones.

Regenerating Morden Town Centre is a key objective along with its redevelopment and the provision of over 1,000 new homes with a high quality public realm that supports the healthy streets agenda and creates a new public space outside Morden Station.

Bridging the gap between the more prosperous west side of the borough and east side of the borough it is essential as we explore solutions that help to close this gap through improved transport connectivity and improved infrastructure.

We are an ambitious borough that puts the environment as an integral part of our vision and this document sets out how we are working to deliver that objective alongside working with key partners in making Merton an even better place to live, work and learn.

A handwritten signature in black ink that reads "Martin Whelton".

Councillor Martin Whelton
Cabinet Member for Regeneration, Housing and Transport

Executive summary

This third Local Implementation Plan sets out Merton's Council's three year delivery programme for the period 2019/20 to 2020/22. It also outlines an indicative programme through to 2041. The programme is set against a background of predicted employment, population and freight growth and; the demands it places on an increasingly congested transport system and the need to lessen and minimise the impacts on the environment and air quality.

The plan also acknowledges a changing society and expanding health challenges, notably growing obesity in children and the boroughs health inequalities in the borough, especially in the east of the borough. It seeks to reduce this inequality by encouraging healthier living through increased physical activity, especially for short trips and supporting better access to community facilities and essential services.

Air quality has been identified as a priority both nationally and within London, where pollution levels continue to exceed both EU limit values and UK air quality standards. Pollution concentrations in Merton continue to breach the legally binding air quality limits for both Nitrogen Dioxide (NO₂) and Particulate Matter (PM₁₀). The air quality monitoring network run by Merton has shown that the UK annual mean NO₂ objective (40µg/m³) continues to be breached at a number of locations across the borough including Colliers Wood, Morden, Tooting and South Wimbledon. In some locations the NO₂ concentration is also in excess of the UK 1-hour air quality objective (60µg/m³) which indicates a risk not only to people living in that area but also for those working or visiting the area. Reducing vehicle numbers has a direct and tangible benefit on Air Quality.

The Local Implementation Plan therefore continues to focus on delivering tangible walking and cycling improvements across the borough. This approach aligns with the London Mayor's aim that *"Londoners do at least the 20 minutes of active travel they need to stay healthy each day"* and Transport for London (TfL), Healthy Streets¹ approach.

The Mayor has set an overarching aim that 80% of trips in London should be undertaken by walking, cycling and public transport by 2041. For Merton the target is 73% which represents a massive challenge. This Local Implementation Plan therefore starts to put in place some of the measures and broader approaches needed to support this target, such as supporting the expansion of car clubs and introduction of a cycle hire scheme.

Wimbledon town centre is identified as the south-western interchange station for Crossrail 2. The council is also working with Sutton Council and TfL to develop Sutton Link rapid transit system. Both projects have considerable potential to change traffic patterns and drive economic and housing growth. This Plan will support these schemes and other enhancements to public transport infrastructure, including

¹ <http://content.tfl.gov.uk/healthy-streets-for-london.pdf>

measures to improve the reliability of buses and wider public transport experience.

Beyond the 3 year delivery programme the plan sets out an illustrative programme of measures that develops the above general themes to deliver the Mayor's Transport Strategy outcomes.



1 Introduction

- 1.1 This LIP identifies how Merton Council will work towards achieving the MTS goals of:
-) Healthy Streets and healthy people
 -) A good public transport experience
 -) New homes and jobs
- 1.2 The council notes that the overarching aim of the strategy is for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041. Different trajectories are set for each borough in London to reach this overall London-wide target. As an outer London borough, with lower levels of public transport accessibility, Merton has a lower, although still challenging target of 73 per cent of all trips should be made on foot, by cycle or using public transport by 2041, compared to around 63% today. The LIP also outlines how Merton Council will set its own local priorities and targets in order to assist with achieving this aim.
- 1.3 This document also outlines how the council will work with TfL to assist with delivering the outcomes, policies and proposals of the MTS within tight fiscal constraints both within TfL and across the Merton Council.

Local approval process

- 1.4 In developing this LIP Merton's Councillors were consulted throughout the process to provide direction in terms of the administrations delivery priorities.
- 1.5 The approval process is summarised below:
- | | | |
|---|------------------------------|----------------------------|
|) | Departmental Management Team | 9 th May 2018 |
|) | Cabinet Member Note | 10 th May 2018 |
|) | Leaders Strategy Group (LSG) | 9 th July 2018 |
|) | Cabinet | 30 th July 2018 |
- 1.6 The above meetings have been supplemented by meetings with other internal departments and teams as appropriate. This includes officers from Safer Merton team, Environmental Health, Merton Public Health, Leisure and wider Future Merton team to gain an understanding of Merton's issues, such as planning, housing and air quality.
- 1.7 Final LIP sign off will be considered by the Cabinet Member unless otherwise directed. Delegated authority has been given to the Director for Environment and Regeneration to make alterations in consultation with the Cabinet Member post public consultation (Cabinet decision 30th July 2018).

Statutory consultation

- 1.8 The GLA Act 1999 places a duty on boroughs, when preparing a LIP, to consult with the following organisations:
-) The relevant Commissioner or Commissioners of Police for the City of London and the Metropolis
 -) TfL
 -) Such organisations representing disabled people as the boroughs consider appropriate
 -) Other London boroughs whose area is, in the opinion of the council preparing the LIP, likely to be affected by the plan
 -) Any other body or person required to be consulted by the direction of the Mayor
- 1.9 In preparing this LIP the council has reviewed the lessons learnt from recent public consultations, including Estates Local Plan. It is also guided by council good practice.
- 1.10 Our consultation approach is tailored to meet the specific statutory and local needs to reach a broad spectrum of stakeholders. An online questionnaire has been developed to guide responses on a range of transport issues highlighted in the draft LIP see attached Appendix B.
- 1.11 Further to the statutory consultees outlined above the following groups will be consulted:
-) Historic England, Natural England and The Environment Agency;
 -) All elected Councillors;
 -) All council Department Directors;
 -) All Environment and Regeneration Heads of Service and relevant team leaders;
 -) All emergency services;
 -) South London Partnership (made up of the following councils: Merton, Croydon, Kingston, Sutton and Richmond)
 -) Merton's Chamber of Commerce/Business Improvement Districts (BID)
 -) Public consultation via Merton's website; and,
 -) Merton's Sustainable Communities and Transport Partnership (SCTP).
 -) Public Health
- 1.12 In addition to the normal online platforms, such as twitter and Facebook details will also be posted on Merton's Voluntary Service Council (MVSC) organisations site. Hard copies will also be made available in all Merton's libraries. Merton Council intends to undertake a public consultation exercise in spring 2019.
- 1.13 A detailed summary of the responses received and the borough's response to individual points raised will be incorporated into the final LIP and posted on the council's website at <https://www2.merton.gov.uk/transport-streets/transportplanning.htm>

Statutory duties

- 1.14 The borough has taken into account all the statutory duties and processes as set out in the requirements in the GLA Act in the preparation of this LIP.
- 1.15 The borough has met its statutory duty and conducted a Strategic Environmental Assessment (SEA) and Equality Impact Assessment (EqIA). Proposals and approach undertaken were informed by the SEA scoping report. The council consulted with the statutory environmental bodies (Environment Agency, Natural England and Historic England) on the SEA scoping report. The SEA, EqIA and the LIP 3 documents will be available to view via the council's web and available at Merton's reference libraries.
- 1.16 The LIP Outcomes and programmes have been assessed for both the SEA and EQIA in terms of impact and strength. Where weaknesses have been identified; action has been taken to strengthen relevant proposals. The following changes have been made to the LIP:-

2 Borough Transport Objectives

Introduction

- 2.1 This chapter sets out the local policy context for this third round of LIPs. It covers the borough's detailed interpretation at a spatial level and the local policies and proposals which will help deliver the MTS, such as Merton's Local Plan², Merton's Community Plan³ and other key corporate service delivery plan for local services
- 2.2 The council is currently producing a new Local Plan for Merton. The new plan will inform and influence LIP3 and vice versa. The first public consultation (Stage 1) took place in October 2017 to January 2018. The Draft Local Plan consultations were undertaken between October and the end of January 2019.

Figure 1: Local Plan next steps

Stages	Dates
Draft Plan	October 2018
Examination in Public (EiP)	Early 2020
Adoption	2020

Source: Merton Council

² <https://www2.merton.gov.uk/environment/planning/planningpolicy/localplan.htm>

³ <https://www.merton.gov.uk/communities-and-neighbourhoods/community-plan>

2.3 To guide development and Crossrail 2 proposals in Wimbledon the council will be producing a Masterplan for Wimbledon town centre (consultation closed on 6 January 2019). Adoption of the plan is expected between Spring/Summer 2019⁴.

2.4 The LIP firmly demonstrates that it is informed by evidence and analysis of local needs and issues and that it is shaped by the wider context of the MTS vision, the MTS Healthy Streets Approach and the MTS policies, proposals and outcomes.

Local context - Merton the place

2.5 Merton is an outer London borough located between the southwest corner of London and the Surrey hinterland. Neighbouring boroughs are Kingston upon Thames, Wandsworth, Lambeth, Croydon, and Sutton (Figure 2 – Map shows the location of Merton within its South West London context). Merton comprises of 20 wards and covers an area of approximately 14.7 square miles and has a population of around 208,100 residents living in 84,200 properties (GLA 2017 estimate).

Figure 2: Borough location within South London Context



2.6 The borough is predominately suburban in nature with many residents commuting into and out of the borough to work.

2.7 There are around 11,365 active businesses in the borough. The main commercial centres are located at Mitcham, Morden and Wimbledon, of

^{4 4} <https://www2.merton.gov.uk/environment/regeneration/futurewimbledon.htm>

which Wimbledon is the largest and has the highest employment density. Other town centres include Rayne's Park, Colliers Wood, South Wimbledon, Wimbledon Park and Pollards Hill; each has its own well developed character and feel. Further details on the individual character of Merton's town centre and other areas can be found in Merton's Borough Character Study⁵

Merton's green infrastructure

- 2.8 Merton is a green borough with more than 100 parks and green spaces; including Wimbledon and Mitcham Commons together this puts much of the borough within easy access of a publicly accessible open space. Overall 18% of the borough is open space, compared to the London average of 10%. This prevalence of green space makes Merton an ideal place for leisure walking and cycling trips. Figure 7 p19. Identifies Merton's open space and other green infrastructure.

Population Growth

- 2.9 Merton has a diverse and growing population. In 2018 Merton has an estimated resident population of 209,400, which is projected to increase by about 3.9% to 217,500 by 2025. The age profile is predicted to shift over this time, with notable growth in the proportions of older people (65 years and older) and a decline in the 0-4 year old population⁶.
- 2.10 The east of the borough has an estimated resident population of 110,200 (in 2018), which is projected to increase to 113,900 by 2025 (+3.3%), compared to the west of the borough, with an estimated resident population of 99,200 (in 2018), which is projected to increase to 103,600 by 2025 (+4.5%). Further details on Merton's population can be found in appendix A.

Ethnicity/Diversity

- 2.11 The 2011 Census identified that:
-) 48.4% of the population are white British, compared to 64% in 2001.
 -) 35% of Merton's population is from a Black, Asian and Minority Ethnic (BAME) groups (this includes non-white British).
- 2.12 The findings of the 2011 when compared to 2001 Census identified:
-) -10% decrease in the overall White population
 -) -6% increase in the Asian,
 -) -3% increase in the Black population
 -) -2% increase in Mixed groups
- 2.13 According to the Greater London Authority (GLA): 2015 round ethnic group projections there are currently 77,740 people (37% of Merton's

⁵ <https://www2.merton.gov.uk/environment/designandconservation/bcs.htm>

⁶ GLA 2016-based Demographic projections round, housing led model

population) are from a BAME group. This projected to increase by 2025 to 84,250 people (+1%). Merton is home to people of many religious faiths and beliefs:

-) 56.1% of Merton residents are Christians (a decrease of 7.5% since 2001),
-) 8.1% Muslim
-) 6.1% Hindu
-) 0.9% Buddhists
-) 0.4% Jewish
-) 0.2% Sikh
-) 20.6% of residents are not religious (4.1% increase since 2001).

2.14 Furthermore, the 2011 Census identified that the main languages spoken in Merton other than English are Tamil, Polish and Urdu. However for children this changes to Tamil, Urdu and then Polish. In Merton, English is not the main language in 11.9% of households.

Religion and belief

2.15 The 2011 Census identified faiths and religion breakdown in Merton as:

-) 56.1% of Merton residents are Christians (a decrease of 7.5% since 2001),
-) 8.1% Muslim
-) 6.1% Hindu
-) 0.9% Buddhists
-) 0.4% Jewish
-) 0.2% Sikh
-) 20.6% of residents are not religious (4.1% increase since 2001).

Merton's health profile and deprivation

2.16 Merton's Health and Wellbeing Strategy (2015 -2018) has an overarching vision to "*halt the rise in the gap in life expectancy between areas within Merton*" This is set against 5 core themes of *Best Start in Life, Good Health, Life skills life-long learning and good work, community participation and feeling safe and A good natural and built environment*. A refreshed plan for the period of 2019-2024 was approved on 30th July 2018 and is currently being produced by Merton Public Health. The key themes of the Health and Wellbeing Strategy refresh are *Start Well, Live Well, Age Well*, in a *Healthy Place*. The Healthy Place theme will be an integral part of the first three themes.

2.17 The Indices of Deprivation (IMD) 2015, provide a relative measure of deprivation in small areas across England referred to as Lower Super Output Areas (LSOAs). There are 124 are in Merton. Each LSOA has an average of approximately 1500 residents or 650 households, most but not all LSOAs map well to individual wards there are 6 to 7 LSOA areas in each Merton ward, so an exact ward analysis cannot be provided.

- 2.18 The IMD sets out a relative position for each local authority in the country, giving an overall score for each area. The 2015 indices ranks Merton as 7th least deprived out of the 33 London boroughs and 212 out of 354 local authority areas (where 1 is the most deprived) for the rest of England.
- 2.19 However, this figure hides inequalities in the borough between deprived wards in the east of the borough (Mitcham, Colliers Woods and Morden areas) and the more affluent wards in the west (Wimbledon, Rayne's Park and Wimbledon Village areas).
- 2.20 This is reflected in poor health outcomes than the rest of the borough including lower life expectancy. Some of the councils aims/outcomes are set out below (source: Annual Public Health report on health inequalities):
-) There is a difference in life expectancy of around 6.2 years for men and 3.4 years for women between the most and least deprived areas
 -) There is a difference of more than 9 years of healthy life between the most and least deprived areas
 -) Childhood obesity is a significant problem in the borough. There is a gap of 9.6 percentage points in excess weight at Reception (24.3% of children are overweight or obese at in the 30% most deprived wards compared to 14.7% in the 30% least deprived) and 14.5 percentage points by Year 6 (40.2% in the 30% more deprived wards are overweight or obese compared to 25.7% in the 30% least deprived)
 -) Social isolation is a risk factor for poor health and wellbeing. There is a gap of 0.5 percentage points in the number of people aged 65 and over living alone between the 30% most deprived and the 30% least deprived.
- 2.21 Further details on Merton's profile can be found in appendix A.

Crime, Community and Safety

- 2.22 In the year ending December 2017, the crime rate in Merton was lower than the average all crime rate across similar areas and has the 5th lowest crime rate in London (66.4 crimes per thousand residents) making it one of the safest London borough although in keeping with the rest of London there is a gradual upwards trend (2017 ONS statistics).

Labour Market

- 2.23 According to ONS (Nomis official labour market statistics):
-) Merton's working age (16-64) population in 2017 was 137, 600 (66.8%) this figure is slightly lower than the London wide figure at 67.7%, but is higher than national figure.
 -) For the period between April 2017 – March 2018 80% of Merton working age population was in employment above both the London

figure (74.2%) and the national figure (75%). 15% of Merton's working aged population is self-employed.

-) Between, April 2017- March 2018, Merton's unemployed figure stood at 4%, slightly below both the London (5%) and UK (4.3%).
-) 71.4% FO Merton working aged population have a NVQ4 and above this is above both London (66%) and UK (57.2%). While, 5.6% of Merton's working aged population had no qualification.
-) The average gross weekly fulltime pay in 2017 was £675 above London average (£654.60) and the UK (£594.20). Male employees are paid up to 17% more than female employees.
-) 67.5% jobs in Merton in 2017 were fulltime compared to 31.3% part time jobs.
-) In august 2018 2.1% of Merton's working age claimed '*out of work benefits*'

Housing

-) Average house prices £495,205 an increase of 51% (from £328,435
-) Average house price falling by -1% to £491,078 by March 2018.
-) Merton's social housing stock is the fifth lowest in London at 14%.
-) According to the 2011 Census 58% of social housing and 63% of private rented homes being flats, compared with only 24% in the owner occupied sector.⁷
-) 15.8% of households are overcrowded in Merton - in the east of the borough (20.4%) than west (11.1%)⁸.

Air Quality

- 2.24 The whole of Merton is designated as an air quality management area. The council's new Air Quality Action Plan 2018 – 2023 sets out Merton's air quality priorities and how it will ensure that local measures are current, effective and sufficiently targeted.
- 2.25 The new AQAP is firmly linked to the Merton Council Sustainable Transport Strategy and the aspirations within the Local Implementation Plan (LIP3). It supports measures aimed at delivering improved cycling/walking infrastructure, promoting sustainable and clean transport and increasing in EV charging. All activities that provide a tangible benefit in reducing air pollution.

⁷ 2011 Census

⁸ Public Health Outcomes Framework (PHOF)

Bridging the divide

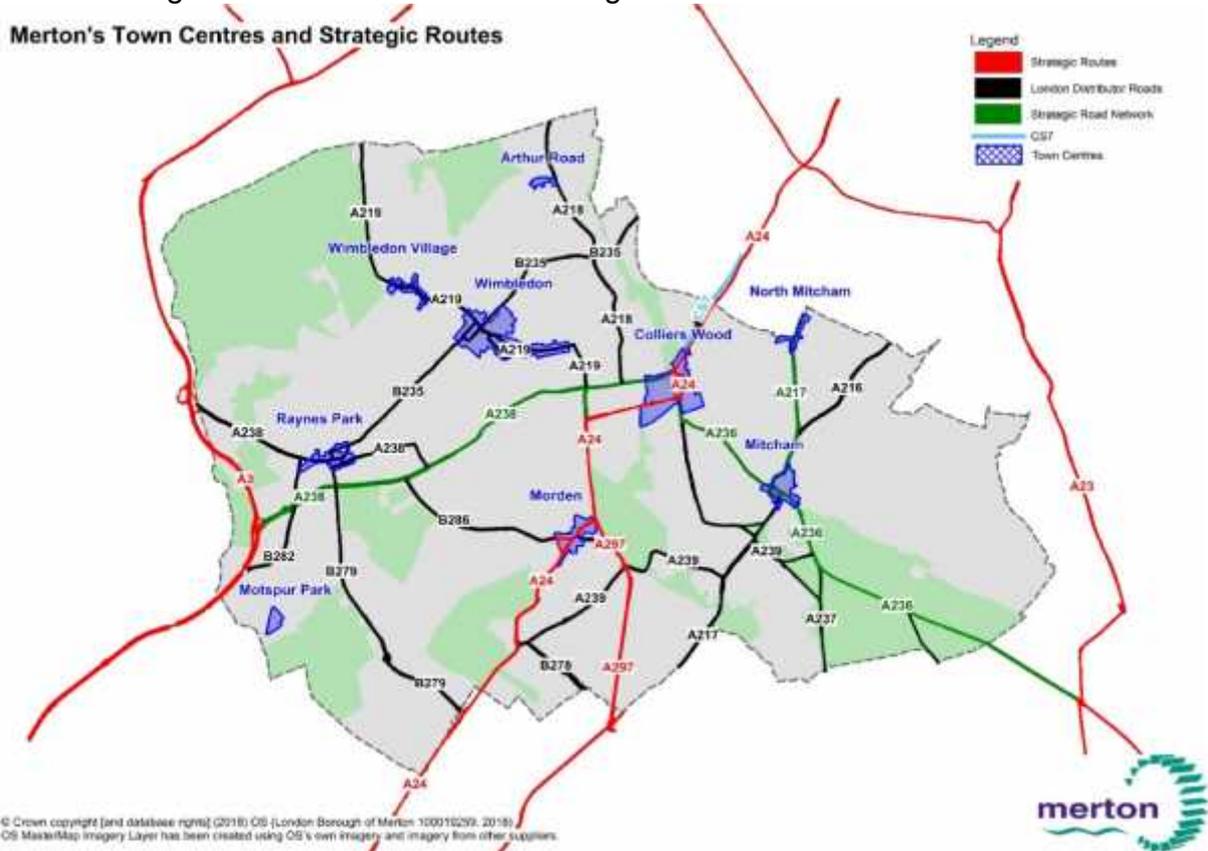
- 2.26 A defining characteristic of the borough continues to be the disparity between the more prosperous west and the poorer, more deprived east side of the borough. This presents particular challenges for the local area. Bridging the gap between the east and the west of the borough is the main theme of the Merton Partnership's Local Area Agreement, and of the Community Plan⁹.
- 2.27 Public Health have recently published the Annual Public Health Report on Health Inequalities. This report provides a reference for officers, partners and residents to understand what we mean by inequalities, specifically health inequalities but also the underlying drivers of differences in health outcomes between different groups – inequalities in the social determinants of health such as poverty, education and employment.
- 2.28 The purpose of this report is to inform a shared understanding of where we are now, how far we have come in bridging the gap using some key indicators, and how we might best approach and monitor health inequalities in future). These challenges will have significant implications for delivering the MTS and specially its healthy streets approach and active travel objectives.

Transport Network

- 2.29 Merton Council is the Highway Authority for the majority of roads in Merton, except the Transport for London Road Network (TLRN) or "red route" network, which is managed by TfL. Figure 3, shows District and Local town centres together with their relationship to strategic routes across the borough. One of the London Mayor's strategic cycle routes (Branded CS7) also terminates at Colliers Wood from Central London.

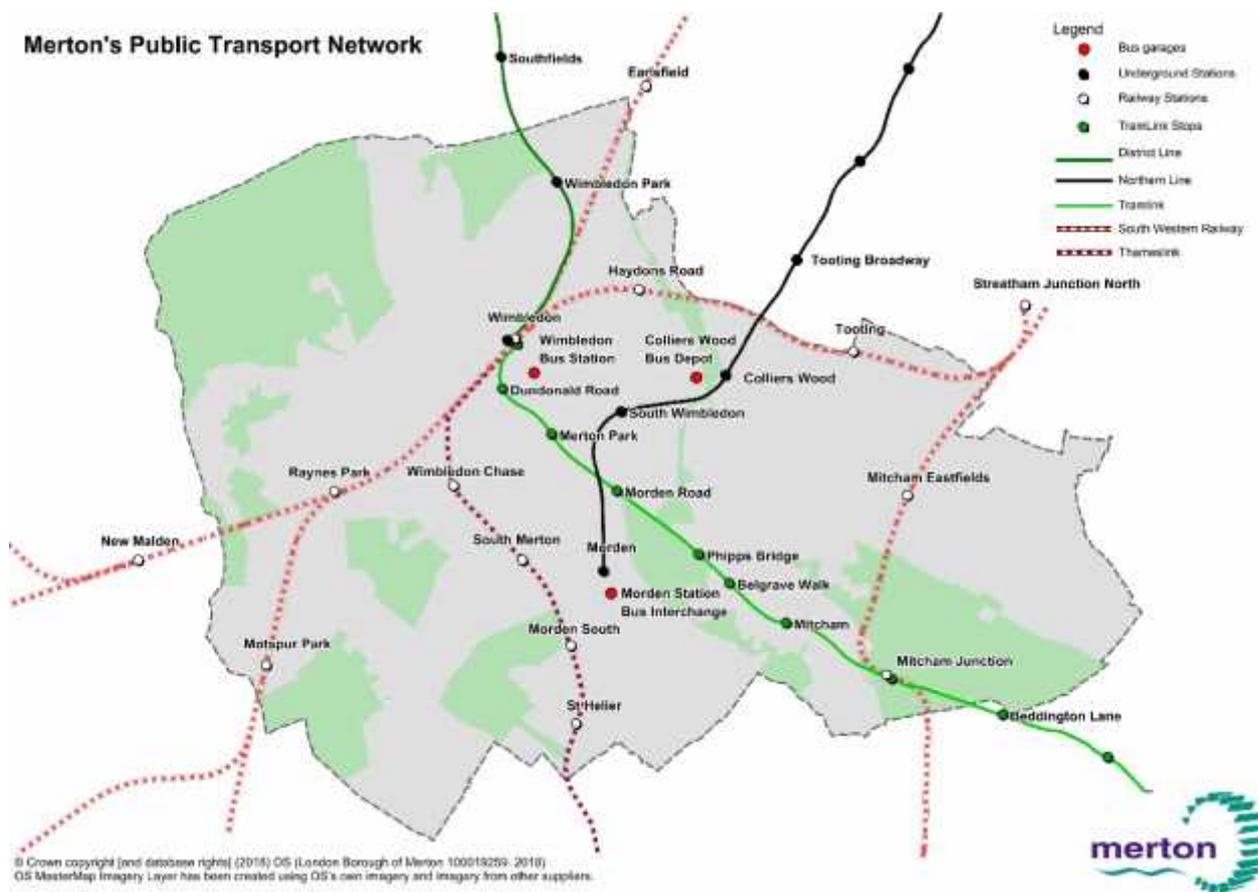
⁹ https://www.merton.gov.uk/assets/Documents/merton_community_plan_single_pages_.pdf

Figure 3: Town centre and strategic route in Merton



- 2.30 Merton is relatively well connected to the public transport network (see figure 4) with 10 mainline rail stations served by Thameslink (Wimbledon Loop), South Western Railway and Southern Rail services. The borough is also served by a network of 28 bus routes; including 7 night buses, several of which run 24hrs a day.
- 2.31 Wimbledon Station serves as a sub-regional transport hub and is served by National Rail train services (South Western mainline), London Underground (District Line), London Trams and bus services. The suburban station at Mitcham Eastfields puts the east of the borough within 25 minutes of central London (Victoria and Blackfriars).
- 2.32 The Northern London Underground line also runs through the borough and terminates at Morden, (including night time service, which runs on Fridays and Saturdays every 8 minutes between Morden and Camden Town and approximately every 15 minutes from Camden Town to High Barnet/Edgware).

Figure 4: Public transport network in Merton



Changing the transport mix - Challenges and opportunities

2.33 Like many outer London boroughs the private car retains a leading role in meeting travel demand with around 43% of daily trips by car. There are currently around 78,497 cars in Merton or roughly one car per household. Car ownership is up from previous years. The highest car ownership is in Village Ward (1.4 cars per household) dropping to 0.7 car per household at the other end of the range. The areas with the highest car ownership generally coincide with areas of poor connectivity.

2.34 An average of 31.4% of households have no car (2014/15 -2016/17) London Travel Demand Survey data representing a slight decrease on previous years. However, this has been off-set by an increase in households with 2 or more cars (up to 18.6%). Many roads are overcrowded during peak periods adding to air quality, noise and road safety concerns. This is perhaps supported by collision data, which suggests that rates are increasing for all vulnerable road user groups and cars for both KSI's and all collisions rising in 2016 compared to 2015 (see figure 5 below). Likewise annual vehicle kilometres travelled is also increasing, albeit slowly.

Figure 5: Number of people killed or seriously injured (KSI) and number of people slightly injured in road traffic collisions 2012 to 2016.

	2005-2009 (Ave)	2012	2013	2014	2015	2016	2017	2016 - 2017	% change from 2005-2009 average to 2016
No of people slightly injured	456	471	481	567	565	579	539*	-12%*	+27%
No of people Killed or seriously injured	65	65	32	50	36	44	60*	-15%*	-32%

Source: Travel in London 10 and 11 supplementary Information

Note (*): 'The Metropolitan Police Service (MPS) introduced a new collision reporting system in November 2016 - the Case Overview and Preparation Application (COPA). The City of London Police also moved to the Collision Reporting and Sharing (CRASH) system in October 2015. This has had a number of impacts on the data that is available to Transport for London (TfL), and the London Boroughs in the ACCSTATS database for collision investigation.

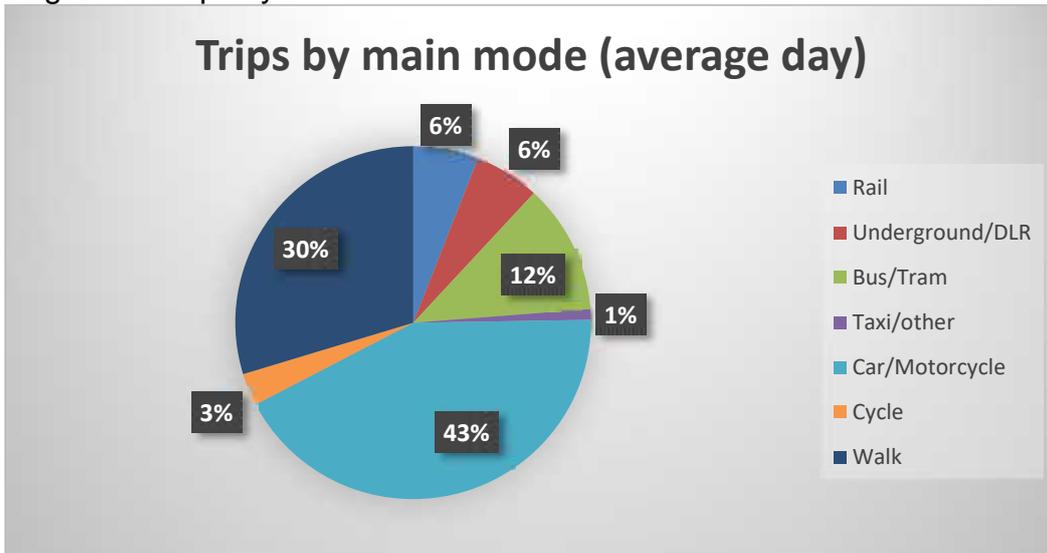
Under the new systems officers use an 'injury-based assessment' in line with DfT STATS 20 guidance and online self-reporting is available. Both of these changes are expected to provide a better assessment of injury occurrence and severity but have made data collected from November 2016 onwards difficult to compare with earlier data.

TfL commissioned the Transport Research Laboratory (TRL) to undertake a back-casting exercise to enable pre November 2016 data to be compared with post November 2016 data. These initial back cast estimates include the number of people killed or seriously injured (KSI) for each borough between 2005 and 2017 and this data has been used to update borough targets to align with those contained in the Mayor's Transport Strategy, namely a 65 percent reduction in KSIs by 2022 against the 2005-09 baseline, a 70 percent reduction in KSIs by 2030 against the 2010-14 baseline and zero KSIs by 2041. The targets contained in this final version of our LIP have been set against Outcome 2 for Vision Zero to reflect the reporting changes. The level of ambition remains unchanged, despite these revised figures.'

2.35 In Merton the modal share of walking, cycling and public transport is around 58 percent showing a worrying falling trend compared to previous years (down from 61%) and is just below the London average of 62.1% (source- travel in London report 10).

2.36 All trips per day by main mode 2014/15 to 2016/17 can be broken down as follows:-

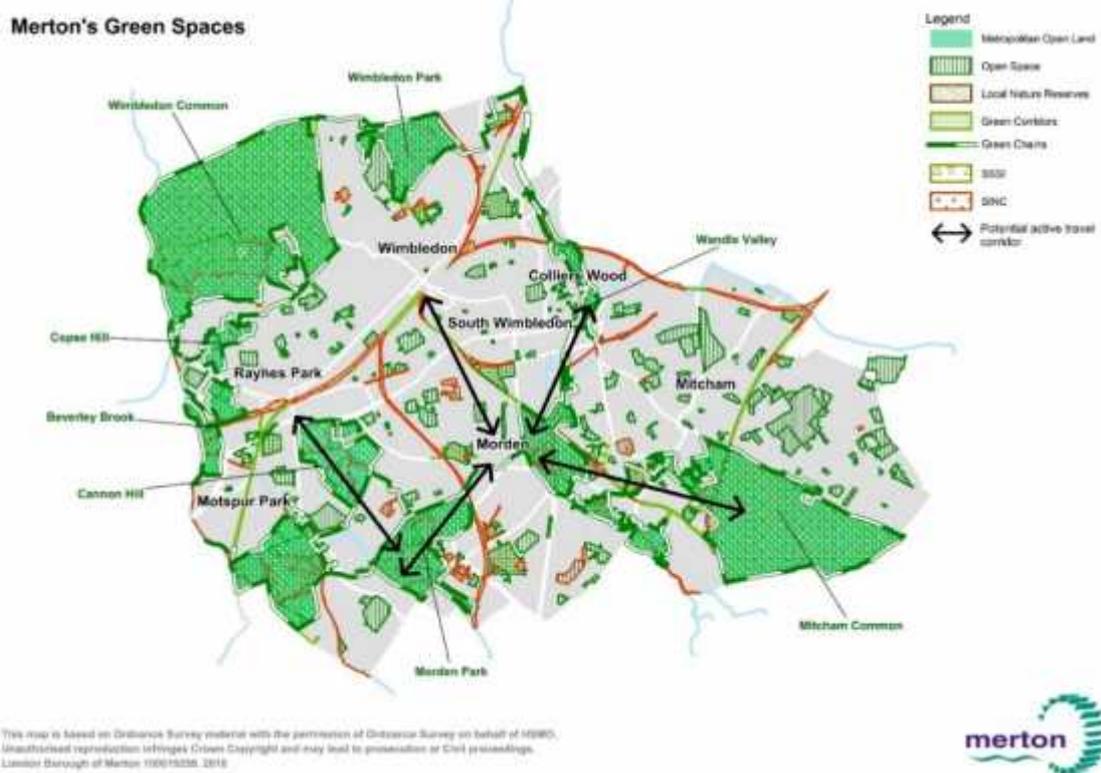
Figure 6: Trips by main mode in Merton



Source: Travel in London 10 supplementary Information

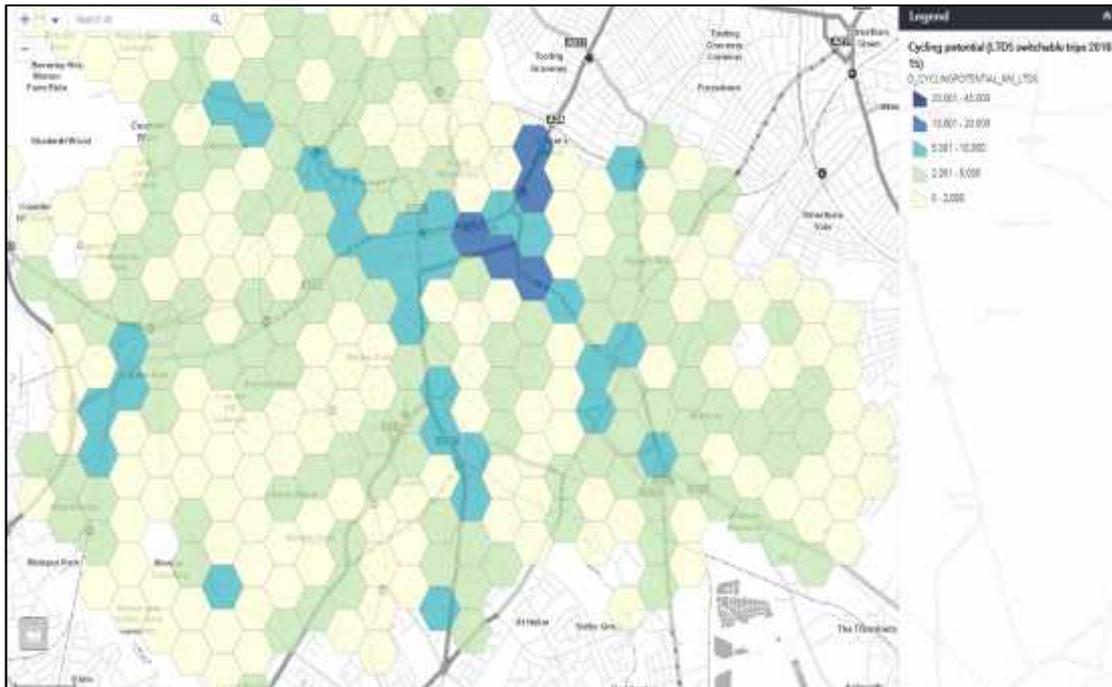
- 2.37 In order to meet its share of the Mayor’s 80 percent modal target, set at 73 percent it will be necessary to not only reverse the present trend, but to maintain a year on year increase in sustainable transport modal share. The level of physical activity has also declined in recent years from 38 percent of residents doing at least two x 10 minutes of active travel a day in 2013/14 to 2015/16 to 36 percent in 2014/15 to 2016/17. Furthermore based on Department for Transport (DfT) statistics for 2016/17 the proportion of adults doing any walking or cycling once a week is 77.9% down from 81.5% for 2015/16.
- 2.38 Although the level of cycling is broadly static there remains significant potential to expand cycling (209,000 cycle trips or one per resident). However, only around 6% of these trips are currently achieved. A significant proportion of these potential cycle trips are undertaken by car, in particular trips to and from town centres, which coincides with the areas of poorest road safety for walking and cycling. Although the fear of road traffic remains a significant deterrent for many potential users (see Figure 8, page 18 below showing cycling potential 2010 -2015). Around 2.4% of trips to work are by cycle.
- 2.39 Increasing leisure trips is the another key opportunity to increase both walking and cycling by better linking Merton’s extensive green space by developing existing paths and public rights of ways (see figure 7 showing green spaces and potential enhanced active travel corridors).

Figure 7: Map showing greenspaces and potential active travel corridors



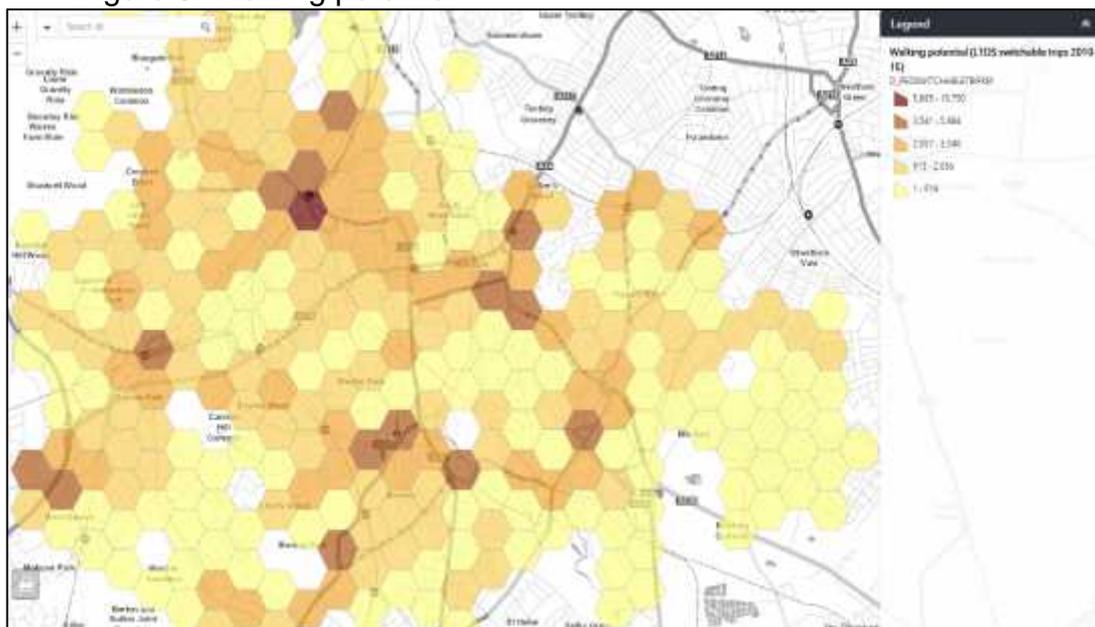
- 2.40 Specifically, bring forward a borough-wide dock-less style cycle hire scheme alongside an expanded network of cycle parking facilities and quieter/segregated routes could overcome some of these obstacles.
- 2.41 The council supports proposals being developed by TfL to bring forward a pan London bye-law to better manage cycle-hire schemes. It is likely that a future Merton cycle hire scheme will operate from dedicated, predominately on-street collection/drop off bays conveniently located close to local attractors. The council would particularly welcome operators that include electric bikes within their offer to help reach a wider mix of users, who might not otherwise cycle.
- 2.42 Key attractors and busier transport hubs are predominately located around Colliers Wood, Wimbledon, Mitcham Rayne's Park and Morden town centres. These locations also have significant potential for cycling trips. To build hire patronage in less affluent wards, where health inequalities are more prevalent, additional support may be needed to kick start take-up in some parts of the borough, such as around Pollards Hill and Eastfields area to improve scheme viability.
- 2.43 The most direct and convenient walking routes between town centres and key attractors are often along difficult to cross, busy, traffic dominated connector streets and junctions. Focusing on some of these barriers and improving the wider journey experience should encourage more journeys by foot. As indicated in figure 9 these connector corridors show significant opportunity to increase walking.

Figure 8: Cycling Potential



Source: TfL modelled LTDS data

Figure 9: Walking potential



Source: TfL modelled LTDS data

2.44

Although there is potential to increase active travel trips the best opportunity to deliver a transformational shift away from private cars is through filling the gaps in public transport connectivity, in particular supporting Crossrail2 and Sutton Link coupled with improving the whole bus journey experience.

Merton Council's Transport Objectives

- 2.45 In order to meet the overarching target that 80 percent of trips to be made by active, efficient and sustainable modes by public transport, walking and cycling by 2041 will require a wide-ranging change in policy and delivery approach as to how we manage and operate the highway network to promote the necessary shift to sustainable modes.
- 2.46 Merton aspires to building a sustainable future that supports good growth, creates sociable places that people wish to keep visiting and helps people live healthier lives. Transport will be crucial in achieving this aim. Nevertheless, the council recognises the important role the car still retains in the way people move about and its heavy influence on peoples life style choices.
- 2.47 Increased pressures for limited road space will need us to allocate space in a different way to meet often opposing demands and to accommodate freight and servicing needs. Where it is recognised travelling by private car may be the most suitable option for a limited number of journeys we will encourage these trips to be made by cleaner and safer vehicles.
- 2.48 During the lifetime of LIP3 the following aims will apply:

Make Merton a safer place by reducing the number of collisions on our streets and supporting the Mayor's Vision Zero objective.

Reduce the impacts of climate change and improve air quality through a co-ordinated approach, by pulling together air quality, noise impacts, flooding, waste, open space, design and transport.

Improve connectivity and whole journey experience to the public transport network, especially for people with restricted mobility to support a more inclusive society.

Reducing health inequalities and reducing childhood obesity.

Support good growth, especially around the town centres at Colliers Wood and South Wimbledon, Morden and Wimbledon.

Redefine the way our streets are laid out and used so as to encourage the take-up of more active and healthier lifestyles where people feel confident to walk and cycle in safety.

Note: The above aims have been influenced by the council's Health and Well Being Strategy, which is currently being refreshed and will run from 2019 – 2024, early ideas arising from Merton's Assisted Travel Policy update and Air Quality Action Plan update. Improving the health of Merton residents is a common theme running through this LIP by supporting more transport investment, unlocking the delivery of new and better homes and jobs. Good jobs are good for health.

3 Mayor's Transport Strategy outcomes

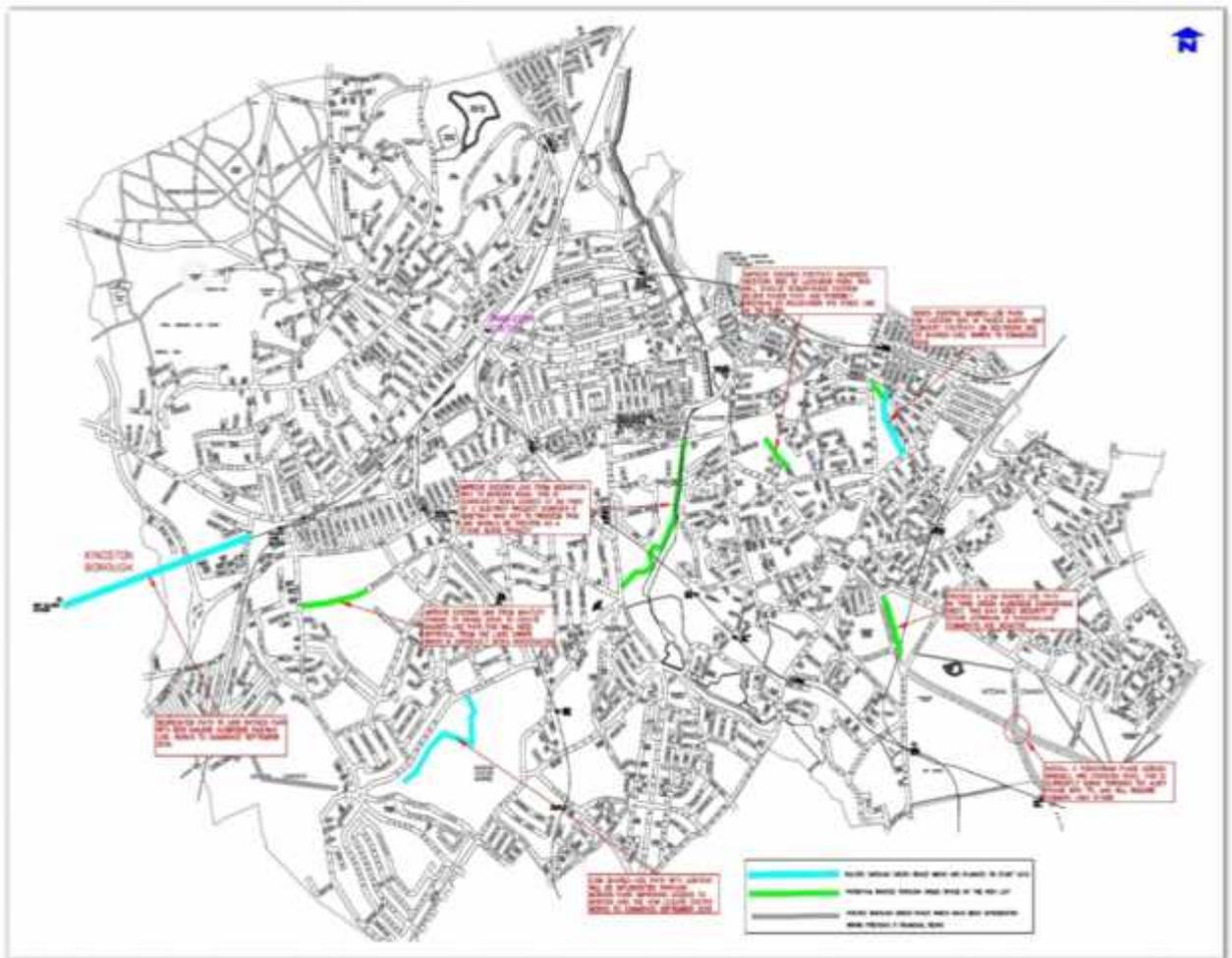
Outcome 1: London's streets will be healthy and more Londoners will travel actively

Challenges and opportunities

- 3.1 On-street parking demand exceeds supply on many roads in Merton, as a result many streets are lined with car parking on both sides of the street. This parking has been in part managed through the introduction of parking controls with space dedicated to specific users including disabled, pay and display for visitors and residents. Adhoc loading and servicing adds to the mix of uses. The remaining road width is often insufficient to safely accommodate cyclists and motorists together, which remains a considerable deterrent to active travel.
- 3.2 These kerb-side activities can make a hostile environment for walkers and cyclists. Even where off-street parking is available the proliferation of dropped crossovers can often make navigation difficult for people with mobility issues.
- 3.3 Changing shopping habits, social change, demographics (ageing population), business climate and internet shopping are rapidly reshaping our High Streets. This is contributing to the weakening of long established local centres. Therefore reconnecting and revitalising communities is vital to ensuring that these centres are perceived as active and welcoming places that serve the needs of the whole community. Successful places can support the local economy, provide access to job opportunities and community based services.
- 3.4 Congestion and car ownership continues to grow albeit slowly. Through its spatial policies contained in its new draft Local Plan the council will better control the impact of car growth and parking in new development, especially around areas with good connectivity by public transport by:-
 - a) Promoting sustainable and Active travel;
 - b) Requiring that development only provides the level of parking necessary;
 - c) By adopting draft London Plan car and cycle parking standards
 - d) By promoting permit free development in controlled parking areas with PTAL 3 and above;
 - e) Ensuring that retail and leisure parking is limited to short stay users;
 - f) Promoting smart delivery systems.
- 3.5 On-street cycle parking provision and usage has expanded in recent years however, scope to further increase provision can be challenging due to competing uses for kerb-side and footway space.

- 3.6 The TfL Healthy Streets approach outlined in the MTS offers a realistic approach to rebalance the way we use our streets. The borough is committed to working with residents to explain the benefits and encourage their participation in implementing the Healthy Streets Approach.
- 3.7 The borough is crossed by a network of protected paths (Public Rights of Ways) and other connecting paths that are under used. Many routes have become difficult to navigate, convey a feeling of being unsafe and unwelcoming places to use, especially for people with mobility issues.
- 3.8 These paths could offer a more convenient routing than main streets to community and local facilities. This could potentially increase local spend and help build places that people wish to visit and socialise in. To entice people towards these links will require a step change in the quality and legibility of these paths.
- 3.9 Similarly many routes between town and local centres are increasingly congested with heavy traffic causing community severance. Analysis highlights potential to switch more trips away from private car towards active modes, especially for last mile commuter trips (see figure 8 and 9) showing walking and cycle potential across the borough). This is particularly evident around Wimbledon town centre and Colliers Wood, both of which have high density residential catchments in close proximity and high levels of connectivity by public transport.
- 3.10 The council will work with land owners, developers, Common Trustees, National Trust, Park Friends and other internal and external stakeholders to bring forward an expanded cycle network across the borough

Figure 10: Potential cycle paths in Merton



Source – Merton council

- 3.11 **MTS Policy 2, proposal 6:** Relatively inexpensive and predominately privately funded dock-less cycle schemes are launching across London. Whilst some operational and regulatory issues remain the concept appears to be gaining momentum despite recent setbacks.
- 3.12 The council remains concerned that potential operators will solely focus on easy win areas close to mainline or underground stations in the north of the borough to the detriment of the more difficult to reach, less affluent and less connected areas of the borough. Encouraging potential providers to operate borough-wide could need start-up incentives to improve viability and patronage in the initial roll-out phase.
- 3.13 The council will work with TfL and neighbouring boroughs to bring forward a borough wide dock-less style cycle scheme possibly, including a trial of e-bikes to recognise potential barriers posed by longer travel distances in outer London.

- 3.14 MTS Policy 2, proposal 7 - Too many parents still choose to take their children to school by car increasing congestion on the road network and in close proximity to the school, especially during the morning and evening peak. At school home time, parents frequently arrive early to obtain nearby parking spaces and then sit waiting in their cars with engines running (or idling), all of which contributes to poor air pollution in Merton and across London.
- 3.15 Merton also has a number of private and faith schools, which tend to have wider catchment areas often across borough boundaries. This results in higher numbers of parents choosing to drive their children to school. By complementing school travel plans with a mix of physical and enforcement interventions more of these trips could be made by foot for some or the entire journey. Improving the reliability and capacity of bus services could also support modal change.
- 3.16 The council will proactively engage with public, private and special educational needs school's to promote sustainable modes to work towards obtaining STARS school travel accreditation and that where schools are already engaged to push for a minimum Silver level accreditation. When development proposals for new educational facilities or school are submitted to the council; there will be a planning condition requirement for the new development to achieve a minimum bronze standard (STARS).
- 3.17 The council will facilitate a programme of behaviour, road safety and educational initiatives, such as Junior Travel Ambassadors, scooter/cycle and kerb craft will continue to be offered. The council will support existing schools wishing to expand on-site cycle and scooter parking facilities for pupils and staff through their travel plans.
- 3.18 Population growth and changing age profiles especially among older and younger age groups is a rising concern as is the proportion of adults and children considered to be obese with a corresponding impact on a whole range health issues and support service provision.
- 3.19 Getting more Merton residents physically more active and independent for longer offers significant benefits to society. However, the most vulnerable people are often confronted by busy road junctions with poor crossing facilities and fast turning traffic. In the past priority has indirectly focused reducing network delays and bus reliability sometimes to the detriment of active modes.
- 3.20 Whilst recognising the increasing importance of buses in accommodating growth and encouraging people away from cars. There can be times when a slight re-balancing of bus routes is needed to deliver safer crossing and cycle facilities. This may require supporting bus priority measure to be examined elsewhere along a route.

- 3.21 The council will seek to ensure that all signalised junctions allow for people to cross in safety through dedicated crossing stages. Specific sites for attention include the junction of Croydon Road and Beddington Lane, Morden Road junction with Jubilee Way, Morden Road junction with Merantun Way and along St Helier Avenue.
- 3.22 Along walking corridors, including busier streets the council intends to reduce turning speeds and give greater pedestrian priority through a mix of junction narrowing and/or entry treatments. We will also trial the use of continuous pavement to create a stronger feel of priority to pedestrians
- 3.23 Alongside the traditional footpath network there is a network of public rights of way (PROW's) and other routes through local green spaces that are not used to their full potential. To support healthier lifestyles for all, to reduce obesity and to meet wider activity targets the council's Leisure and highway teams will develop a minor interventions programme to explore local barriers to walking so that they are inclusive to all users.
- 3.24 To help stimulate sustainable economic growth in the eastern side of the borough, to tackle embedded health inequality. The council will work with stakeholders to develop a Public Health England School Neighbourhood Approach Pilot (SNAP) possibly at Abbey Primary School in South Wimbledon in the first year of LIP3 and identify a second location, potentially in the Pollards Hill, Eastfields or Western Road Corridor.
- 3.25 Improving connections to Earlsfield has a long standing barrier on the Wandle Trail at present, walkers, cyclists and runners using the trail have to travel down Penwith Road and busy Garratt Lane before returning to the path at either Acuba Road to the north or Trewint Road to the south.
- 3.26 If the trail was extended beneath the railway bridge and a new bridge crossing provided, this would provide a much safer, convenient and enjoyable route. The council's is committed to improve public access to the River Wandle and to closing what is locally known as the Wandle Trail's 'missing link' and other supporting improvements. Local groups, such as the Wandsworth Cycling Campaign and the Wandle Valley Forum have been campaigning for this to be addressed for many years.
- 3.27 The council's Air Quality Action Plan 2018 -23 includes a number of specific actions to reduce emissions from road transport. Actions include a commitment to a cycle Quietways between Clapham Common and Wimbledon forming the Merton section of the Wandle trail, to deliver a programme bicycle infrastructure and carrying out a borough wide cycling network audit to review and update the network. This will be informed by TfL's Cycling Infrastructure Database (CID), which contains all cycling infrastructure assets in London.

Borough Objectives

LO1: Develop a School Neighbourhood Approach Pilot (SNAP) bid during the first year of LIP3 to promote a cleaner environment and healthy lifestyles to help tackle physical inactivity and obesity in children.

LO2: Through the Local Plan and in partnership with TfL and Wandsworth continue to develop solutions to fill the Wandle Trail missing link, including new bridge across the River Wandle to Trewith Road.

LO3: Through its spatial policies the council will better control the impact of car growth and parking in new development, especially around areas with good connectivity by public transport.

LO4: Merton Council will work with TfL and neighbouring boroughs to bring forward a borough wide dock-less style cycle scheme possibly, including a trial of e-bikes to recognise potential barriers posed by longer travel distances in outer London.

LO5: Merton Council will work with land owners, developers, Mitcham and Wimbledon Common trustees, National Trust, Park Friends and other internal and external stakeholders to deliver an expanded cycle network across the Merton borough

LO6: When development proposals for new educational facilities or school are submitted to the council; there will be a requirement for the new development to achieve a minimum bronze standard (STARS).

LO7: The council will use the schools STARS programme and Bikeability training programme to encourage more walking and cycling .

Outcome 2: London's streets will be safe and secure

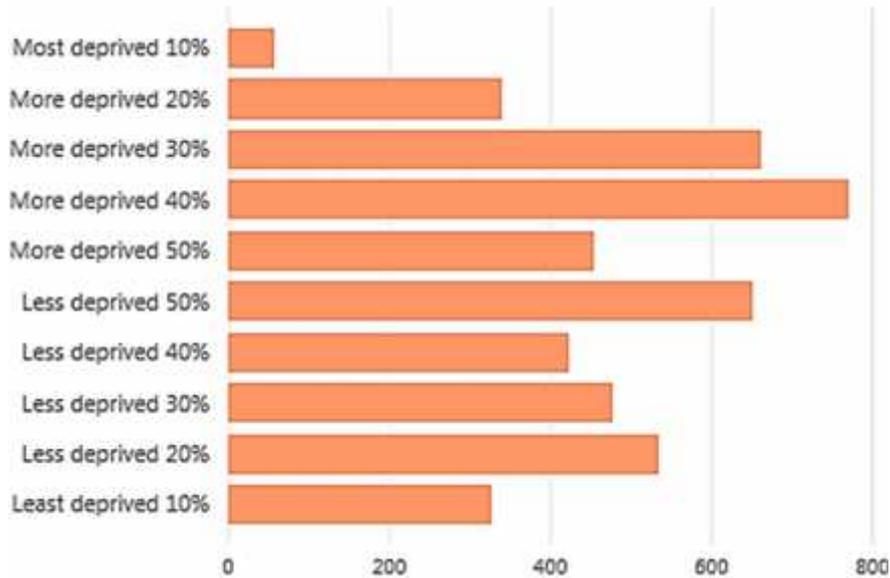
Challenges and opportunities

- 3.28 Car ownership and demand for travel both within the borough and between neighbouring boroughs has remained broadly static, with the latest DfT monitoring data suggesting a fall in Merton traffic levels over the past 15 years. However, shifts in peoples shopping habits, app based services is driving freight growth, including through increased home deliveries, especially for non-food items and rise of larger retail centres. These factors are expected, if no action is taken to combine resulting in increased congestion across the road network.
- 3.29 This growth has to potential to increase the prevalence of serious and fatal collision including away from the main road network. Any significant shift of traffic could also have adverse impact on the willingness of people to cycle or walk by reinforcing negative road safety fears. It is therefore necessary to deliver an assortment of measures to make people feel safer and specifically road danger as highlighted in the Mayor's Vision Zero action plan, which the council will adopt. The council will continue to prioritise LIP funding towards delivering this road safety vision.
- 3.30 Vision zero contains 5 core areas for action
-) Safe Speeds
 -) Safe Streets
 -) Safe Vehicles
 -) Safe Behaviours
 -) Post – collision response
- 3.31 The council supports planned pan London initiatives on improving Heavy Good Vehicle design through Direct Vision standards, including the proposed star rating system and fitting of safety systems including cameras and sensors.
- 3.32 Another disincentive to walking and cycling is the perceived dominance and speed of road traffic and lack of safe crossing places. Reducing traffic speed can reduce the severity of collisions and make streets more appealing places to walk and cycle especially for more vulnerable people who might otherwise be discouraged
- 3.33 MTS Policy 3, proposal 9 (b) The council will adopt the new casualty reduction targets in line with the new Mayoral targets and through an on-going review look to introduce road safety or road danger reduction measures at those locations that pose the greatest risk to vulnerable road users.
- 3.34 The council will use casualty data from a variety of sources including the London Accident Analysis Unit, LIP monitoring data via the Traffic Accident Diary System (TADs), Mast dash board and TfL borough fact

sheets (see tables below) to help prioritise and inform its annual programme of road safety interventions. The council will also engage with the Metropolitan Police and TfL post collision response reviews of sites (Go Look See notifications) where fatal collisions have occurred or other road safety concerns are identified.

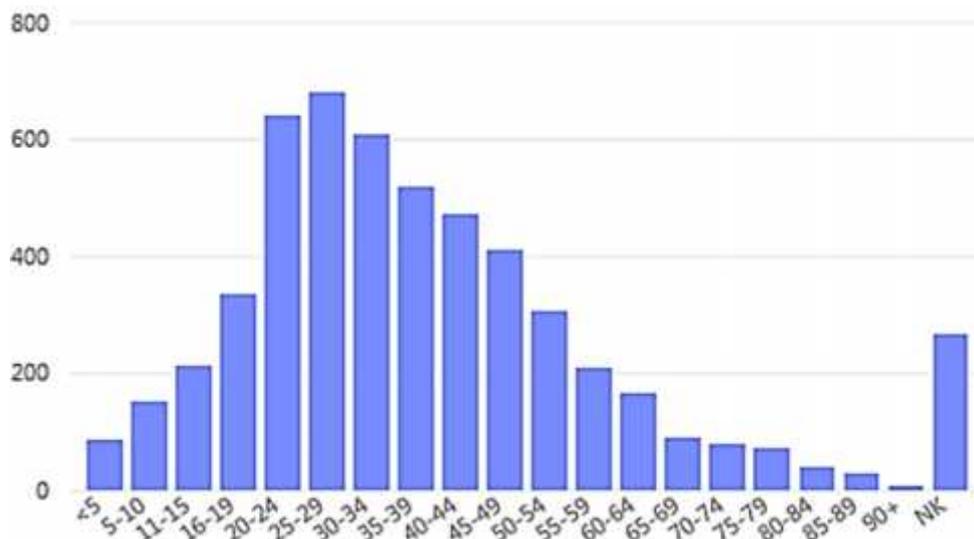
All Casualties by IDM Decile

3.35 Out of a total of 4698 casualties 49% of casualties were from the 50% more deprived wards and 51% of casualties from the less deprived wards



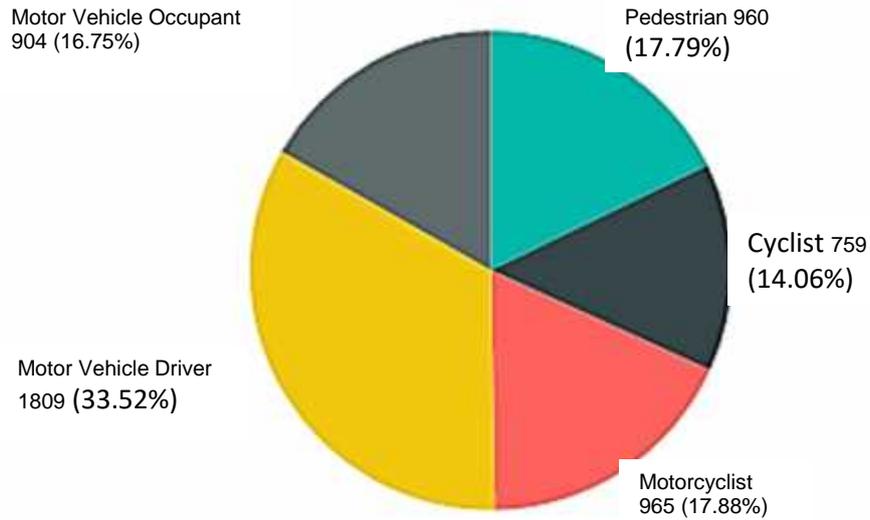
3.36 By age group 453 (8.2%) casualties were under 16yrs, 453 (8.2%) were 65 years old or greater and for 268 the age was unknown. The majority 4355 (78.7%) sit within the 16 – 64 year age grouping.

All Casualties by Age Group

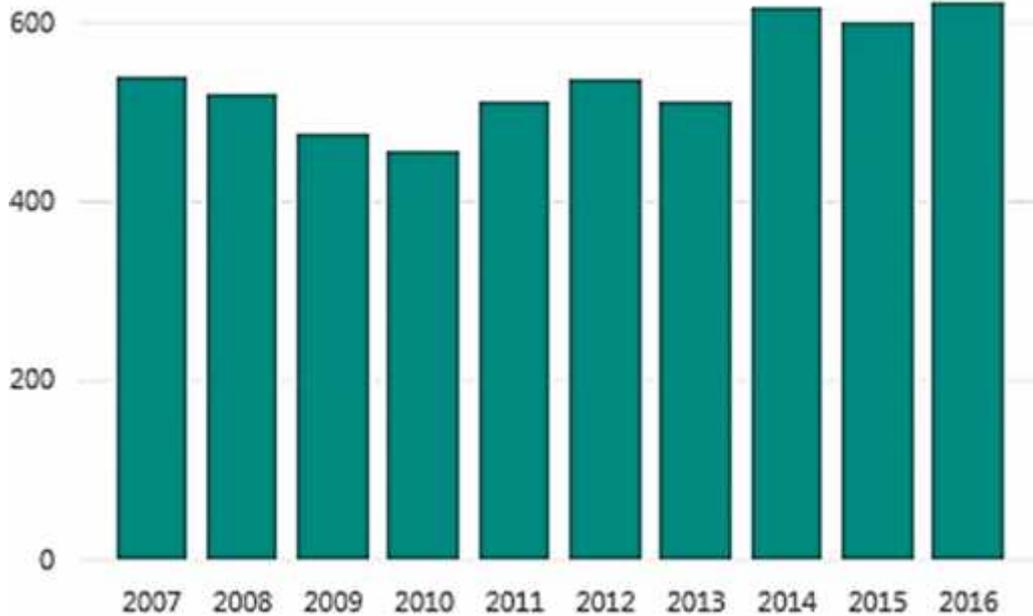


3.37 As can be seen below 49.7% of casualties were from vulnerable road user groups

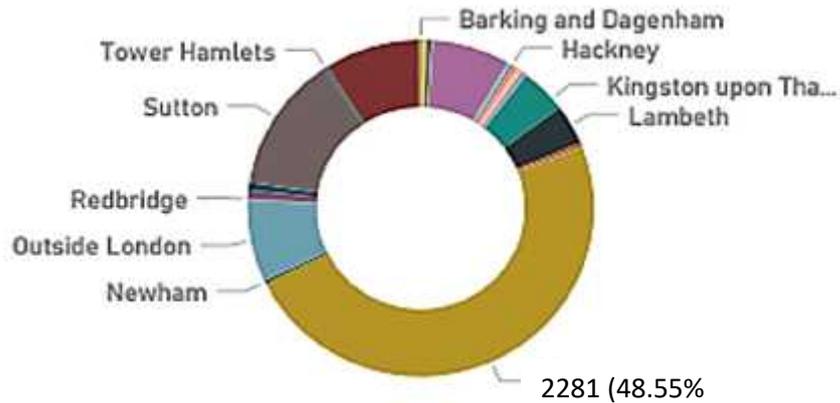
All Casualties by Casualty type



3.38 Casualties by Crash Year – this chart shows the trend in casualties. Follow a downward trend to 2010 numbers started to climb. However in recent years numbers have stabilised.



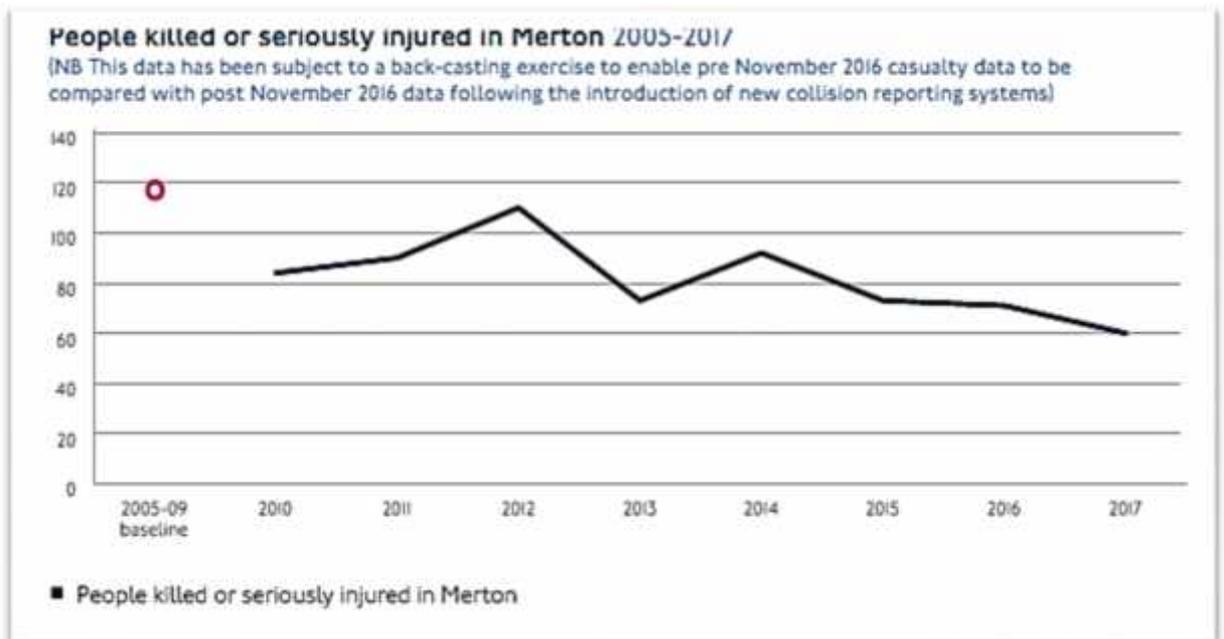
3.39 Casualties by Residency: 48.55% of casualties live in the borough, followed by Sutton 13.1% and Wandsworth 8.85%.



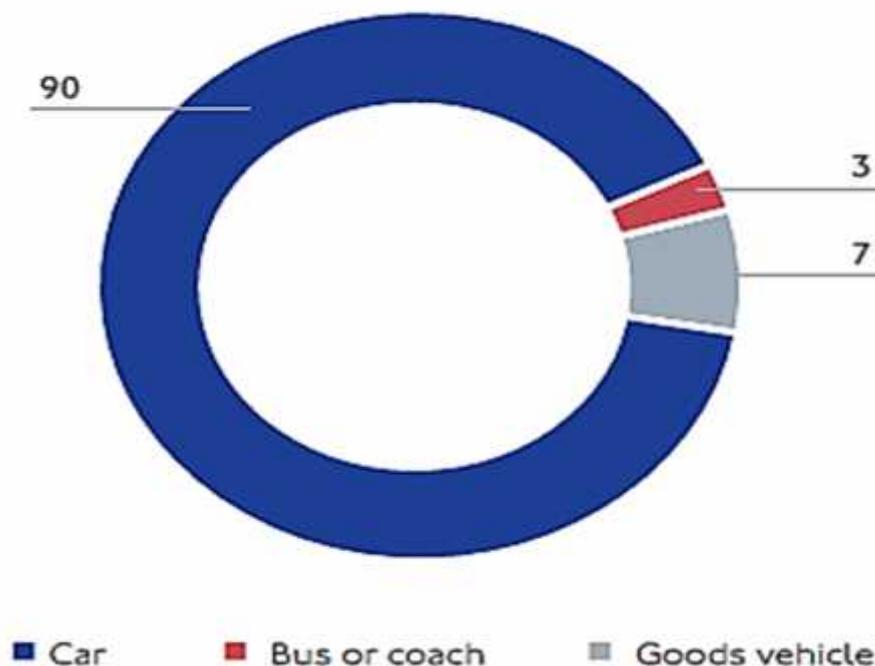
Source: TfL Mast dashboard - Road Safety Analysis – Mosaic data
Casualties Injured 2012 -2016

3.40 The tables below set out some headline facts about casualties in Merton during 2017. People killed and seriously or slightly injured in Merton

-) People were killed: 0
-) People were seriously injured: 60
-) People were slightly injured: 539



Non-injury vehicles involved where people were killed or seriously injured (%)



Source TfL borough Fact sheet (2017)

- 3.41 Another core road safety theme is helping to enable people to travel safely through supporting pan London marketing campaigns aimed at specific high risk behaviours or vulnerable road user groups, such as speeding, and drink drive. The council will work with the Metropolitan Police, Transport Police, TfL and other agencies to deliver a range of educational messages targeting specific behaviours, such as brighter biker, road safety talks in schools, Bikesafe and scooter safe and kerb craft. Many of these will be delivered alongside and inform school travel plans.
- 3.42 **MTS Policy 3, proposal 9 (a):** Road safety is the main concern for cyclists and indeed potential cyclists. Previously the council has rolled out a programme of area wide 20mph zones with traffic calming measures to physically reduce vehicle speeds, as well as localised 20mph speed limits outside schools.
- 3.43 Many council's in London have implemented 20mph speed limits borough-wide, an aspiration shared by Merton. The council is therefore working towards a borough wide 20mph zone and adopting design approaches, such as safer streets indicators that lower vehicle speeds and prioritise walking and cycling measures at the forefront of our proposals to give people the confidence to walk or cycle. Also see Annual Programme and scheme initiatives.

Borough objectives

LO8: Seek to deliver a borough wide 20mph speed limit over the period 2018/2019 to 2021/22.

LO9: Undertake annual reviews of its on-going a road safety and danger reduction programme so that those locations with the worst record are treated first with an emphasis on vulnerable road users full filling our Vision Zero Commitment.

LO10: Through its spatial policies and planning process the council will encourage development that promotes good design and natural surveillance with clear exit routes.

LO11: seek to Investigate and implement the most effective engineering and educational measures to reduce casualties on our roads, particularly those impacting on vulnerable road users and children.

LO12: Aim to improve the safety and confidence of all those wishing to travel actively through the take-up of cycle and pedestrian training initiatives for adults and children.

LO13: The council will promote and encourage the adoption of safer vehicles through its contracts and procurement processes

Outcome 3: London's streets will be used more efficiently and have less traffic on them

- 3.48 Many of our streets are increasingly congested. Changing work and shopping patterns add to the mix of problems, This is illustrated by the rapid growth of internet shopping, delivery apps and its knock on impact on freight and servicing, growth in flexible/home working and so called gig-economy.
- 3.49 The increase in freight traffic has been especially telling as it supports many aspects of day to day life by helping businesses to access the goods its needs and for workplaces to function. This change is especially noticeable in the appearance of the High Street where many once famous brands are no longer visible. This freight growth, especially amongst vans could have adversely affect road capacity.
- 3.50 The effects of freight growth can be particular prevalent around town centres and growth areas, which can bring specific logistical challenges and opportunities especially for bulk items, These might capture re-timing deliveries and consolidating loads, although this could also be applied to smaller loads. The council will support the potential for a regional consolidation centre with neighbouring boroughs.

- 3.51 A number of last mile delivery business using Cargo bikes are appearing across the capital, which offer the potential to replace some vehicle trips. The council will therefore encourage active mode transport delivery solutions across the borough.
- 3.52 There are areas across the borough where motorists rat-run through local streets or cruise streets looking for parking spaces. The council will work with residents to investigate and implement measures to reduce through traffic on local roads, including measures, such as filtered permeability schemes where access is restricted to cyclists only as part of a wider healthy neighbourhood proposal.
- 3.53 This rapid transformation has had a major impact on the way we go about our daily lives, our quality of life, and the way we travel work and socialise. It is therefore essential that we plan in flexibility from the outset so we can readily adapt to change in a positive way.
- 3.54 **MTS Policy 5, proposal 17d and 17e:** To help tackle some of these issues, where development comes forward the council will seek to ensure through its policies and negotiation with developers that appropriate mitigation measures, including modifications to existing kerbside restrictions are brought forward to enable good servicing practice.
- 3.55 Similarly, where highways proposals are brought forward, consideration will be given to incorporating within the design the needs of existing freight activity to reduce the impact on other road users.
- 3.56 **MTS Policy 5, proposal 19:** In many respects this is the most difficult challenge or indeed opportunity facing us as it presents a chance to tackle some deep-rooted dependency on private cars through targeted interventions to discretely nudge people's behaviour in a positive way including promoting the negative impacts of car ownership such as air quality and greater promotion of the health, social and well-being benefits of walking and cycling.
- 3.57 Although this can only be accomplished if the public are presented with realistic alternatives that recognise the short comings, gaps in public transport provision and individual lifestyle choices. This means that in the short term the car will continue to play a major role. This is especially true for cross borough trips and in areas poorly served by public transport.
- 3.58 A number of car clubs already serve residents and business in the Merton, each using a different operating model. The increased adoption of the floating car club model across London has demonstrated significant potential to coax people away from private car ownership (especially for 2nd cars) and better utilisation of kerbside space, whilst still indirectly promoting greater walking, cycling and public transport journeys.

- 3.59 Residents are protective of kerb space in their streets even though car club vehicles are being used by their immediate neighbours, who are equally entitled to use the space. The council will therefore work with providers to share the benefits of car clubs to the broader community.
- 3.60 The council has promoted a mix of car club operating models in the borough. It will encourage wider borough coverage of existing car club services and new providers, where this can be achieved in a managed way. This approach will support our programme of implementing controlled parking zones, where requested by residents and wider review of the parking permit diesel surcharge and potential emission based charges.
- 3.61 Providers will also be encouraged to adopt a greater proportion of all electric vehicles and move towards common access approaches e.g. single booking apps and sharing of data to boroughs and TfL.
- 3.62 In conjunction with a refreshed staff travel plan the council will set out its approach to supporting a shift to sustainable transport modes, including the potential of using car club vehicles as an alternative to staff using their own vehicles (grey fleets) as well as by health providers and local businesses to reduce car trips.
- 3.63 **MTS Policy 5, proposal 22:** The council is in the early stages of refreshing its Local Plan. This will provide opportunity to better realign its spatial policies in accordance with the MTS, Draft London Plan and sister documents as they are published. This will support the adoption of more stringent parking and cycling standards aimed at reducing car ownership as well as giving added weight in its policies towards inclusive access and facilities to encourage walking and healthier lifestyles.
- 3.64 Around 40 percent of Merton's streets, principally in the more densely populated north of the borough is managed by controlled parking zones (see figure 12 below). Zones boundaries are designated to deter unnecessary inter-zonal journeys.

- 3.68 In the pass year 9 new zones or reviews were taken forward. The council will continue to monitor and refine its CPZ programme to reduce the number of people driving to stations and other attractors across in the borough.
- 3.69 The recent Wimbledon master planning public consultation has highlighted potential to bring forward a new public activity space and better cycle access outside Wimbledon Theatre on Russell Road at its junction with The Broadway and Kings Road by reconfiguring the junction and designating the existing road space for pedestrian use. The scheme is expected to be borough forward for delivery in 2019/20.

Borough Objectives

LO14: Support the growth of car clubs, where this can be delivered in a managed way to facilitate the doubling of car club membership to around 10,000 members by 2022.

LO15: Merton Council will refresh its staff travel plan and potential of using car club vehicles as an alternative to staff using their own vehicles (grey fleets) as well as by health providers and local businesses to reduce car trips.

LO16: The council proposes to realign its spatial policies in accordance with the MTS, Draft London Plan and sister documents as they are published. This will support the adoption of more stringent parking and cycling standards aimed at reducing car ownership.

LO17: The council will investigate requests for new CPZ's or extensions to the hours of operations for existing CPZ's where petitions are received.

LO18 - The council will look favourably on supporting last mile delivery schemes using active modes where a convincing business case can be presented.

Outcome 4: London's streets will be clean and green Challenges and opportunities

- 3.70 Air and noise pollution is a significant health issue especially for the most vulnerable in society and damages the environment. The most effective approach to tackle this problem is to reduce the numbers of polluting vehicles on our streets and by creating the right conditions to persuade people to use active modes of travel.
- 3.71 Further details on air quality issue in Merton and the action the council is

taking to tackle the issue can be found in Merton's AQAP (2018- 2023)¹⁰. Figure 13 and 14 illustrates the noise and air quality in Merton. The AQAP identified that air pollution is worst along busy congested streets and junctions, including around Morden town centre, Colliers Wood and South Wimbledon.

- 3.72 Evidence¹¹¹² shows that, over time, poor air quality is associated with a range of mortality and morbidity outcomes; for example the Public Health Outcomes Framework estimates that 5.3% of mortality in Merton can be attributed to long term exposure to air pollution. Exposure to poor air quality is associated with a range of cardiovascular, respiratory and cerebrovascular health effects* and recent evidence suggests there may be a link between air pollution and a person being at increased risk of developing dementia**. The benefits of improving air quality are not limited to population health benefits, but also represent biodiversity, climate change and economic benefits.'
- 3.73 These impacts not only affect the external environment but also contribute to pollution in the home, where people spend most of their time (approximately 80% of air pollutants penetrate the built environment). Air pollution acts across the entire life cycle from early childhood to old age and contributes to early mortality in later years through cardiovascular and lung diseases. These impacts are of particular concern where they are in close proximity to schools, such as Merton Abbey Primary School on High Path, South Wimbledon which, was specially identified as having air quality issues further details can be found in the Mayor of London's School Air Quality Audit¹³.

¹⁰ <https://www2.merton.gov.uk/Merton%20AQAP%2020182023.pdf>

¹¹ http://www.euro.who.int/_data/assets/pdf_file/0017/234026/e96933.pdf?ua=https://bmjopen.bmj.com/content/8/9/e022404

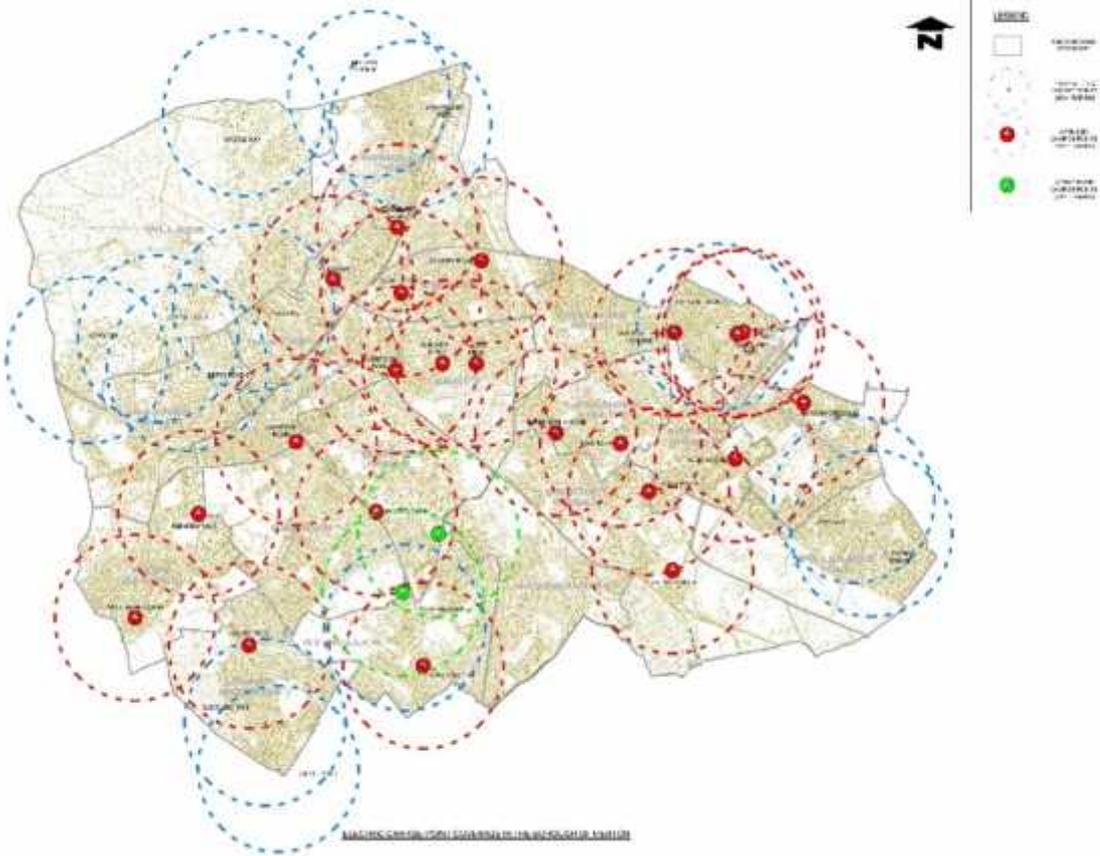
¹²

¹³ <https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/mayors-school-air-quality-audit-programme>

3.74 **MTS Policy 6, proposal 27:** The council will continue to explore opportunities to limit engine idling through driver education and health and air quality initiatives. These might include making anti-idling traffic management orders supplemented by enforcement action days. Where sites experience particular problems or where persistent offenders are identified the council will explore the viability of introducing physical measures to restrict access during school start and finish times, such as part-time road closures with CCTV camera enforcement.

3.75 **MTS Policy 7, proposal 32, 33 and 34:** Merton currently has approximately 68 operational “open” (available 24/7) fast charge points in the borough and 2 rapid chargers on the TLRN, with a further 31 fast charge points and 3 rapid chargers proceeding through the implementation process. Supported by strengthened policies in its Draft Local Plan and parking policies the council will promote a cleaner and healthier environment by encouraging the take up of cleaner vehicles and associated infrastructure (see figure 15 showing charge point catchment) with a view to ensuring that 85 percent of households have access to a publically accessible charge point within 800m or 10 minutes-walk of their home.

Figure 15: Existing and proposed on-street Electric Vehicle Charge Point locations (2018)



- 3.76 With the proposed expansion of the Ultra-Low Emission Zone and increased availability of smaller electric commercial vans. The need and demand for rapid charging infrastructure will increase. The council will therefore encourage business improvement districts boards, chamber of commerce and other business forums to promote cleaner vehicles. To assist this transition the council will continue to work with TfL towards facilitating a network of rapid chargers to target high mileage users, taxis and freight users at and busier industrial locations.
- 3.77 To ensure easy access to charging infrastructure it is essential that interoperability of charging is encourage in accordance with the Alternative Fuels Infrastructure Regulations 2017 the council will work towards ensuring all charging infrastructure accommodate a pay as you go (PAYG) option, including for infrastructure that falls outside the above regulations.
- 3.78 The council use the planning system and spatial policy to secure charging infrastructure on private land including the adoption of flexible management systems that allow access for non-residents.
- 3.79 **MTS Policy 6, proposal 35:** As part of its wider approach to improving air quality and impact of traffic congestion the council will consider the potential for emission-based parking charges, local low emission or restricted access streets and workplace parking levy to deliver Sutton Link, with a preference on this being taken forward on a south London basis.
- 3.80 The council supports the Mayor of London's new scheme to help smaller business owners scrap older more polluting vehicles, and investigates ways to help those with lower incomes to change to less polluting vehicles. This approach could also be considered as part of the council's review of parking charges.
- 3.81 We will continue to engage with the Mayor of London on air quality initiatives from City Hall: including the expansion of the Ultra-Low Emission Zone to the whole of greater London. We will also evaluate the air quality benefits and feasibility of introducing 'mini' Ultra-Low Emission Zones in the areas of the borough identified as having the poorest air quality
- 3.82 **MTS Policy 8, proposal 43:** Street trees add to the aesthetics of an area helping to create a more pleasant public realm and local identity. They also give added social value and help support business. They make for a more appealing walking environment and offer protection from the weather by providing protection from the heat, sun and rain. Trees also absorb rain through their leaf and root systems, thereby helping to relive the impact of climate change.
- 3.83 The council will seek to retain trees where reasonably possible. Where trees removal is required a suitable replacement approach will be taken forward that reflects the size, value and condition of the trees lost. This

process will be undertaken in collaboration with the council's green spaces team. Significant highway schemes should seek to incorporate additional green infrastructure in their design.

- 3.84 **MTS Policy 8, proposal 44:** More severe and frequent weather events are predicted in the future, in particular more extreme local flooding, Climate change adaption, including dealing with surface water run-off and enhancing the natural and built environment through the planning system and through ensuring the transport fabric is better able to cope will help to alleviate these effects. The council will promote the use of sustainable drainage systems (SuDS) and features as part of transport schemes in the borough in accordance with the boroughs drainage hierarchy set out in both the Merton's Local Plan, London Plan and supporting SuDS guide produced by the TfL¹⁴ Linkages and reference should be made to the

Mayor's Transport Strategy proposal 44 which states:

The Mayor, through TfL and the boroughs, will create Sustainable Drainage Systems (SuDS) to enable, each year, an additional effective surface area of 50,000m² to first drain into SuDS features rather than conventional drains and sewers. Other non-road transport projects should be designed to achieve appropriate greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible (in accordance with the drainage hierarchy set out in the London Plan). In all cases, drainage should be designed and implemented in ways that deliver other Mayoral priorities, including improvements to the water quality, biodiversity and amenity of the highway network.

- 3.85 Surface water treatment is another fundamental requirement of SuDS systems. Surface water run-off from highways and other areas of hard standing can contain contaminants such as oil, fats, organic matter, hydrocarbons or toxic metals. Although often at low levels, cumulatively they can result in poor water quality in rivers and streams, adversely affecting biodiversity and amenity value. After heavy rain, the first flush of water through the drainage system is often highly polluting; therefore SuDS should improve water quality through the SuDS 'treatment train' approach (using a combination of SuDS measures).
- 3.86 All of the potential healthy streets locations are identified as being at high risk of surface water flooding as shown in Merton's Strategic Flood Risk Assessment (SFRA 2017) and are shown to be within Critical Drainage Areas (CDA) in Merton's Surface Water Management Plans (SWMP).
- 3.87 Reported flooding has occurred in each of the three SNAP trial locations.

¹⁴ <http://content.tfl.gov.uk/sustainable-urban-drainage-november-2016.pdf>

Each of the locations present opportunities to implement Blue/Green infrastructure to address climate change impacts, through implementation of Sustainable Drainage Systems (SuDS) to help reduce surface water flooding and reduce peak flows to the sewer network through attenuation provision and/or infiltration.

- 3.88 **MTS policy 9, proposal 48:** Exposure to excessive noise can have adverse impacts on people's health, quality of life and overall well-being, including general annoyance, lack of sleep and other negative health outcomes with road transport being a major contributing factor. Reducing traffic demand, encouraging the uptake cleaner electric vehicles will assist this aim and support improved air quality, especially where vehicles are used more efficient ways such as through car clubs. Please see figure showing borough noise mapping.
- 3.89 Building on a previous regional scheme, the council will participate in the GLA funded pan London Non Road Mobile Machinery (NRMM) project.

Borough Objective

LO19: Work with TfL and partner operators to ensure that 85% of all households are within 800m or 10 minute walk of a publically accessible charge point by 2020/2021.

LO20: The council will explore opportunities to limit engine idling through driver education, health and air quality initiatives and enforcement/action days.

LO21: The council will work towards ensuring all charging infrastructure accommodates a pay as you go (PAYG) option, including for infrastructure that falls outside the Alternative Fuels Infrastructure Regulations.

LO22: To help improve air quality and reduce impacts of traffic congestion the council will explore the potential for emission-based parking charges and work place parking levy to deliver Sutton Link.

LO23: The council will seek to retain existing trees where reasonably possible. Where trees are lost a suitable replacement approach should be set out that reflects the size, value and condition of the trees lost.

LO24: The council will promote the use of sustainable drainage systems (SuDS) and features as part of transport improvements in the borough.

LO25: The council will use the planning system and its spatial policies to secure charging infrastructure on private land and in new development.

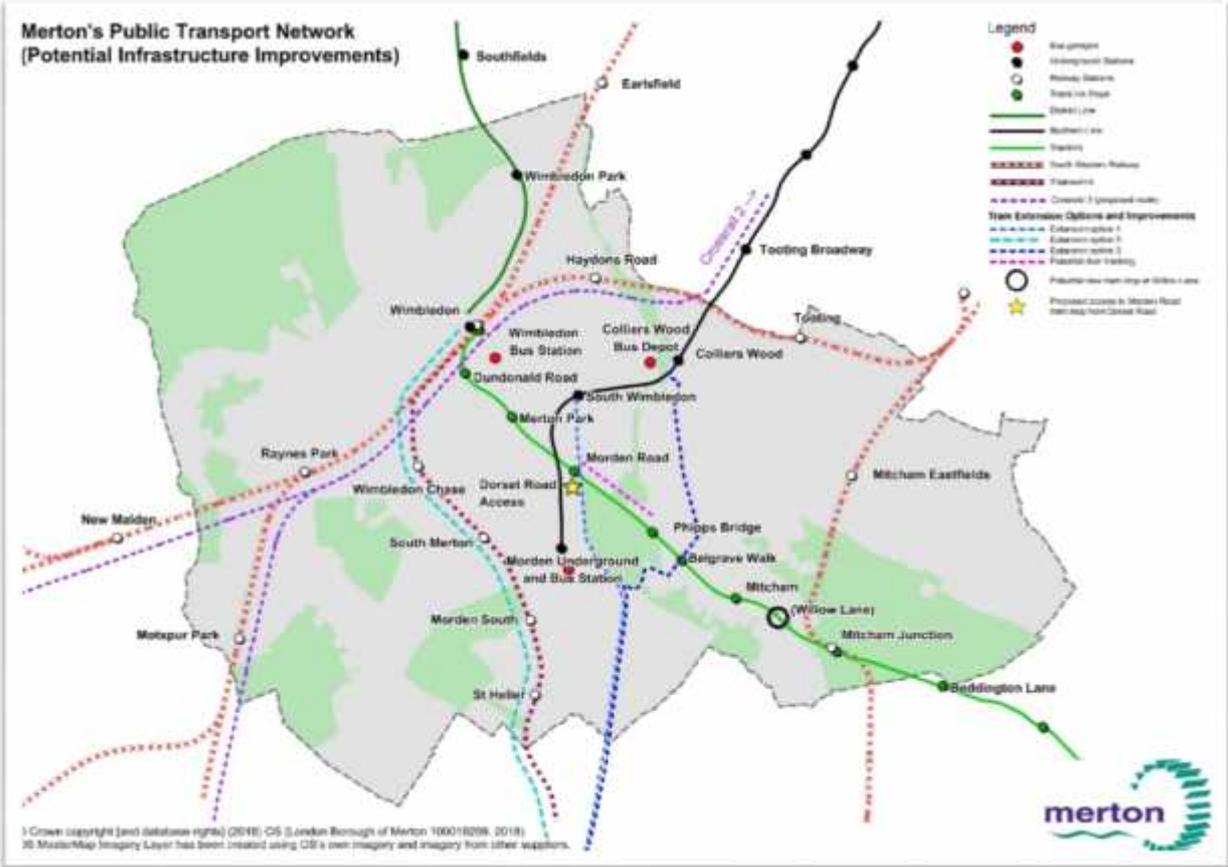
London Outcome 5: The public transport network will meet the needs of a growing London.

Challenges and opportunities

- 3.90 The council recognises the continuing funding uncertainties and long gestation period of more strategic infrastructure projects, such as Crossrail 2 and Sutton Link and is therefore planning alternative growth approaches to support public transport in the event they fail to come forward in the timeframe anticipated in the London Plan.
- 3.91 However, there are additional improvements to the London Tram network that have a better opportunity of being brought forward, notably upgrading the remaining single track section between Morden Road and Philips Bridge to twin track operation to provide additional capacity, Step free access from Dorset Road to Morden Road Tram Stop subject to acquisition of a short section of land and new tram stop at Willow Lane Industrial Estate.
- 3.92 Passive provision for this stop was included when the adjoining single rack was upgraded to twin track operation. For some time the local health authority has been considering the future of the nearby former Wilson Hospital. Should proposal come forward the stop could significantly improve connectivity (see figure 15)
- 3.93 **MTS Policy 10, proposal 50:** Significant over ranking by taxis is already a problem at busier stations, in particular at Wimbledon Station, where significant numbers on taxis double rank and can at times overflow onto neighbouring streets from the main queuing area adjacent to the station forecourt. This generally occurs outside of peak times including periods during the daytime.
- 3.94 At other station sites facilities are frequently poorly sited away from the station entrance and are therefore not always obvious, not fully accessible and lack seating and shelters. With more night-time tube services and wider evening economy good access is of increased importance. To help accommodate increased demand arising from a shift towards public transport and active modes it may be necessary to expand these facilities. In some locations pedestrian and roadside space is also restricted.
- 3.95 As development proposals come forward close to transport interchanges the council will use the planning process to bring forward enhanced taxi facilities so that they better serve the needs of users and are fully accessible. The council will work with TfL to identify future needs and where transport proposals come forward seek to include improved facilities for drivers as part of its wider aim of improving the whole journey experience for users.

- 3.96 Although Merton is served by a mix of public transport modes for many areas of the borough the bus remains the principal mode of travel, especially for more deprived communities. Buses also act as feeder services to local rail stations and busier transport hubs, such as Morden and Wimbledon town centres.
- 3.97 Improving connectivity in areas with a low Public Transport Accessibility Level (PTAL) score, especially by bus or other demand lead services offers an effective approach to support growth, access to employment and services as well as reducing reliance on private cars (also See 2.42).
- 3.98 TfL/London buses have identified significant bus reliability issues at Figges March roundabout. The council will support proposals to comprehensively design this junction to improve movement and reduce bus delays.

Figure 16: Potential Public Transport Infrastructure Improvements



Source Merton Council

- 3.99 New mobility services and operating models are beginning to establish themselves across London. Ensuring these opportunities are available to all may offer a means of filling service gaps where conventional public transport options prove unviable.
- 3.100 The expansion of new operating models of car clubs and dock-less cycle schemes could provide a means of improving social equity without the

risks and expense, providing regulatory issues can be overcome. Although operators are currently showing a prevalence for focusing on more affluent wards with a good public transport mix.

- 3.101 Proposal 29 of the MTS sets the aim that all TfL buses should have zero tail pipe emissions by 2037 at the latest. The Council will lobby TfL, GLA and London Mayor to significantly accelerate the roll out of electric and hydrogen buses in outer London.

Borough Objective

LO26: Work with TfL's bus priority team to bring forward and deliver proposals for bus priority measures as part of a reconfigured Figges Marsh junction redesign by the end of 2020.

LO27: Review and upgrade taxi standing facilities by 2021

LO28: The council will support TfL to trial the introduction of demand responsive bus services

LO29: We will work with TfL and other transport operators to improve bus connectivity in areas with low PTAL scores and/or potential for growth.

LO30: The council will work with TfL to enhance orbital and cross-borough bus services that provide residents improved access to employment and local services

LO31: The council will work with train operators and Network Rail that the frequencies of services meet demand.

LO32: The council will lobby TfL and London Mayor to accelerate the rollout of electric or hydrogen buses in outer London.

Outcome 6: Public transport will be safe, affordable and accessible to all.

Challenges and opportunities

- 3.102 **MTS Police 14, proposal 54 and 55:** Although 99.1% of Merton's bus stops meet a bus stop accessibility levels. However, many bus stops still lack shelters and seating, which often due to insufficient footway widths. Bus stops cages can also be too short to enable buses to pull in alongside the kerbs properly.

- 3.103 In conjunction with London Buses the council has reviewed the bus stop cages of all its bus stops to meeting changing good practice, demands of an ageing population and modern operational needs. To encourage more people to use buses the whole standing environment needs to be made more appealing to users and safe. Seating could also provide rest opportunities for pedestrians with limited mobility.
- 3.104 For some lower frequency routes services often divert away from main roads into local housing estates to serve community facilities and areas of passenger demand. Some of these streets can be narrow with high levels of on-street parking. Where demand is low buses frequently operate a system of hail and ride or request only stops.
- 3.105 Where this occurs the council will work towards ensuring kerb heights and adjacent standing areas meet accessible standards. Where movement is obstructed on a regular basis we will look favourably on requests from bus operators to introduce parking controls or physical measures to ensure on-going access.
- 3.106 The council, through its Local Plan will undertake to bring forward transport policies that support improved bus infrastructure with specific reference to enhancing pedestrian comfort to nearby stops and where reasonably practical require developers to upgrade local facilities, including the provision of appropriate shelters and seating.
- 3.107 Many station forecourt and entrance areas, especially at less busy stations can feel isolated and unwelcoming. The pedestrian environment is frequently cramped and no longer meets modern expectations. They can therefore feel removed from the surrounding neighbourhood. Physical site characteristics, such as embankments and space constraints serve to limit opportunities for improvements. Where adjoining sites come forward for development we will use the planning process to secure complimentary improvements that support better access and facilities.
- 3.108 The council has recently supported South Western Railways in its "Access for All bid" to the Department of Transport for step free access at Raynes Park and Motspur Park Stations. The council is also pushing for step free access at Wimbledon Chase Station through the planning process and delivery of a westbound access ramp for Haydon's Road Station. Opportunity is also available to provide a second step free access for Morden Road Tram Stop.
- 3.109 **MTS Policy 14, proposal 56:** TfL through its Assisted Transport Services roadmap has set a vision that people needing transport services should be able to do so in a spontaneous and independently way. The council shares this vision and will work with TfL, London council's and agencies to understand service demands and indeed future opportunities, such as

better integration between various services, app/web based booking and better use of local knowledge.

Borough Objectives

LO33: Work towards ensuring that bus stops are fully accessible and that where reasonably possible they are accompanied by shelters and seating.

LO34: Work with TfL and other agencies to better understand Assisted Transport Service needs in the borough.

LO35: Where movement is obstructed on a regular basis the council will look favourably on requests from bus operators to introduce parking controls or physical measures to ensure access.

LO36: Where reasonably practical the council will encourage developers to upgrade local bus stop facilities, including the provision of appropriate shelters and seating.

LO37: The council will use the planning process to secure complimentary improvements to support better access to public transport facilities

LO38: The council will work partners and developers through the planning process to identify and lobby for the provision of step free facilities at stations in the borough, including Raynes Park and Motspur Park Stations.

Outcome 7: Journeys by public transport will be pleasant, fast and reliable

Challenges and opportunities

- 3.110 For a south London Borough Merton is reasonably well served by all the main modes including rail, underground, tube, tram and bus (see public transport map 15). Despite this wide choice of modes available the bus still remains the main mode travel for many residents, especially in areas of lower connectivity and as feeder services to transport interchanges.
- 3.111 **MTS policy 16, proposal 66:** The Wimbledon Loop currently provides a half hourly service, which is insufficient to provide the reliability nor frequency that customers seek to attract greater patronage. The 2018 Southern Railway timetable changes were expected to combine Wimbledon Loop Metro Routes TL11 and TL12 to provide four peak hour trains per hour (daily) between St Albans City, Central London, Elephant and Castle, Herne Hill, Tulse Hill and Streatham.

3.112 This improvement could have provided a much needed incentive for more residents to consider using the service. However, rollout disruption continues to put these changes in doubt. The council will continue it's lobbying of Network Rail, Train Franchise holders and Central Government to encourage the necessary investment to increase services throughout the day and tackle capacity bottlenecks.

3.113 **MTS Policy 15, proposal 58:** The way and how frequently we travel is changing, causes include internet shopping, home and flexible working and the changing face of our town centres and loss of marque Stores. There is also more freight, especially light vans on our streets all of which adds to congestion, reduces mean traffic speeds and hence bus reliability. This has the greatest impact on high frequency bus routes (see figure 17).

Figure 17 showing mean bus speeds



Source: TfL modelled data

3.114 Physical street characteristics, long traffic queues and in-discriminant parking or loading add to the mix of obstacles. New development can also increase pressure on scarce kerb-side space. The council will continue to use the planning system to ensure that new development provide appropriate parking controls or loading facilities that manage the adjoining road-space so as to minimise the impacts on buses, walking and cycling.

- 3.115 Bus priority measures can range from introducing bus lanes, increasing signal priority to reduce delays, parking and loading bans and CCTV camera enforcement of bus lanes. Across the borough bus lanes can also operate at different days or the week and hours of operation, including morning peak, AM/PM peak or throughout the day. This mix of times may no longer meet current operational demands and can be confusing to motorists. The council will work towards bringing forward a review of bus lane times with London Buses to make times more consistent.

Borough Objective

LO39: To support proposals to review bus lane operational times and other priority measures to ensure that facilities continue to serve bus operational needs.

LO40: The council will work with train operators to ensure that the frequencies of services meet demand.

Outcome 8: Active, efficient and sustainable travel will be the best option in new developments

Challenges and opportunities

- 3.116 Merton is currently consulting on a new Local Plan accompanied by a suite of development plans, including the Estates Regeneration¹⁵ Plan and Wimbledon town centre. The council also remains committed to bridging this social and health inequality disparity that exist in the borough, by way of a number of policies including; housing, land use, economic, town centres and transport
- 3.117 Demand for travel through population growth is predominantly focused on the less affluent wards on the east side of the borough where public transport provision is less available. This growth is particularly evident in a changing school populace, rates of obesity, particularly among children and an aging elderly population.
- 3.118 These pressures are placing additional demands on stretched health services, including community transport providers. How we adapt to these stresses can influence people's overall health and wellbeing outcomes and support the local economy. It is clearly better to keep people out of healthcare rather than respond once issues develop.

¹⁵ <https://www2.merton.gov.uk/APPENDIXBEstateLocalPlan.pdf>.

- 3.119 It is therefore essential that new development across the borough recognises these factors. People's travel choices can be influenced by ensuring that new development embraces the healthy streets principles at the outset to promote a safer walking and cycling environment. This should extend to the immediate surrounds to ensure opportunities are taken to improve the wider public realm. The use of TfL's health streets indicators tool offers a useful way to assess potential impacts and demonstrate how proposals will positively impact on people's everyday lives.
- 3.120 The council is keen to promote more cycling and to optimise cycling potential in the borough, especially around town centres and other areas with good connectivity by public transport. This means ensuring that new development provides good quality cycle parking integral within the proposals, including ensure that visits are also confident in cycling to a location by installing secure short stay cycle parking.
- 3.121 Some of the biggest air quality and noise issues can arise during the construction phase, both from vehicles delivering materials and from site operations/machinery. These impacts can often be alleviated through better planning and using quieter plant/construction processes. An effective way of achieving this is through a construction and logistic plan to reduce vehicle movements, particularly during the traffic peaks.
- 3.122 Higher than necessary levels of on-site parking and/or unrestrained kerbside parking and loading can make for a unwelcoming street scene, which discourages community interaction, walking, cycling and public transport use. By limiting access to on-street parking permits and the effect management of kerbside space. When used alongside the Healthy Streets principles we can help create more environmentally friendly and safer places, where people want to live and socialise.
- 3.123 New development can allow us to establish sustainable travel patterns at the outset by helping to deliver better supporting infrastructure through financial or in-kind contributions, such as wider footways and land dedication to provide new facilities or linkages. The council will encourage developers to look beyond their site boundaries when seeking to mitigate the impacts of their proposals.

Borough Objectives

LO41: To use the planning system to encourage major new development to explore wider health issues associated with the local built environment, transport and air quality

LO42: To help mitigate transport impacts on the highway network during construction, where appropriate new development will be required to prepare a Construction and Logistic Plan in accordance with TfL's guidance (date July 2017- v3.0 or later).

LO43: To use spatial policy and the planning system to ensure that new development promotes health streets principals into their designs in line with T2 of the London Plan.

LO44: To use the planning system to promote permit free and low-car development.

LO45: To use the planning system to ensure new development meets parking and cycling standards as set out in London Plan.

LO46: To use the planning system and developer funding to mitigate potential noise and air quality impacts including during construction.

LO47: To secure s106 and CIL improvements and/or contributions to mitigate the impact on transport from development.

Outcome 9: Transport investment will unlock the delivery of new homes and jobs

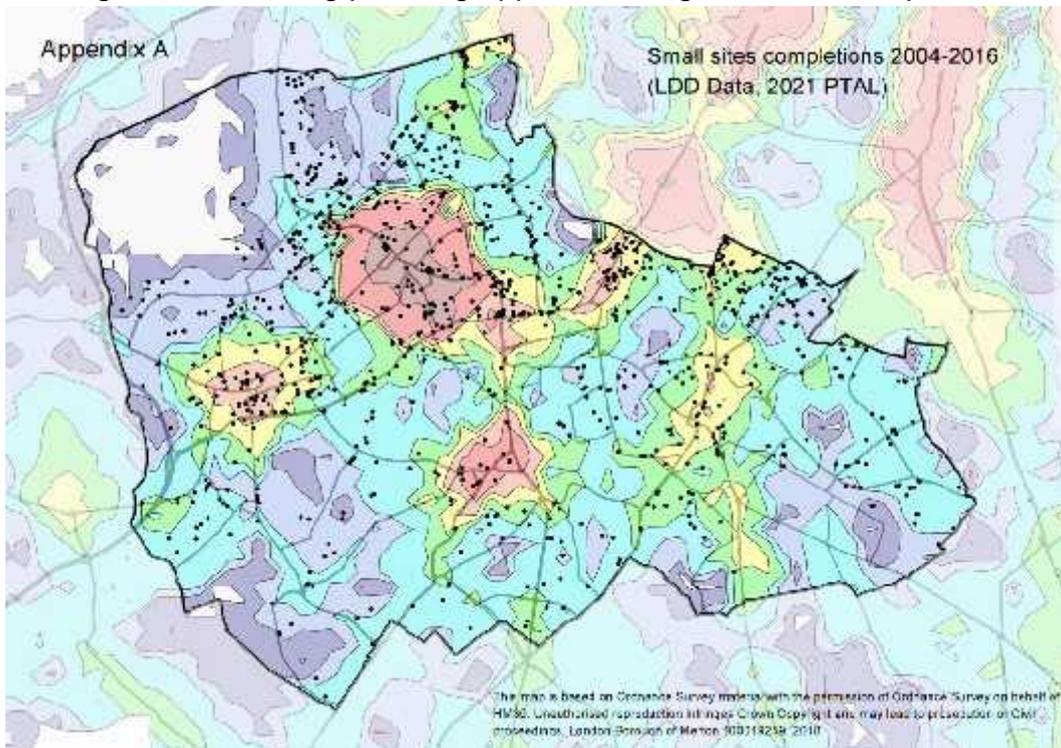
Challenges and opportunities

- 3.124 From many perspectives the scale of investment and impacts that could arise from Crossrail 2 have the ability to fundamentally transform development and movement across the borough, including reshaping Wimbledon town centre and surrounding wards as far as Rayne's Park and Motspur Park. Significant impacts are also expected to the Weir Road Industrial estate area just to the north of Wimbledon, Dundonald Rail siding and several industrial sites close to the safeguard route. The prospect of a new station at Tooting or Balham in the neighbouring borough of Wandsworth could further influence travel patterns in a positive way and promote development to the northeast of the borough, in particular around the Colliers Wood growth area.

- 3.125 Merton is also partnering with TfL and Sutton Council to explore the feasibility of a new tram or alternative rapid transit system between Sutton to Wimbledon with possible extensions to South Wimbledon or Collier Wood growth area via Morden. Called Sutton link, several route alternatives are currently being consulted on by TfL and subject to a positive outcome the preferred route option would be developed to Transport and Work Act Stage.
- 3.126 Both projects are currently unfunded but offer a complex mix of delivery and planning gains, each with the ability to significantly alter the way people move about the borough and open up new journey, housing growth and employment prospects.
- 3.127 The council will therefore continue to work alongside TfL, Network Rail and Business to find acceptable solutions to facilitate the delivery of Crossrail 2 and supporting track and station improvements at Motspur Park and Rayne's Park should funding come forward.
- 3.128 To help bring these infrastructure schemes forward, as proposals become clearer or refreshed safeguarding limits become available the council will use its Local Plan refresh and wider planning process to seek, through negotiation with land owners land needed to facilitate future delivery.
- 3.129 Merton has historically relied on small and medium opportunity sites coming forward. For the council to increase the number of dwellings coming forward across the borough it is essential that suburban districts in the southeast and southwest play their part in delivering the council's ambitious housing target. From borough analysis there are sizable areas around Pollards Hill, Cannon Hill and Lower Morden wards where net increases in housing growth are noticeably absent. Where development has taken place any net increase in house numbers are low. An obvious feature to both areas is poor connectivity by public transport, not just in the immediate area, but across the borough southern borders into the neighbouring boroughs of Croydon and Sutton.
- 3.130 Merton annual housing target has increased dramatically from 411 dwelling to 1328 to meet London-wide projections. Previous housing growth has relied extensively on opportunity windfall sites and small site intensification to meet our targets. The low PTAL scores in these areas mean that car dependency is particularly entrenched, especially in Lower Morden where the housing stock is typified metro-land style semi-detached, terrace and detached houses with generous frontages suitable for off-street parking. Bringing forward essential small sites in these areas without a corresponding net increase in car trips will require an increase in bus frequency, modal and destination choices

3.131 As demonstrated on the attached plan showing borough PTAL overlaid with small sites completions 2004 – 2016 (see Figure 18 below) development to date has predominately been focused in the northernmost wards. The Cannon Hill and Lower Morden wards are also typified by higher the borough average car ownership rates (1.2 and 1.3 cars per household based on 2011 census data). For the Pollards Hill and Long Thornton call ownerships remains around one vehicle per dwelling despite being typified by higher levels of social deprivation and poorer health outcomes. Apart from the Rowan Road/Streatham Vale corridor, which serves Stratham Common Railway Station bus passenger numbers are low.

Figure 18: Housing planning applications against PTAL map



Source; Merton planning application database

3.132 In recent years the council in partnership with the Mitcham Common Conservators has delivered new shared walking and cycling paths along Commonsides East and Beddington Lane. Expanding this cycle network to better align with routes in Sutton, Croydon and Mitcham town centre would provide improved linkages to both local employment opportunities and the London tram network with its high frequency service to Croydon and Wimbledon. Some of these routes are inter-connected by public rights of ways which could further improve walking access, especially where these enhance cross borough links to Croydon and Sutton.

- 3.133 Similarly, the Cannon Hill and Lower Morden area is punctuated by several large green spaces. Opportunities exist to open up conversations with private land owners and other council teams to bring forward walking routes across these spaces, including Morden Park, Cannon Hill Common, Prince George's Playing Fields and Mostyn Gardens. Connecting these spaces could help link neighbouring communities and enable residents to pick up local rail services at Merton Park and Rayne's Park or Northern Line services at Morden town centre.
- 3.134 Enhanced public transport provision between Mitcham town centre, Philips Bridge and Colliers Wood (opportunity areas) could facilitate a number of regeneration opportunities and sites along this corridor, including a local area of deprivation. The proximity of these district centres could support greater mobility through the development of healthier street schemes in the vicinity.
- 3.135 To encourage sustainable outcomes and support new homes across the borough it is essential that opportunity is taken to provide the right environment and good connections to facilitate good quality development, especially in areas where PTAL is poor. Providing safe cycle linkages can help fill the access gap and support healthier live styles.
- 3.136 Morden town centre is identified as a growth and housing opportunity area. The council is actively progressing its vision to transform the centre in partnership with TfL and its sister organisations to redefine the road space and public realm. Picking up on the Mayor's Healthier streets indicators, improvements will aim to tackle poor air quality, reduce traffic dominance, enable a better setting for retail and businesses and create a healthy place for residents and users of the tube station.
- 3.137 In recognising a changing society it is also important to consider the potential of demand lead mobility services, such as mini bus services. These new premium transport platforms are developing rapidly and have the potential to fill gaps in public transport provision where these would not normally be viable or to serve as local feeder services. Outside peak times services could provide alternatives and more flexible access to local healthcare facilities. The council therefore needs to understand their potential contribution in supporting community and wider transport aims.

Borough Objective

LO48: Work with TfL, GLA and partners to bring forward new development, including transport solutions for Morden town centre and other growth or transformational areas, especially where this brings forward transport investment to support growth.

LO49: Support new innovative ideas to providing inclusive mobility services that complement existing public transport services

4 Mayoral Strategies that have informed the LIP

- 4.1 In preparing this LIP the council has given regard to the following Mayoral Strategies.

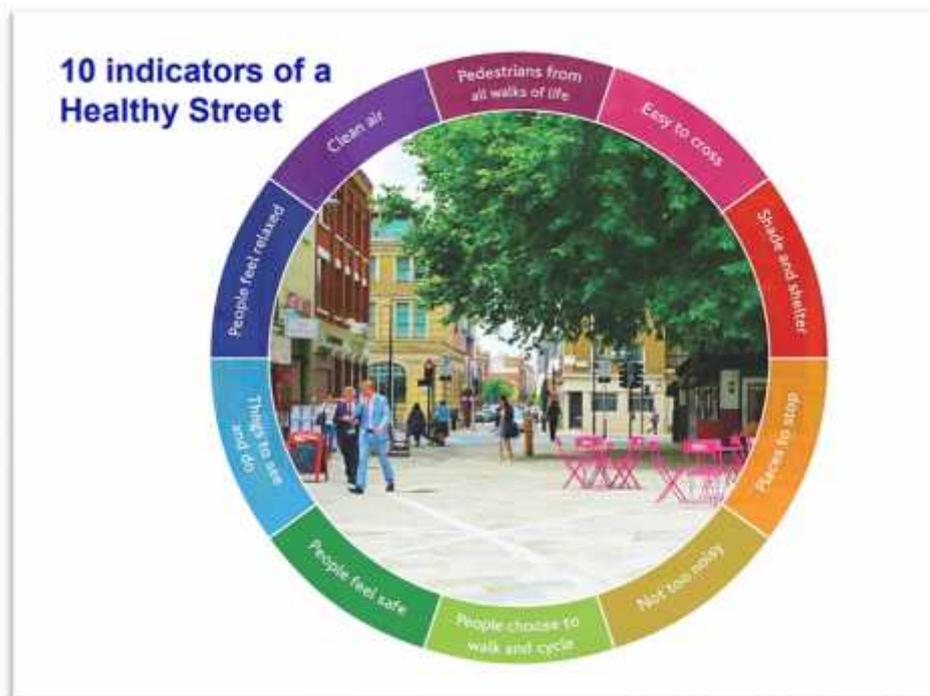
The Mayoral strategies can be viewed via:

<https://www.london.gov.uk/get-involved/mayor-london-draft-strategies-and-consultations>

Healthy streets¹⁶

- 4.2 Based around the 10 Healthy Street indicators the Healthy Streets Approach seek to deliver more inclusive city where people choose to walk, cycle and use public transport. This document has informed future spatial public realm and transport policies in the Local Plan and will be applied to larger LIP schemes.

¹⁶ <https://www.london.gov.uk/what-we-do/health/transport-and-health/healthy-streets>



Draft London Plan 2018

- 4.3 The most significant Mayoral strategy is the revised draft London Plan (2018)¹⁷. It sets out an integrated spatial plan for London for the development of London over the next 20-25 years. The council LIP supports the aims, goals and transport projects outlined of the plan, specifically major transport proposals, supporting a growing London. Proposals will also be adopted within the council’s draft Local Plan (public consultation October 2018). Adoption is expected late 2019.

The Health Inequalities Strategy (2018) “Better Health for All Londoners”

- 4.4 Sets out an over-riding vision of “A healthier, fairer city, where nobody’s health suffers because of who they are or where they live” It describes the main issues which lead to inequalities and proposes a set of aims for reducing them.
- 4.5 These are summarised under the broad headings of Healthy Children, Healthy Minds, Healthy Places, Healthy communities and Healthy habits. Many of the themes discussed share an overlap with MTS outcomes, specifically Healthy Streets and Healthy people. Additionally they support Merton own Health and Wellbeing Strategy 2019-2024 plan and Joint Strategic Needs Assessment Merton Story 2018¹⁸.

Vision Zero Action Plan

¹⁷ <https://www.london.gov.uk/what-we-do/planning/london-plan/new-london-plan>

¹⁸ https://www2.merton.gov.uk/Merton%20Story%20FINAL_June_2018.pdf

- 4.6 This plan set out the Mayor's commitment and context through which TfL and the boroughs will work towards the aim of reducing the number of people killed or seriously injured on London's streets to zero by 2041.
- 4.7 Road collisions are a major public health problem that affects the lives of thousands of people every year and a significant barrier to more people walking, cycling and for making Merton a better place to live. The council has therefore adopted the Mayor's principal aim as borough Objective 1, which will be delivered through our casualty and danger reduction programme.

London Environmental Strategy (May 2018)

- 4.8 The strategy brings together an assortment of approaches and actions to tackle environmental issues affecting London in an integrated way; including air quality, green infrastructure and climate change, waste, the low carbon economy and noise.
- 4.9 This strategy builds on the objectives outlined in the councils current Community Plan¹⁹ and climate change Strategy and will help to shape updates on both plans in 2019 also see:

London Housing Strategy May 2018

- 4.10 The Mayor's London Housing Strategy sets out his vision for housing and his proposals to make it happen. It also outlines his longer-term ambitions for the future. This vision underpins the five priorities of the Mayor's London Housing Strategy:
- Building homes for Londoners;
 - Delivering genuinely affordable homes;
 - High quality homes and inclusive neighbourhoods;
 - A fairer deal for private renters and leaseholders; and
 - Tackling homelessness and helping rough sleepers.
- 4.11 The central aim is to build more homes for Londoners, particularly affordable homes. This is really important area to the council and we are looking to prepare a new housing strategy in 2019 based on on-going research, which is due to report shortly.

The Mayor's Economic Development Strategy (2018)

- 4.12 The Economic Development Strategy (EDS) sets out how the Mayor aims to ensure that all Londoners can benefit from economic growth across the capital. The strategy has 3 main goals:
-) Opening up opportunities: everyone should be able to benefit from as our city offers

¹⁹ https://www2.merton.gov.uk/merton_community_plan.pdf

-) Growth: ensuring our economy will continue to thrive and is open to business.
-) Innovation: to make London a world leader in technology and a hub of new ideas and creativity.

4.13 Merton's Economic Wellbeing Group Employment and Training Action Plan outlines key challenges around the borough in particular youth and long term unemployment. These will be refreshed to reflect the Mayor's new approach objectives through the council's various strategies and business plan.

The Mayor's Cultural Strategy

4.14 The Mayor has made culture and the creative industries one of his top priorities. The draft Culture Strategy outlines an ambitious vision to sustain a city that works for everyone. The policy has four themes:

- Love London - more people experiencing and creating culture on their doorstep
- Culture and Good Growth - supporting, saving and sustaining cultural places
- Creative Londoners - investing in a diverse creative workforce for the future
- World City - maintaining a global powerhouse in a post brexit world

4.15 Merton was awarded London Borough of Culture Status for 2019 following its successful "Common Ground Bid" which demonstrates the importance it places in involving residents and businesses from across the borough in cultural activities and the life opportunities, connections and wellbeing that cultural activity creates across all communities.

Cycle Action Plan (December 2018)

4.16 This plan sets out to demonstrate how promoting more cycling can help to improve air quality, people's health and reduce traffic congestion. Providing more and better quality cycling infrastructure will also help make cycling, easier, safer and more convenient as well helping to open up places, historic sites and public transport to everyone.

4.17 A core focus of this LIP is to better connect Merton's network of green spaces, parks and others places to cycling by upgrading existing facilities and bringing together a connected network of dedicated cycle paths and routes linking local places and public transport facilities supported by cycle parking facilities.

5 The Delivery Plan

Introduction

- 5.1 This chapter sets out our Delivery Plan for achieving the objectives of this LIP. It includes:
- Linkages to Mayor's Transport Strategy priorities
 - A list of potential funding sources for the period 2019/20 to 2021/22;
 - Long-term interventions
 - Three year indicative Programme of Investment for period 2019/20 to 2021/22
 - A detailed annual programme for 2019/20

Linkages to the Mayor's Transport Strategy priorities

- 5.2 The Delivery Plan was developed to align the borough's projects and programmes with the policy framework of the Mayor's Transport Strategy, the overarching mode share aim, each of the nine outcomes, and the relevant policies and proposals see table ST01 below.

TABLE ST01: Linkages between LIP projects and programmes and the Mayor's Transport Strategy outcomes.

Project / Programme		MTS mode	MTS outcomes							
			Improving active, efficient and sustainable mode share	No 1:-Active	No 2:- Safe	No 3:-Efficient	No 4:- Clean & Green	No 5:- Connected	No 6:- Accessible	No 7:- Quality
	Programme name									
1	Casualty and danger reduction	✓	✓	✓						
2	Accessibility Programme	✓	✓	✓		✓		✓		
3	Morden town centre regeneration	✓	✓	✓	✓	✓	✓	✓	✓	✓
4	Electric Vehicles Chargers, Car Clubs and mobility initiatives				✓	✓				
5	School travel plan co-ordinator and supporting educational programme	✓	✓	✓		✓				
6	Cycle parking programme	✓	✓	✓		✓	✓			
7	School part time road closures	✓	✓	✓		✓				
8	Motorcycling support programme		✓							
9	Supporting Sutton Link Tram or BRT			✓	✓		✓	✓	✓	✓
10	Develop School Neighbourhood Approach Pilot (SNAP) at Merton Abbey First School (formally Schools Super zones project)	✓	✓	✓		✓				
11	Air Quality Initiatives			✓						
12	Bikeability Training	✓	✓	✓						
13	Beddington Lane Cycle Route	✓	✓	✓	✓					
14	cycle routes	✓	✓	✓	✓					
15	Figges Marsh signalised Roundabout re-configuration	✓		✓	✓				✓	
16	Safer walking routes/streets	✓	✓	✓	✓					
17	Borough-wide 20 mph speed limits	✓	✓	✓		✓				
18	Western Road/Pollards Hill or Eastfields Liveable Neighbourhood bid	✓	✓	✓	✓	✓				

TfL Business Plan

- 5.3 In developing and preparing the borough's programme of works (as outlined in the Delivery Plan), the borough has considered the Mayor's aspiration to deliver the major projects in TfL's Business Plan and the milestones associated with these projects – including major infrastructure associated with Growth Areas and Opportunity Areas.
- 5.4 There are no funded major projects identified in the Transport for London business plan for 2018/19 – 2022/23, although a number are on significant projects are being developed. Other programmes which will impact on the daily lives of Merton residents and businesses are indicated below:

Programme	Output
More digital services and smart ticketing	Oyster top up app including and ability to purchase travel cards and other future upgrades. TfL TravelBot
Crossrail 2	Hybrid Bill can be submitted to Parliament in 2020
Extension of the tram network in Sutton.	Development of business case to transport and works act stage.
Northern line upgrade	Capacity/Improved service and reliability
Bus safety programme	Mayor's bus-specific road safety targets
Accessibility Programme	A major programme of investment to improve accessibility at Tube stations across the network

Sources of funding

- 5.5 Table ST02 below identifies potential funding sources for implementation of our LIP, including LIP funding allocation from TfL, contributions from the borough's own funds, and funding from other sources.
- 5.6 The key source of funding for new transport interventions is the borough's LIP allocation. Figures provided by TfL indicate that the borough will receive £1,314,000
- 5.7 In addition to the above, the borough intends to make bids to TfL as specific programme funding is released and resources permit. To date no bids are outstanding.
- 5.8 The borough also uses its own resources and resources from developers to pursue local objectives and ensure that the road network remains in a safe and serviceable condition. This principally relates on on-going highways maintenance programme for local roads, staff costs and parking controls.
- 5.9 The council only receives limited financial contributions from developers via section 106 agreements for specific local projects these currently amount to around £100,000pa. Although this is often complimented by sites specific measures aimed at mitigating potential adverse transport impacts, which are constructed by the developer.

TABLE: ST02 Potential funding for LIP delivery

Funding source	2019/20 £k	2020/21 £k	2021/22 £k	Total £k
TfL/GLA funding				
LIP Formula funding – Corridors & Supporting Measures	1,314	1,314	1,314	3,942
Discretionary funding Bus Priority- see 3 Year Programme)	800	tbc	tbc	800
Strategic funding	0	0	0	0
GLA funding	0	0	0	0
Sub-total	2,114	1,314	1,314	4,742
Borough funding				
Capital funding	6,100	6,100	4,100	16,300
Revenue funding	2074 See note (a) below	2074 See note (a) below	2074 See note (a) below	6,222
Parking revenue	200	200	200	600
Workplace parking levy	See note (b) below	See note (b) below	See note (b) below	0
Sub-total	8,374	8,374	6,374	23,122
Other sources of funding				
S106	100 See note (c) below	100 See note (c) below	100 See note (c) below	300
CIL	See note (d) below	See note (d) below	See note (d) below	0
European funding	0	0	0	0
Defra	See note (e) below	See note (e) below	See note (e) below	0
Sub-total	100	100	100	300
Total	10,338	10,288	7,838	28,464

Notes:

- The revenue figure includes Highways maintenance, Transport Planning, Road Safety, Street Lighting, Bridge and flood risk allocations
- The council in partnership with TfL and Sutton Council are looking at whether a work place parking levy is a viable proposition. Although the councils first choice would be for any scheme to be taken forward on a south London basis.
- Funding from S106 contributions is normally limited to specific development related projects. Transport improvements tend to be delivered via a Section 278 agreement rather than financial contributions to the council, as such they are difficult to quantify. For the last full financial year the council received circa £100 in contributions. This level of funding is anticipated to continue.
- Over the next 12 months we will be preparing the Infrastructure Needs Assessment for our new Local Plan. Once this has been completed we will seek CIL and other sources of external funding to fill the funding gaps identified as appropriate.
- The council has received funding from DEFRA to reduce floor risks of £190K in 2018/19 it is not clear whether this support will continue.

Long-Term interventions to 2041

5.10 In the medium to long-term the Merton Council believes that a number of significant, but currently unfunded, investments will be required to ensure the economic and social vitality of the borough and growth potential. These are shown in Table ST03 below with indicative funding and uncommitted timescales. There is increasing uncertainty regarding many of the larger the projects below. Therefore limited weight should be given

as to whether they will proceed. Other investments are dependant of third party land or development sites coming forward to lever in funding and build a compelling business case.

- 5.11 **Freight consolidation facility:** Under published Crossrail 2 proposals Wimbledon Station will be comprehensively reconfigured and developed. A tunnel portal will also be sited just to the north of the town centre, although details are still being worked through. Even if excavated tunnel material is not moved locally, significant impacts can reasonably be expected on the transport network. The provision of a consolidation centre will therefore be crucial to minimising movements and delivery of this project.
- 5.12 **Crossrail Rail 2:** The new railway would improve access to and from London across the wider South East, and significantly reduce congestion on existing Tube and National Rail services. It includes a major station and tunnel portal at Wimbledon. Although no final decision has been made, viability and outline design work is moving forward to help define the project scope and infrastructure needed and to reduce overall expected costs.
- 5.13 **Work Place Parking Levy:** Investigative work is being jointly undertaken with TfL and Sutton to understand whether given Merton's business geography this could support a levy type solution to increase transport investment and in particular to support Sutton Link. Whilst some powers are already in place, additional enabling legislation may still be required. This type of Levy is untried in London and some uncertainty therefore exists on timescales, which could take 6 years to achieve. The council's preference would be for a south London based scheme.
- 5.14 **Sutton Link Tram/Bus Rapid Transport:** Following a public consultation on a number of route options by both tram and bus rapid transit the preferred route from Sutton to South Wimbledon or Colliers Wood is expected to be put forward by TfL in February/March 2019, with planning consent being sought in 2020 and construction 2022 – 2025. However, this timescale is dependent on a robust funding solution coming forward to meet a significant funding gap.
- 5.15 **Willow Lane Tram stop:** This has been a long standing borough aspiration to boost access to the Willow Lane industrial estate, which has poor road links and is not directly served by public transport. Passive provision for a stop was nominally included during previous track upgrading work, although the exact location of a future stop will need to be revisited. The nearby Wilson Hospital Site is expected to come forward for redevelopment over this timeframe although details as still being explored.
- 5.16 **London Tram Double tracking between Morden Road and Philips Bridge Tram Stops:** A short section of single track sits between these two stops. TfL patronage forecasts point to severe future congestion on the Wimbledon branch line, with trips across the whole tram network rising to

56m trips by 2030. Service improvements are likely to be needed to underpin growth in Croydon, including proposed Westfield Centre. Double tracking will help improve service resilience by increasing capacity and smoothing out vehicle headways as identified in TfL's Trams for Growth programme.

- 5.17 **Morden Road Southern Access:** The development of a step free access from Dorset Road to Morden Road Tram stop is a long standing borough aspiration. Most of the proposed route has been safeguarded via s106 agreement together with around £20,000 of funding. However a very small triangle of land is needed from the adjoining cadet site to complete the path, which would need to be secured through negotiation with the land owner. TfL have made a preliminary assessment and confirmed that the project could be deliverable, subject to some equipment /infrastructure modifications on the stop itself. The proposal would support future tram growth and accessibility objectives.
- 5.18 **Step Free Access to Motspur Park and Raynes Park:** Motspur Park is operated by South Western Railways and has around 1,150,000 million entry and exits. Blossom House an Independent special needs school is sited nearby on Station Road. Due to the station's setup, access to the platform is via stairs only, making it unsuitable for wheelchair users and people with mobility problems. Similarly, Raynes Park Stations is also operated by South Western Railways with 4,400,000 entry and exits and around 174,000 interchanges. The station has four platforms on two islands and is raised up on an embankment. There is a long footbridge over the tracks, which is set at an angle. Passenger access to the station is via subway at street level on either side of the main line. Again the station is not suitable for people with mobility issues.
- 5.19 **Rail devolution and South London Metro:** Merton Council supports TfL's plans for rail devolution and South London Metro to create a more joined up rail network along the same lines of London Overground with the overarching aim of providing:
-) More frequent services, better interchanges and increased capacity
 -) Improving reliability for all passengers.
 -) High standards of customer service.
- 5.20 The devolution plans would create a new DfT/TfL partnership offering better strategic planning, management and expansion of rail suburban passenger services, which in turn will help to support the regions employment and housing growth aspirations.

TABLE ST03 - Long-term interventions up to 2041

Project	Approx. date	Indicative cost	Likely funding source	Comments
Freight consolidation facility/central collection hub	2024-2041	£4.0M	Crossrail 2	Construction consolidation facility required to deliver Crossrail 2 or Wimbledon town centre central collection facility
Crossrail 2	2020-2041	£30+ Billion	TfL, Network Rail Government and developer contribution	Identified nationally important rail project. This would support the Wimbledon town centre planning framework
Cross-borough workplace parking levy	2019-2041	£5.0m	TfL, LB Merton and other South London Boroughs	To support Sutton Link. Survey work and consultation would only be taken forward following scrutiny of wider implications. No decision has been taken to proceed.
Sutton Link Tram/Bus Rapid Transport	2022-2025	£350.0m - £460.0m	LB Merton, LB Sutton, TfL and Government	Will Support housing Growth and public transport mode share
Willow Lane Tram Stop	2022-2025	£1.40m	Developer Contributions	To Improve connectivity/support growth. Passive provision in place.
London Tram Dual tracking between Morden Road and Philips Bridge Tram Stops	2025-2025	£1.5m	TfL	To support service reliability and capacity improvements outlined in Trams for Growth programme
Morden Tram southern access to Dorset Road	2022-2024	0.2m	TfL/s106	To provide a more convenient step free access from the westbound platform, although this may be linked to Sutton Link proposals should they proceed. Currently un-programmed.
Step free access Motspur Park and Raynes Park Stations and other less busy stations	2020 - 2029	10m	DfT/SWR/ Network Rail	To provide full step free access to all platforms subject to successful DfT "access for all"
Rail devolution and South London Metro	2041	Undetermined at this time	DfT/Network Rail/TfL/TOCS	Should return significant service and capacity improvement for south London

Three-year indicative Programme of Investment

5.21 The Three Year indicative Programme of Investment for the period 2019/20 to 2021/22 is provided in table ST04 below.

STABLE ST04 - Three-year indicative programme of investment for the period 2019/20 to 2021/22

The table summarises, at a programme level, the borough's proposals for the use of TfL borough funding in the period 2019/20 – 2021/22.

London Borough of Merton TfL BOROUGH FUNDING 2019/20 TO 2021/22	Programme budget		
	Allocated 2019/20	Indicative 2020/21	Indicative 2021/22
Local transport initiatives	100	100	100
CORRIDOR, NEIGHBOURHOODS & SUPPORTING MEASURES	£k	£k	£k
Casualty and danger reduction	250	250	250
Accessibility Programme	140	140	140
Morden Town Centre Regeneration	90	90	90
Electric Vehicle Car Points, Car Clubs and mobility initiatives	10	10	10
School Travel Plan Co-ordinator and supporting education programmes	40	40	40
School part time road closure	40	40	0
Motorcycling support programme	25	25	0
Supporting Sutton Link Tram or BRT	50	50	50
Develop School Neighbourhood Approach Pilot (SNAP) at Merton Abbey First School (formally Schools Super zones project)	40	40	40
Air Quality Initiatives (also see note iv)	15	15	15
Bikeability Training	85	85	85
Beddington Lane Cycle Route	30	0	0
Cycle Routes	150	150	200
Figges Marsh signalised roundabout re- configuration	60	60	0
Safer walking routes/streets	40	40	40
Borough-wide 20mph speed limit	230	200	100
Western Road/Pollards Hill or Eastfields Liveable Neighbourhood bid	30	30	235
Sub-total	£k1,414	£k1,414	£k1,414
DISCRETIONARY FUNDING	£k	£k	£k
Liveable Neighbourhoods	0	tbc	tbc
Major Schemes	100	See Note (i)	See Note (i)
Principal road renewal	See note (ii)	See note (ii)	See note (ii)
Bridge strengthening	50	tbc	tbc
Traffic signal modernisation	See note (iii)	See note (iii)	See note (iii)
Sub-total	£k150	£k0	£k0

STRATEGIC FUNDING	£k	£k	£k
Bus Priority	800	tbc	tbc
Borough cycling programme	0	0	0
London cycle grid	0	0	0
Crossrail complementary works	0	0	0
Mayor's Air Quality Fund	0	0	0
Low Emission Neighbourhoods	0	0	0
Sub-total	£k800	£k0	£k0
All TfL borough funding	£k2,364	£k1,414	£k1,414

Note

- i. Merton is working in partnership with TfL to deliver Morden town centre regeneration proposals. The design of the accompanying transport proposals outlined within the former Major Scheme bid are being delivered by TfL in tandem with the development planning process.
- ii. Merton is no longer in receipt of principal road renewal discretionary funding.
- iii. TfL's signal modernisation funding has been reduced by 90% to 2021. Only critical safety works will be undertaken.
- iv. Merton Council is also participating in the joint borough/GLA funded pan London Non Road Mobile Machinery (£889K) project for construction sites.

Supporting commentary for the three-year programme

- 5.22 The MTS has set out some extremely challenging objectives in particularly increasing the percentage of sustainable trips, raising the amount of physical activity in people's daily lives, improving air quality and making London's streets safer. These objectives sit comfortably alongside Merton's own aspirations, in particular, the growing health challenges and health inequalities.
- 5.23 Population and employment growth, changing travel demands and social change is fuelling congestion and increased freight movements. Evidence also continues to build on the harmful impacts of tailpipe and airborne pollutants on air quality and people's health.
- 5.24 The squeeze on local government funding is anticipated to continue. The level of Merton Capital and income generation continue to be affected by economic pressures and uncertainty. Therefore in developing this programme the council has sought to present a realistic, funded and deliverable programme of interventions that recognise the council's capacity to deliver within the LIP timeframe and in house capability to bring proposals forward and to make programme bids, where funding streams are identified.
- 5.25 It also draws upon proposals identified in discussion with other council teams, evidence based assessment and on-going work programmes. It will be co-ordinated with other revenue based work streams and projects to avoid abortive works and to maximise investment opportunities and outcomes.
- 5.26 Other important considerations used in prioritising our programme include:-

-) Potential to encourage modal shift/reduce congestion to active modes
-) Level of deprivation/health disparities
-) Prevalence of personnel injury collisions
-) Level of known public/councillor support
-) Identified growth areas
-) areas with poor connectivity

- 5.27 Merton Council will also consider opportunities to capturing added value by coordinating investments, including third party developments, where borough investment could attract additional investment and to open up investment or growth opportunities.
- 5.28 Legal, public consultation and statutory processes even with a strong political lead can often be time consuming and regularly result in the need to revisit more complex schemes on multiple occasions before proposals can be delivered. Even then there remains no guarantee that proposals will proceed resulting in abortive work.
- 5.29 Whilst significant infrastructure investment remains on the horizon in the form of Crossrail 2 and Sutton Link both schemes identified in TfL's business plan remain unfunded.
- 5.30 As most public transport journeys include a walk at the start or journey end. This programme will seek to indirectly support these indicator targets through a range of interventions, including improved bus infrastructure and walking connections.
- 5.31 There are many short journeys that could comfortably be made by active modes. Merton will therefore continue to focus on delivering tangible walking and cycling improvements to create the right setting to encourage the necessary shift in attitudes. This approach aligns with the London Mayor's overall aim that *"Londoners do at least the 20 minutes of active travel they need to stay healthy each day"* and Transport for London (TfL), Healthy Street for London approach.
- 5.32 This programme also starts to put in place some of the measures and broader approaches needed to support MTS objectives, such as supporting the expansion of car clubs and introduction of a cycle hire scheme, although with many former providers pulling out of the London market the future direction of this product is becoming less certain.
- 5.33 As set-out in 2.110 and objective LO17 the council is seek to ensure that 85 percent of households have a charge point within 800 metres or 10-minute walk. This will equate to around 150 publically accessible charge points by 2022, including a network of 20 rapid chargers and lamp column socket trial. The exact locations will be determined by infrastructure

requirements, on-going demand and requests from residents and businesses.

- 5.34 Morden Town Centre Regeneration - The council in partnership with TfL have prepared a summary of strategic transport needs, titled Scheme Operational Requirements and Delivery Approach. This funding will help deliver a number of high level outcomes and objectives including:-
-) Ensuring the street design encourages more walking and cycling.
 -) Is easy to use and accessible public transport facilities.
 -) More efficient road network.
- 5.35 Casualty and danger reduction – the council will continue to deliver a programme of physical road safety interventions. Delivery priorities will continue to focus on vulnerable road users and meeting the council KSI target.
- 5.36 School travel Plan Co-ordinator and supporting educational programmes - through school travel plans we intend to work with schools work to raise awareness of emissions and pollution, including how it damages health and the environment, encouraging students to choose more sustainable ways to travel to school and to avoid more heavily polluted routes.
- 5.37 We currently promote Walk 4Life Merton offering a regular walking programme for all ages and abilities. We have also provided walks for community groups such as CIL, Stroke Association and the local Women's Tamil Group. Walk information is sent out to St Helier Hospital, Wimbledon Guild, Age UK and local surgeries plus on web page www.merton.gov.uk/walk4life
- 5.38 We will provide cycle training from beginner to Level 3 commuter level for school children and adults (see LO07) and educational and behavioural events.
- 5.39 Prioritisation for delivering new cycle infrastructure identified in Figure 10, takes account of the potential for cycle trips (see figure 8), linkages to cross borough scheme e.g. mini Holland proposals in Kingston, stakeholder buy-in such as, Common Conservators and green spaces team, whether proposal fill gaps in existing routes and deliverability.
- 5.40 Cycling related infrastructure schemes to be developed could also include:
-) Pedestrian phase at Windmill Road/Croydon Road junction (cyclists will be expected to dismount), thereby completing a cross borough route into Sutton via Beddington Lane (being progressed).
 -) Whatley Avenue shared path.
 -) Bushey Road Toucan crossing.
 -) Commonsides West - shared-use path on town green –this will link

up Mitcham- Croydon.

- J Figges Marsh-Widening of existing path and conversion to shared-use-Carlingford Gardens – Streatham Road. Figges Marsh is Town Green Status.
- J Path Improvements between Whatley Avenue and Grand Drive- Needs to be upgraded from PROW to Shared-Use status.
- J Lavender Park (Western side) path upgrade and potential widening
- J Bushey Road (just west of junction with Martin Way) Convert footway to shared-use path.
- J Cannon Hill Common –Introduce a shared-use path across the common
- J Introduce wheeling ramps across various footbridges within the borough.
- J Extend the path from New Malden-Raynes Park by up to West Barnes Lane as originally proposed.
- J Introduction of secure on-street cycle storage (i.e. Cycle Hangers)

5.41 School Part-time road closures (Experimental) – This is being explored at a number of schools where specific issues have been identified involving either air quality, congestion or danger reduction. Potential schools for include:

- J Merton Abbey primary School, High Path, South Wimbledon;
- J Harris Primary Academy, Ivy Gardens, Mitcham;
- J Singlegate Primary School; South Gardens;
- J St Thomas of Canterbury; Morden;
- J Links primary School, Mitcham.

5.42 Cycle parking – Merton Council will continue to deliver new cycle parking where opportunities are identified within new schemes. The delivery of a dock-less style cycle hire scheme will also require new cycle standing areas to be provided on-street this process can be used to expand cycle parking for adhoc users.

5.43 These are expected to be delivered mainly around town centre locations where demand is highest. The cycle also intends to trial cycle parking facilities for modified bikes who lack dedicated facilities.

5.44 Air Quality Initiatives, the council will support the following initiatives through

- J Schools air quality audits at 3 sites (locations to be determined);
- J Non Road Mobile Machinery London²⁰ wide project (Construction sites - match-fund £4K per year for three years;
- J Evaluation of traffic in one air quality focus area in Merton;
- J Extension of diffusion tube network.

²⁰ Note - The NRMM project is principally funded through the GLA and other borough funding.

Risks to the delivery of the three-year programme

Table ST05

5.45 Table ST05 below shows the principal risks associated with delivery of the LIP together with possible mitigation actions for the three-year programme. The risk register summarises the strategic risks identified that could impact on the three-year programme of schemes/initiatives.

TABLE ST05 - LIP Risk Assessment for three-year programme 2019/20-2021/22					
Risk	Likelihood			Potential mitigation measures	Impact if not mitigated
	H	M	L		
Financial					
Reduction in funding levels available from TfL, Merton Council's own resources, or from third parties.		M		Re-prioritisation of remaining funding and/or consideration of lower cost solutions where viable without compromising scheme objectives. Consider extending planned delivery period for LIP programme as whole or selected individual schemes. Across the broad reduction for all programmes where contractually possible	Mitigation may have limited effect. Some aspects of LIP programme may no longer be taken forward.
Increases in programme or individual project costs.		M		Use effective project management techniques to keep effective control of project costs/project creep. Where costs are unavoidable, reduce project scope or reprioritise funding from other projects or programmes	Project or programme may not fully meet original objectives. Some project may not be taken forward.
Proposal fails to receive continued TfL Major scheme support for existing scheme or Liveable Neighbourhoods programme funding for new proposal		M		Explore reasons for refusal with TfL's programme sponsor and other TfL directorates. Amend design and scheme objectives to obtain approval. Alternatively, consider reprioritisation of other funding and seek to implement as much as possible. Delivery schemes in phases using available budgets	Project may not proceed or be delayed. May compromise delivery of other parallel or supporting projects.
Statutory / Legal					
The council is required to "implement" it's LIP under s151 of the GLA Act without sufficient external funding support.			L	Explore possibility for legal challenge, if possible jointly with other London boroughs	Unknown, as this provision has never been challenged. In the worst case there could be unforeseen

				impacts on other Council services.
Third Party				
Partners or stakeholders do not implement projects for which they hold the lead responsibility.		M	Engage in lobbying activity, jointly with other local authorities and others. Consider re-prioritisation of borough funding to support lower cost alternative projects.	LIP and Mayoral objectives may not be achieved, with potential adverse impact on economic growth, increased road congestion, public transport overcrowding, failure to meet mayoral indicator targets etc.
Public / Political				
Individual schemes or programmes fail to receive support during the public/statutory consultation stages or scheme subject to judicial review		M	Ensure adequate engagement at the earliest possible stage. Consider scheme redesign to overcome objections	Scheme may not proceed. Impact will depend on original objectives of scheme.
Changed political objectives/priorities following local elections or general election		M	Engage with new Members at early stage to understand and clarify changed priorities and policies	Delivery period for the LIP programme may be extended, or projects may not proceed.
Individual schemes or key scheme deliverables are not approved by Members.		L	Ensure adequate engagement at the earliest possible stage. Consider scheme redesign to overcome objections. Reschedule or modify delivery programme	Scheme may not proceed. Impact will depend on original objectives of scheme.
Programme & Delivery				
Reduction in staff resources/increased staff turnover limits or delays ability to plan and deliver the LIP programme	H		Use agency staff, charged direct to individual projects	Delivery period for the LIP programme may be extended, or projects may not proceed.
Projects and programmes do not deliver expected MTS objectives or indicators		M	Scheme benefits need to be reviewed and confirmed at each stage of project or programme. Consider scheme or programme modifications if there is "early warning" of failure to deliver outputs	LIP or Mayoral objectives may not be achieved.
Delays to individual projects caused by Members, which impacts upon the delivery of the programme can add considerable staff cost and affect morale.		M	Undertake early and effective engagement with Members. Where possible integrate local Members into monitoring processes. Carry out extensive consultation to ensure project reflect constituent priorities	Delivery period for the LIP programme may be extended, or projects may not proceed.

Delays to individual projects or programmes for reasons other than those listed separately above		M		Depending on length of delay, programmes may still be achieved within the LIP period. Otherwise LIP delivery period will need to be extended.
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Annual programme of schemes and initiatives

Proforma A

- 5.46 The annual programme of schemes (Proforma A) has been completed and submitted to TfL via the Borough Portal. The programme of schemes will be updated annually.

Supporting commentary for the annual programme

- 5.47 Development of the 2019/20 programme follows the same overall pattern as the 3 year programme outlined above. It continues or modifies on-going programmes, such as road safety and bikeability training to reflect borough targets, whilst introducing new proposals to deliver MTS priorities and performance indicators. A separate detailed programme will be prepared for individual road safety interventions programme based on collision analysis. A simple assessment matrix will be explored to help prioritise requests for danger reduction interventions and to manage delivery expectations.
- 5.48 Merton Council is currently at the very early stages of developing School Neighbourhood Approach Pilot (SNAP – formally Public Health England, Schools Super zones project), which is expected to be led by the council’s health team. Several schools are being approached as potential sites, including Merton Abbey Primary School, which was identified as having air quality issues through a GLA funded Air quality Audit. The audit identified a number of intervention that could support the SNAP project.
- 5.49 The SNAP project aims to look holistically at barriers to good health, including encouraging more active travel, improving the walking environment and educational aims. The project is expected to be a precursor to a healthy neighbourhood scheme submission. A series of project workshops have taken place to clarify how the scheme will look, to identify key objectives as well as how other stakeholders can contribute to delivery.
- 5.50 The Liveable Neighbourhood programme opens up the possibility of developing a local showcase to demonstrate to residents how on an everyday level the look and feel of their streets could be made over to provide a better and safer environment by applying the healthy streets

principles. Over the following year we will begin the process of sifting potential bid locations, including the Western Road corridor, Eastfields or Pollards Hill areas and pulling our ideas of how a scheme might look. Depending on how the SNAP pilot it will draw upon adopted objectives to give added value.

- 5.51 The scope of the accessibility programme has to be expanded to cover a broader range of interventions, including supporting improved taxi facilities and other broader measures to support improved access to transport facilities and services.
- 5.52 The council will continue to offer to a full range of bikeability training to both adults and children to increase personal confidence and safety, including for those who may wish to return to cycling after a long absence. This will run alongside other road safety education programmes. It would also like to trial pre-bikeability training for children with special educational needs to improve physical activity.
- 5.53 Over the past year TfL, in partnership with Sutton and Merton Councils has undertaken extensive feasibility work, including a public consultation to work up proposals and identify a preferred route alignment for Sutton Link. Support funding for research is included to assist project planning and business case development. Funding is included to support parallel work packages.
- 5.54 We are currently developing proposals to roll out 20mph speeds limits across all our streets to make them safer and deliver the Mayor's Vision Zero objective. This will be delivered across the period through to 2021/2022. In sensitive locations such as around schools this may be accompanied by physical measures.
- 5.55 To support increased cycling the council is continuing to provide more cycle parking facilities, including non-standard cycle facilities and re-designation of road space in areas of high demand.
- 5.56 Motorcyclists represent another vulnerable road user group with 17 KSI's and 81 casualties recorded in 2017. We will offer a range of initiatives including a Brighter- biker (pre-learner rider programme), Bike/scooter safe (aimed at post CBT and experienced P2W riders), partnership working with the police motorcycle riders.
- 5.57 Table ST06 below shows the principal risks associated with delivery of the LIP together with possible mitigation actions for the annual programme. The risk register summarises the strategic risks identified that could impact on the annual programme of schemes / initiatives

Risk assessment for the annual programme

ST06 - LIP Risk Assessment for annual programme - 2019/20					
Risk	Likelihood			Potential mitigation measures	Impact if not mitigated
	H	M	L		
Financial					
<p>Last minute reduction in TfL Corridor funding. Reduction in the Council's own funding allocation or from third parties sources.</p>			L	<p>Re-prioritisation of remaining funding and/or consideration of lower cost solutions where viable without compromising scheme objectives. Consider extending planned delivery period for LIP programme as whole or selected individual schemes. Across the broad reduction for all programmes where contractually possible</p>	<p>Mitigation may have limited effect as some aspects of LIP programme may well not progress if re-prioritisation is necessary. Increased potential for abortive costs. The council would lose further in-house capability to delivery programme</p>
<p>Increases in programme or individual project costs higher than anticipated.</p>			L	<p>Use effective project management techniques to keep effective control of project costs/project creep. Where costs are unavoidable, reduce project scope or reprioritise funding from other projects or programmes</p>	<p>Project or programme may not fully meet original objectives. Some aspects of LIP programmes may well not proceed if re-prioritisation is necessary</p>
<p>Proposal fails to receive continued TfL Major scheme support for existing scheme or Liveable Neighbours programme funding for new proposal</p>			L	<p>Explore reasons for refusal with TfL's programme sponsor and other TfL directorates. Amend design and scheme objectives to obtain approval. Alternatively, consider reprioritisation of other funding and seek to implement as much as possible. Delivery scheme in phases using available LIP budget</p>	<p>Project may not proceed. May compromise delivery of other parallel or supporting projects</p>

Statutory / Legal					
Council is required to “implement” it’s LIP under s151 of the GLA Act without sufficient external funding support.			L	Explore possibility for legal challenge, if possible jointly with other London boroughs	Unknown, as this provision has never been challenged. In the worst case there could be unforeseen impacts on other Council services.
Third Party					
Partners or stakeholders do not implement projects for which they hold the lead responsibility within anticipated timescale.			L	Engage with other local authorities and/or stakeholders to bring project back on track. Where viable consider re-prioritisation of borough funding to support lower cost alternative or stop-gap initiative	Reduced likelihood of LIP and Mayoral objectives being met. Potential adverse impact on economic growth, increased road congestion, public transport overcrowding etc. Project could be postponed
Public / Political					
Individual schemes or programmes fail to receive support during the public/statutory consultation stages or scheme taken to judicial review			L	Ensure adequate engagement at the earliest possible stage. Consider scheme redesign to overcome objections. Rollover scheme to following year to allow for extended consultation period	Scheme may not proceed resulting in abortive work and costs. Unspecified impacts on similar scheme proposals e.g. reduced political support.
Changed political landscape following snap general election		M		Engage with Members to clarify direction, priorities and policies	Delivery period for schemes may be extended, or projects may not proceed.
Individual schemes or key scheme deliverables are not approved by Members.			L	Ensure adequate engagement at the earliest possible stage. Consider scheme redesign to overcome objections. Reschedule or modify delivery programme	Scheme may not proceed. Impact will depend on original objectives of scheme.
Programme & Delivery					
Reduction in staff/agency		M		Reprioritise staff resources to	Selected projects

staff/increased staff turnover limits or delays ability to plan and deliver the full LIP programme				focus on key outcomes. Seek replacement agency staff resources	may not proceed or planned extended to following year
Projects and programmes do not deliver anticipated benefits/outcomes		M		Scheme objectives need to be scrutinised at each key stage of the project/programme. Redefine parameters if there is “early warning” of failure in expected outputs	LIP or Mayoral objectives may not be achieved.
Delays or changes to project scope by Members, which impacts upon the delivery of the programme can add considerable staff cost and affect morale.		M		Undertake early and effective engagement with Members. Where possible integrate local Members into the design processes. Carry out extensive consultation to ensure project reflect constituent priorities. Ensure Members are aware of implications on delivery.	Delivery period may be extended, or projects may not proceed.
Project stalls/unforeseen delays to individual projects or programmes for reasons other than those listed above		M		Re-programme/reallocate expenditure to bring forward other LIP projects to fill the gap	Depending on length of delay, projects may still be delivered. Otherwise delivery will need to be extended to future year.

Monitoring the delivery of the outcomes of the Mayor’s Transport Strategy

Overarching mode-share aim and outcome Indicators

5.58 Table ST07 below sets out Merton’s nine outcome indicator targets as set by TfL.

Delivery indicators

5.59 The borough will monitor and record the delivery indicators and report to TfL once a year in June using Proforma C.

TABLE ST07 - Borough outcome indicator targets

Objective	Metric	Borough target	Target year	Borough Target	Target Year	Additional commentary
Overarching mode share aim – changing the transport mix						
Londoners' trips to be on foot, by cycle or by public transport	Active, efficient and sustainable (walking, cycling and public transport) mode share (by borough resident) based on average daily trips. Base period 2013/14 - 2015/16.	73%	2041	60%	2021	Mode by base period was 60%. Interim target 60% by 2021 . This is set against a backdrop of falling sustainable mode share in the borough (58% in 2014/15 to 2016/17). Therefore represents a 2% increase by 2021.
Healthy Streets and healthy people						
Outcome 1: London's streets will be healthy and more Londoners will travel actively						
Londoners to do at least the 20 minutes of active travel they need to stay healthy each day	Proportion of London residents doing at least 2x10 minutes of active travel a day (or a single block of 20 minutes or more).	70%	2041	43%	2021	Base period 2014/15 to 2016/17 currently 36%. 2021 trajectory 43% or 7% increase. Set against falling activity rates

Objective	Metric	Borough target	Target year	Borough Target	Target Year	Additional commentary
Outcome 1b: Walking or cycling will be the best choice for shorter journeys						
Londoners have access to a safe and pleasant cycle network	Proportion of Londoners living within 400m of the London-wide strategic cycle network.	50%	2041	29%	2021	3% for base period 2016.
Outcome 2: London's streets will be safe and secure						
Deaths and serious injuries from all road collisions to be eliminated from our streets	Observed Deaths and serious injuries with back casing (KSIs) from road collisions, base year 2005/09 (for 2022 target)	41	2022	0	2041	Base year figure - 117 KSIs, observed - See explanatory note below. 2017 observed 60 KSI's down from 71 in 2016 and 73 in 2015
	Deaths and serious injuries (KSIs) from road collisions base year 2010/14 (for 2030 target).	27	2030	0	2041	Base year figure - See explanatory note below 90 KSIs, observed.
<p>'The Metropolitan Police Service (MPS) introduced a new collision reporting system in November 2016 - the Case Overview and Preparation Application (COPA). The City of London Police also moved to the Collision Reporting And Sharing (CRASH) system in October 2015. This has had a number of impacts on the data that is available to Transport for London (TfL), and the London Boroughs in the ACCSTATS database for collision investigation.</p> <p>Under the new systems officers use an 'injury-based assessment' in line with DfT STATS 20 guidance and online self-reporting is available. Both of these changes are expected to provide a better assessment of injury occurrence and severity but have made data collected from November 2016 onwards difficult to compare with earlier data.</p> <p>TfL commissioned the Transport Research Laboratory (TRL) to undertake a back-casting exercise to enable pre November 2016 data to be compared with post November 2016 data. These initial back cast estimates include the number of people killed or seriously injured (KSI) for each borough between 2005 and 2017 and this data has been used to update borough targets to align with those contained in the Mayor's Transport Strategy, namely a 65 percent reduction in KSIs by 2022 against the 2005-09 baseline, a 70 percent reduction in KSIs by 2030 against the 2010-14</p>						

Objective	Metric	Borough target	Target year	Borough Target	Target Year	Additional commentary
baseline and zero KSIs by 2041. The targets contained in this final version of our LIP have been set against Outcome 2 for Vision Zero to reflect the reporting changes. The level of ambition remains unchanged, despite these revised figures.'						
Outcome 3: London's streets will be used more efficiently and have less traffic on them						
Reduce the volume of traffic in London.	Vehicle kilometres in given year. Base year 2015. Reduce overall traffic levels by 10-15 per cent.	542	2041	570	2021	Base year 570m vehicle kilometres. Borough target represents 5% reduction. Current trend suggests rising vehicle use.
Reduce the number of freight trips in the central London morning peak.	10 per cent reduction in number of freight vehicles crossing into central London in the morning peak period (07:00am - 10:00am) by 2026.	N/A	N/A	N/A	N/A	N/A
Reduce car ownership in London.	Total cars owned and car ownership per household, borough residents. Quarter of a million fewer cars owned in London. Base period 2013/14 - 2015/16.	72,500	2041	73,800	2021	Against the base period average figure 76,780 this represents a 5.5% reduction.

Objective	Metric	Borough target	Target year	Borough Target	Target Year	Additional commentary
Outcome 4: London's streets will be clean and green						
Reduced CO ₂ emissions.	CO ₂ emissions (in tonnes) from road transport within the borough. Base year 2013.	29,900	2041	117,200	2021	Base year figure 131,100
Reduced NO _x emissions.	NO _x emissions (in tonnes) from road transport within the borough. Base year 2013.	20	2041	190	2021	Base year figure 460
Reduced particulate emissions.	PM ₁₀ and PM _{2.5} emissions (in tonnes) from road transport within borough. Base year 2013.	21 (PM10) 11 (PM2.5)	2041	39 (PM10) 19 (PM2.5)	2021	PM10 Base year figure 48 PM2.5 Base year figure 27
A good public transport experience						
Outcome 5: The public transport network will meet the needs of a growing London						
More trips by public transport - 14-15 million trips made by public transport every day by 2041.	Trips per day by trip origin. Reported as 3yr moving average. Base year 2013/14 - 2015/16.	212	2041	147	2021	Base year average 138m trips or over 54% increase
Outcome 6: Public transport will be safe, affordable and accessible to all						
Everyone will be able to travel spontaneously and independently.	Reduce the difference between total public transport network journey time and total step-free public transport network	70	2041			2015 Observed base time 88 minutes

Objective	Metric	Borough target	Target year	Borough Target	Target Year	Additional commentary
Outcome 7: Journeys by public transport will be pleasant, fast and reliable						
Bus journeys will be quick and reliable, an attractive alternative to the car	Annualised average bus speeds, base year 2015/16	11.5	2041	10.4	2021	Base 10 mph
New homes and jobs						
Outcome 8: Active, efficient and sustainable travel will be the best options in new developments						
Outcome 9: Transport investment will unlock the delivery of new homes and jobs						

Appendix A

