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National, Regional and Local Policy Drivers

This lists the key national, regional and local policy that impact on the public realm. This is followed by Merton's Core Strategy Policies 18 to 20 that relate to transport.

National Policy and Guidance

Climate Change Act (2008)	Greater London Authority (GLA) Act 1999	Planning and Compulsory Purchase Act 2004.	Road Traffic Reduction Act 1997
Traffic Management Act (2004)	Greater London Authority (GLA) Act 2007	Policing and Crime Act 2009	The Road Traffic Act 1991
The Road Traffic Reduction Act (1997)	Refuse Disposal Amenity Act 1978 -	DfT Manual for Streets (2007)	DfT National Cycling Strategy (1996)
The Education and Inspections Act 2006	The Highways Act 1980 -	DfT Manual for Streets 2 (2010)	Disability Discrimination Act (DDA) 1995
The Environmental Act (1995)	The Road Traffic Act 1988	The DfT Strategic Framework for Road Safety 2011	Dogs (Fouling of Land) Act 1996.
The Equality Act (2010)	Environmental Protection Act 1990	Link and Place: A Guide to Street Planning and Design (2007)	
Walking and Cycling: An Action Plan (DfT, 2004)	Regulatory Investigative Powers Act 2000	Planning Policy Guidance Note 13 (Transport) March 2001	
Traffic Management and Parking Guidance (DETR, 1998)	Human Rights Act 2000 - covers enforcement activities.	Planning Policy Statement 3 (Housing)	
The Future of Transport: A Network for 2030 (2004)	Travelling to School: An Action Plan (DfES, 2003)	Planning Policy Statement 1 (Delivering Sustainable Development	
Tomorrow's Roads: Safer for Everyone (DETR, 2000)	National Cycling Strategy	Department for Transport (DfT) Guidance on Transport Assessment	

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Regional Policy (London Legible London (2007)

Walk London Delivering the London Strategic Walk Network:

A Design Guide Manual (March 2008)

Transport Assessment Best Practice (May 2006)

The London Plan (2011)

The London Cycling Action Plan (2005)

The Walking Plan for London (2003)

Street Maintenance Strategy (2003)

TfL Environmental Action Plan (2002)

London's Road Safety Plan (2001)

TfL Guidance for workplace travel planning for development (2008)

TfL Car Clubs Strategy (March 2008)

Information London (GLA Feb. 2008)

Mayor of London, Planning for a better London (July 2008)

TfL Guidance for residential travel planning in London (March 2008)

The London Plan (TBC)

Mayor's Transport Strategy (2010)

Local Policy
The Community Plan 2009-19.
The Local Development Framework Core Strategy 2011 - 2026
The Merton Unitary Development Plan (UDP) (2003)
Local Area Agreement 2008 -2011
Air Quality Action Plan 2003
Merton's Open Space Strategy 2010
Climate Change Strategy 2009
Merton's Public Realm Strategy 2009
Merton Street Design Guide

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Merton Council's Local Development Framework Core Strategy -Transport - Policies 18-20

1)   Active Transport

Strategic Objective

1.2   Strategic Objective 7: To make Merton a well connected place where walking, cycling and public transport are the modes of choice when planning all journeys.

Policy CS 18
Active Transport

1.3   We will promote active transport by:
a. Prioritising for the access and safety of pedestrian, cycle and other active transport modes;
b. Supporting schemes and infrastructure that will encourage community cooperation reduce conflict between pedestrians, cyclists and other transport modes;
c. Encouraging infrastructure appropriate for all abilities and ages, catering for both commuter and recreational users and designed in accordance with Secure by Design;
d. Working to ensure the pedestrian environment in the borough is safe, enjoyable and attractive;
e. Partnership working to deliver high quality links or the enhancement of existing pedestrian and cycle networks, including the Capital Ring, Wandle Trail, Wandle Beverly Brook Link, the Greenways Network, the Cycle Super Highway, and the London Cycle Network;
f. Requiring the submission of Travel Plans to accompany development proposals which will meet or exceed the indicative Department for Transport's indicative thresholds for transport assessment and the thresholds in relevant Transport for London guidance;
g. Encouraging design that provides, attractive, safe, covered and secure cycle storage, cycle parking and other facilities (such as showers, bike cages and lockers).

SA/SEA Implications

1.4   Active transport generates health benefits from increased levels of physical activity and less pollution as a result of a reduction in travel by car. Promotion of active transport will also improve equity as it will help those who do not have a car

and it will help improve access to areas of the borough that were previously not so accessible, in particular in the east of the borough.

Justification

1.5 'Active transport' is a conceptual term used to describe walking and cycling as well as the many other human powered modes of travel. Active transport provides a healthier, proactive travel alternative to a private vehicle and provides a means of exercise while people are reaching a destination. Virtually all trips by car or public transport involve a walk of some distance at least at one end. Historically, walking has been undervalued or overlooked as a means of transport, despite its importance and the benefits it offers in terms of the environment, health, and social and economic matters.

1.6 The London Health Strategy recognises that walking and cycling are beneficial to people's health, and promotes both these modes, for example, by improving safety by separating cycles from motorised traffic. Merton's Community Plan aims to halve the year on year rise in obesity in children under 11 by 2025. The Community Plan encourages local people to choose to act in a sustainable way and take a sustainable approach to waste and energy. This is supported through the promotion of active transport.

1.7 The Cycle Super Highway, the Greenways Network and the London Cycle Network (LCN+) routes go through the borough, and these provide a strategic cycle network. There are also numerous proposed borough cycle routes that feed into the strategic cycle network, which together will provide a comprehensive cycle network within Merton.

1.8 The network of borough pedestrian routes and leisure routes links most of the centres in Merton. The 'Capital Ring' walking route crosses the north west of the borough, through Wimbledon Common and Wimbledon Park. The Capital Ring encircles London and is one of the Mayor of London's key Strategic Walking Network routes. The Wandle Trail follows the route of the River Wandle, passing through Merton as well as Wandsworth, Sutton and Croydon, and caters for both cyclists and pedestrians. The Greenways Network is a coordinated city-wide network of good quality walking and cycling routes; the project is managed by Transport for London, Sustrans and other partners.

1.9 Active transport is the most sustainable way to travel as activities such as walking and cycling do not use fuel or produce emissions. Road traffic is the key source of nitrogen dioxide levels in London, which accounts for approximately 60% of all emissions. The Mayor's Air Quality Strategy outlines the health implications associated with the increasing amount of air

pollution, and promotes several measures to improve air quality, including encouraging a shift away from private vehicles to public transport, walking and cycling.

1.10 The Department for Transport's (DfT) Walking and Cycling: An Action Plan centres on providing improvements to the environment and facilities for walkers and cyclists with targeted information about travel choices, health benefits and recreational opportunities. It is the government's key plan in promoting active transport. We will require Transport Travel Plans which meet or exceed the Department for Transport's indicative thresholds for transport assessment or and the thresholds in relevant Transport for London guidance.

1.11 To maintain and revitalise the economic viability of our town centres and major employment areas it is essential to recognise and balance the respective street activities, functions and needs. Key to this success is providing for people with restricted mobility problems, ensuring good service provision and making sure the needs of pedestrians are fully served. Further details to improving active transport in each of Merton's town centres are provided in the sub area policies.

1.12 Key drivers
- Mayor's Transport Strategy (2010)
- A new Plan for London Proposal for the Mayor's London Plan (the Spatial Development Strategy for Greater London) (2009)
- Public Realm Strategy (2009)
- DfT: Walking and Cycling: An Action Plan (2008)
- The London Plan: Spatial Development Strategy for Greater London (2008)
- Merton Community Plan 2005-15 (2005 updated 2008)
- Disability Discrimination Act (2005)
- Secured by Design Principles (2004)
- The Walking Plan for London (2004)
- London Cycling Action Plan (2004)
- Mayor's Air Quality Strategy (2003 updated 2008)
- PPG13: Transport (2001)
- London Cycle Network Plus (2001)

Delivery and Monitoring

1.13 The Council will use funding annually secured through LIP funding applications to Transport for London together with Merton Capital to deliver active transport improvements in the borough. Between 2007 and 2011 the Council has successfully delivered major schemes which include significant active travel improvements at Mitcham Eastfields, Mitcham Junction, South Wimbledon Business Area benefiting from partnership funding.

1.14 Delivery of the larger transport infrastructure projects will be dependent on significant investment from partners like Department for Transport, Transport for London, and Network Rail. Specific major projects that will deliver transport improvements in Merton are set out in Table 27.2 "infrastructure projects", particularly under the delivery of Strategic Objectives 7 and 8. The Council will use its lobbying power to enable Merton to benefit from other funding opportunities.

1.15 Merton will continue to implement active transport and accessibility improvements through the use of planning obligations.

1.16 Walking and cycling in the borough will be supported through hard measures including priority and infrastructure improvements and through soft measures including the school travel plan programmes and cycle training.

1.17 A series of key walking routes will be identified and implemented through TfL's Local Implementation Program. They will be afforded high priority within the Local Implementation Programme in accordance with TfL's Best Practice for Local Walking Schemes.

1.18 Pedestrian improvements have been proposed by Living Streets in several areas of the borough including Mitcham town centre, Pollards Hill, Raynes Park, Wimbledon town centre and Morden town centre. Street audits will be considered subject to resources and funding.

1.19 Merton's Public Realm Strategy outlines focus areas for improvement within the borough, which includes the pedestrian and cycle environment. The plan supports improvements in the consistency of design, materials and management of pedestrian areas, as well as the simplification of footways, reallocation of road space (wherever possible), rationalising parking, improvements to crossings and aesthetic enhancements.

2) Public Transport

Strategic Objective

2.1 Strategic Objective 7: To make Merton a well connected place where walking, cycling and public transport are the modes of choice when planning all journeys.

Policy CS 19
Public Transport

2.2 We will support and enhance our public transport network by:

a. Encouraging developers to demonstrate that their proposals are adequately served by a variety of modes of transport and that the proposals do not have an adverse effect on transport within the vicinity of the site;

b. Ensuring all major development demonstrates the public transport impact through Transport Assessments;

c. Prioritising development that demonstrates innovative and intelligent design which promotes public transport travel and/or reduces the need for private vehicle travel;

d. Seeking sustainable transport contributions towards the improvement of transport infrastructure through planning obligations;

e. Ensuring Travel Plans accompany all major developments;

f. Supporting town centre development that encourages innovative ideas to improve the public realm;

g. Safeguarding land for construction of major public transport projects;

h. Encouraging schools to complete school travel plans in line with the Mayor's London wide target;

i. Supporting development which improves transport interchanges and transport reliability.

SA/SEA Implications

2.3 Improving public transport encourages alternatives to private car use and helps reduce pollution and congestion. Public transport improvements also have positive impacts on equity for those who do not have access to a car, as well as improving accessibility across the borough (in particular the eastern wards).

Justification

2.4 All tiers of government recognise the importance of providing a transport network that can meet the needs of a growing economy and increasing demand for travel whilst also achieving environmental objectives.

2.5   PPG13 (Transport), the Mayor's Transport Strategy, and the London Plan emphasise the need for transport and land use changes to be integrated and developed simultaneously. There is increasing recognition by the government of the importance of locating new development where good public transport is available, thus minimising traffic generation effects and reducing the need to travel, in accordance with 22 'Design - Policy 14', 18 'Housing - Policies 8-10' and 20 'Economic Development - Policy 12'. Furthermore, large developments can act as a catalyst to the achievement of viable new transport schemes and to improvements of existing services.

2.6   Similarly, new transport infrastructure together with improvements to existing services can act as the catalyst to major developments. We will work with providers to ensure the provision of public transport services including underground and rail, bus, and tram services. Support is given to an extension of Tramlink and Crossrail 2. Merton Council aspires to improve the interchange between the end of the Northern Line and Morden South Rail Station.

2.7   Public Transport Accessibility Levels (PTAL) vary across the borough and significant areas in the south east and south west of the borough have the lowest accessibility levels in Merton. The higher PTAL levels are concentrated around the town centres and transport interchanges of Wimbledon, Morden, Colliers Wood, Mitcham and Raynes Park.

2.8   Merton's public transport network provides the foundation for determining the location of development. In line with Chapter 17 'Centres - Policy 7' and Chapter 20 'Economic Development - Policy 12' we will ensure that proposals which generate a significant number of trips are located in areas of good public transport accessibility in order to reduce the need to travel, particularly by private car.

2.9   Merton's outer London location means that its surface transport networks are under pressure to accommodate through traffic as well as local journeys. Public transport offers an efficient way of moving people around the borough, particularly for journeys associated with work, shopping and leisure.

2.10   A comprehensive, integrated public transport network supports our strategy to improve accessibility without major road building. It also supports the Mayor for London's vision as outlined in the Mayor's Transport Strategy. Such a network should accommodate all modes of public and semi-public transport including bus, tram, underground, rail, taxi, car club and car

share. Taxis and car share vehicles can reduce car use by providing good links to public transport services and are especially valuable for people with disabilities.

2.11 Public realm improvements that are related to public transport include the following:
- Signage/way finding (local maps, bus stop flags, timetable information).
- Facilities for rail services, bus services, taxis, car clubs.
- Cycle parking and storage.
- Car 'set-down' and 'pick-up' areas.

2.12 We recognise the role of freight in the local and national economy, and many goods movements in Merton simply pass through the borough. Freight is a major contributor to congestion, road safety, parking and access problems, and these issues can impact on the ability of local freight to serve businesses and facilities within Merton.

2.13 Planning applications are supported where they demonstrate that the existing public transport levels sustain the public transport needs generated by a development or that satisfactory provision for increased capacity requirements has been arranged. Travel Plans must be submitted to the indicative thresholds referenced in the policy. Travel Plans provide a package of measures to reduce the need for private vehicle journeys and promote travel by public transport.

2.14 Further details to improving public transport in each of Merton's town centres are provided in the sub area policies.

2.15 **Key drivers**
- Mayor's Transport Strategy (2010)
- A new Plan for London Proposal for the Mayor's London Plan (the Spatial Development
- Strategy for Greater London) (2009)
- The London Plan: Spatial Development Strategy for Greater London (2008)
- Merton Community Plan 2005-15 (2005 updated 2008)
- The Future of Transport: A Network for 2030 (2004)
- PPG13: Transport (2001)
- The Transport White Paper (2001)

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Delivery and Monitoring

2.16 We will continue to work with local and regional transport partners in delivering public transport improvements through Merton's Local Implementation Plan, our annual programme of works, other council funding streams and developer contributions and obligations. The local and regional transport partners include:

- Bus: London Buses, Transport for London;
- Tram: London Trams, Transport for London;
- Tube: London Underground, Transport for London;
- Rail: Network Rail, Southern, First Capital Connect, South West Trains;
- Taxi: Public Carriage Office, Transport for London;
- Regional Partnerships: South London Transport Partnership.

2.17 We believe that a great majority of homes should be within 1.5 kilometres of a rail station with a 20 minute interval minimum off-peak service. This will be achieved through bus route and service improvements along with additional links within the borough's light rail network.

2.18 We will work with schools, developers and employers to progress a range of initiatives with the aim of encouraging the use of alternatives to the private car. We will work in partnership with developers, TfL and public transport operators to secure enhanced interchange and public transport facilities, particularly in our town centres.

3)   Parking, Servicing and Delivery

Strategic Objective

3.1   Strategic Objective 7: To make Merton a well connected place where walking, cycling and public transport are the modes of choice when planning all journeys.

Policy CS 20
Parking, Servicing and Delivery

3.2   We will seek to implement effective traffic management by:

a. Working with Transport for London and other partners to progress a range of transport improvements in key town centres, in particular, to enhance the environment and bring about significant improvements for all road users;

b. Prioritising for people with restricted mobility and protecting vulnerable road users;

c. Supporting development that includes car club bays and electric vehicle charging points;

d. Implementing new controlled parking zones, or expanding existing ones where this is deemed to positively reduce trip generation, road safety and protect existing residential amenity;

e. Requiring developers to demonstrate that their development will not adversely affect pedestrian and cycle movements, safety, the convenience of local residents or the quality of bus movement and/or facilities; on-street parking and traffic management;

f. Providing car parking in accordance with the council's current parking standards;

g. Considering new or expanding existing Controlled Parking Zones (CPZ) where it is deemed to positively impact trip generation, road safety reduce trip generation, promote road safety and protect existing residential amenity;

h. Supporting permit-free developments in areas within CPZ's benefiting from good access to public transport (PTAL 4 - 6), with good access to facilities and services and/or in a town centre location. Permit free agreements may apply to proposals with or without off-street parking;

i. Incorporating Merton's road hierarchy and Merton's Vehicle Crossover Information Pack when locating and designing access arrangements to developments;

j. Requiring developers to incorporate adequate facilities for servicing to ensure loading and unloading activities do not have an adverse impact on the public highway or create areas which are unsafe at night or hours of low usage in accordance with standards set by the Freight Transport Association;

k. Requiring developments to incorporate safe access to and from the public highway as well as on-site parking and manoeuvring for emergency vehicles, refuse storage and collection, and for service and delivery vehicles;

l. Implementing measures to discourage/reduce pavement parking in industrial areas of the borough, particularly at Willow Lane, South Wimbledon/Morden Road and Weir Road / Durnsford Road;

m. Including measures for visitor drop-off and pick-up areas, taxis, bus/coach parking, off street parking, set-down and pick-up facilities and Community Transport (e.g. Dial-a-ride) in development where appropriate;

n. Seeking planning obligations to mitigate the impact of development proposals and provide improvements to the highway network/public realm;

o. Promoting measures to reduce the impact of goods vehicles on residential areas and town centres.

SA/SEA Implications

3.3   Improving the experience for pedestrians and cyclists would have a positive effect, as well as enforcing maximum restraint based car parking standards and encouraging permit free development, to hopefully reduce the amount of travel by car. Although we wish to promote alternative travel modes to private car, we will not limit car parking so much that it restricts people's freedom to own and travel by car. To do so would be inconsistent in terms of social and economic sustainability.

Justification

3.4   Parking controls, CPZ's and standards are essential to manage traffic generation by restraining non-essential car movements within the context of improving road safety and access.

3.5   Traffic movement, parking and servicing are integral to achieving high quality development design and an attractive and legible public realm, as supported by Chapter 22 'Design - Policy 14'. The extent to which provision is made for off-street car parking spaces has a direct bearing on the layout and number of dwellings achieved on a site. The amount of a development site allocated for off-street parking or space for the manoeuvring of vehicles, can limit its development potential by impacting on the potential density of the site. The amount of on-street parking can cause traffic congestion and create a hostile and unattractive public realm.

3.6   PPG13, The London Plan and the Mayor's Transport Strategy (2010) provide guidance regarding parking and servicing arrangements. In accordance with regional documents, we have obligations to reduce traffic levels to improve air quality and to comply with the Traffic Reduction Act 1997. The Mayor's Transport Strategy sets a target to reduce weekday traffic

volume in outer London by a third, with the aim of achieving zero growth or absolute reduction in outer London town centres.

3.7   These strategies support parking control, including maximum parking standards, controlled parking zones and permit free developments, as a means to reduce the growth in motorised journeys, encouraging means of travel that have less environmental impact and reduce the reliance on the private car.

3.8   We acknowledge that many people, particularly those in areas with comparatively poor access to public transport, will continue to rely on the use of the car for travel. Furthermore, industrial and commercial properties require good access and loading facilities if they are to operate satisfactorily. Getting the right balance and high quality design of on and off-street parking and servicing arrangements is an important part of ensuring the viability of our economy and an attractive and well designed borough. this is in accordance with Chapter 20 'Economic Development - Policy 12'.

3.9   In line with Chapter 20 'Economic Development - Policy 12', we seek and encourage improvements to the existing parking, servicing and delivery facilities within designated industrial areas and scattered employment sites; particularly with regards to minimising traffic congestion and to further enhance these sites for continued employment uses.

3.10   Many of our town centres and residential streets near major transport nodes and interchanges experience high parking demand. Measures to improve active transport and public transport do not reduce private car use on their own. Managing the amount of parking available for private cars is an important mechanism in promoting sustainable travel.

3.11   Measures to reduce the impact of goods vehicles on residential areas and town centres include:
  * On-street loading/unloading time and location restrictions in town centres;
  * Protecting rear servicing access;
  * Width restrictions and other lorry restrictions;
  * Overnight lorry bans;
  * Lorry parking areas.

3.12   The above measures should be balanced with adequate provision made for servicing, loading and unloading and turning facilities in accordance with the standards set by the Freight Transport Association.

3.13   Merton supports the regional guidance to use travel demand management initiatives including car clubs, car-sharing schemes, and electric charging points.

3.14   Car clubs provide realistic alternatives to car ownership. Transport for London research suggests that one car club vehicle can remove up to four private vehicles from the road and defer the purchase of a further six. Car club members are more 'travel aware' transferring car journeys to public transport, walking and cycling – leading to reductions in congestion and less car dependent communities. We encourage developers and businesses to contribute to car clubs as an alternative to providing private parking spaces for residents and employees.

3.15   The needs of the mobility impaired, including the disabled and the elderly, must will be provided for in accordance with the Disability Discrimination Act, for example in Merton's public highway schemes and through the development management process.

3.16   The council's aim is to balance the supply of on-street and off-street parking spaces, for different and often conflicting needs, to improve road safety, to assist business, to facilitate short-stay visitor parking in town centres, to satisfy the different types of development in the borough and to promote high quality urban design in accordance with Chapter 22 'Design -Policy 14'.

3.17   This policy links with all sub-area policies as parking demands in each area are managed according to Public Transport Accessibility Levels (PTAL) and parking standards.

3.18   Planning that reduces the need to travel, and facilitates alternative travel options is essential in promoting an inclusive society, where everyone has access to employment, goods and services.

3.19   Key drivers
- Mayor's Transport Strategy (2010)
- Merton's Economic and Employment Land Study (2010)
- A new Plan for London Proposal for the Mayor's London Plan (the Spatial Development
- Strategy for Greater London) (2009)
- The London Plan: Spatial Development Strategy for Greater London (2008)

- Merton Vehicle Crossover Information Pack (2008)
- Disability Discrimination Act (2005)
- Merton's Sustainable Transport Strategy (2004)
- PPG13: Transport (2001)
- Road Traffic Reduction Act 1997
- Freight Transport Association

Delivery and Monitoring

3.20 This policy will be delivered through partnership working and the council's programme of works, for example public highway schemes, as well as through the development management process.

3.21 All developments are assessed according to our maximum parking standards. Where a development will have significant transport implications, a Transport Assessment will be required. The Transport Assessment must evaluate the impact of the development on the existing transport network and provide for mitigation measures to alleviate any adverse effects.

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Consultation

C1   To prepare Merton's Sustainable Transport Strategy and Local Implementation Plan (LIP2) existing consultation data was considered and an informal and formal consultation specific to the development of the Sustainable Transport Strategy and LIP2 was carried out. The information below summarises each process and the relevant outcomes that impacted on the future of Merton's transport environment.

C2   **Merton Link**
    Key issues were gathered from the comments and concerns raised by the public through Merton Link, the council's "one stop shop" and call centre related to the transport environment.

    The most common complaints received were about the parking environment, the condition of the public highway, the impact of street works and congestion.

C3   **Merton Residents Survey 2009/10**
    The results of annual residents survey were also taken into account (1,051 interviews conducted in home and in street Fieldwork conducted 26 October – 15 November 2009).
- 90% of those interviewed agreed that it was important or fairly important that the council looks after environment

    The top 14 areas of personal concern identified included those impacting on the public realm:

- 3rd Traffic congestion **30%**
- 4th Litter\dirt in streets **27%**
- 6th Pollution of the environment **16%**
- 8th Not enough being done for young people **14%**
- 11th Not enough being done for elderly people **11%**
- 12th Poor public transport **9%**

C4   **Feedback from transport related public consultations over lifetime of LIP**
Officers also noted the response from the relevant public consultations carried out in the public realm over the last five years. Of particular note was that with the Chamber of Commerce in Wimbledon and the Mitcham Town Centre Business Forums during the development of the town centre transport improvement programme.
The impact of a scheme on local parking, noise from traffic and impact of traffic calming measures were the most common issues raised during public consultation.

C5   **LDF Core Strategy formal consultation**
The Transport Planning officers responsible for delivering the LIP were also part of the team who produced the LDF Core Strategy, for which an extensive consultation exercise was carried out. Transport is a key element of the core strategy and therefore the starting point for developing the draft was the information data collated through that process.

The key drivers identified during the consultation process can be summarised as follows:

- **Climate Change**: The challenge for the Core Strategy will be to devise ways to ensure that the carbon footprint of existing and new development is reduced and to build new developments in a way that adapts to the inevitable changes to the climate. This will require a comprehensive approach which targets issues of flooding, waste, infrastructure, open space, design and transport.

- **Inequalities:** The challenge for the Core Strategy is to improve housing choice and access to jobs and services in the east of the borough, while also allowing the economic success of the western areas of the borough percolate into the east. Focusing on the Wandle Valley corridor by creating a more coherent centre for Colliers Wood with a greater range and mix of uses, and enhancing the economic position of Wimbledon will have benefits for the whole borough.

- **Ensuring competitive centres and economy:** The key issue is how to retain and attract spending in the local economy, where places are seen as destinations, The challenge for the Core Strategy is maximising the value from existing employment sites and supporting existing and new businesses across the borough, bringing together a joined up approach with other measures beyond planning such as those set out in Merton's Economic Development Strategy.

- **Accommodating new development sustainably:** The challenge for the Core Strategy is to take a balanced approach to bring together all the elements required for sustainable neighbourhoods across the borough that will improve the quality of life for residents, workers and visitors. As an outer London borough, the car plays an important role but the road network is under pressure. It is important to ensure that facilities, services and jobs can be accessed locally to reduce the need for car travel. A crucial element is improved connectivity; parts of the borough require improvements to public transport and facilities for pedestrians and cyclists to make local journeys easier. The challenge is to improve transport choices and create opportunities to reduce the dominance of the private car to deter growth in the levels of traffic congestion.

- Vision for 2026, Merton will be a leader in addressing the challenges of climate change. Imbalances will have been have been tackled between different parts of Merton, while protecting what is good and valued by:
    a. Reducing pollution, developing a low carbon economy, consuming fewer resources and using them more effectively;
    b. Improving the overall environment of Mitcham District Centre and surrounds by supporting businesses and enterprise, enhancing the public realm, and a more sustainable mix of new homes, including family housing.
    c. Regenerating Morden District Centre to provide improved quality and quantity of commercial, residential and leisure uses in an attractive suburban setting;
    d. Creating a thriving, attractive and coherent District Centre at Colliers Wood, addressing flood risk comprehensively and facilitating an improved range of town centre uses;
    e. Ensuring Wimbledon town centre continues to develop and maintain its position, offering excellent cultural, shopping and business facilities;
    f. Conserving and enhancing Merton's green character and historic environment;
    g. Promoting a diverse and resilient local economic base, supporting Wimbledon as the borough's Major Centre and building on Merton's strengths in location, attractiveness, brand value and expertise;
    h. Maintaining and improving Local Centres at Arthur Road, North Mitcham, Motspur Park, Raynes Park and Wimbledon Village, and Neighbourhood Parades, and improving the public realm throughout the borough;
    i. Supporting local community life through education and employment opportunities, cultural and sporting assets, community services, healthcare, recreational activities and other infrastructure that meets local needs;

j. Influencing the way in which new development responds to the challenge of climate change and by increasing the production of local renewable and low carbon "decentralised" energy
k. Recognising Merton's valued suburban and urban character when providing a mix of new homes, including family homes;
l. Making Merton an easy place to get to and around by walking, cycling, public transport and road;
m. Reducing the impacts of flooding, waste disposal, travel congestion, energy costs and utilities infrastructure.

Between 9th August and 30 September 2010 Merton's Core Strategy was published to allow representations relating to issues of soundness to be made and taken into account at the independent examination. Any representations received were forwarded to the Planning Inspector, together with Merton Council's response to the representation, for consideration at the examination. The examination in February 2011 found the Core Strategy to be sound and there were no changes to the transport policies and proposals.

C6 **Biking Borough Strategy**
Appendix D contains Merton's Biking Borough Strategy. This was consulted informally with local cycle groups during the development in 2009 and formally consulted as part of the LIP2 consultation. The strategy was developed using Mosaic data provided by TfL. This provided important information with regards to attitudes to sustainable transport and will be particularly useful when planning smarter travel programmes. The key issue is the general lack of good quality cycle facilities on the public highway and the need to increase and diversify cycle training across the board to encourage higher levels of cycling.

C7 **LIP2 informal consultation June to October 2010**
All Members and informally consulted groups were invited to identify their 6 key transport issues to be prioritised in the fifteen year lifetime of the LIP2.
A questionnaire was distributed to stakeholders during the period between June and August 2010. (See Fig B1 below)
Questions covered the prioritising of the proposed LIP Objectives and asking which transport issues to be addressed.
The questionnaire and covering summary of the proposed LIP2 was sent by email to the following:

- Merton Councillors
- Merton Corporate Management Team
- The statutory consultation list for Transport maintained by Highways department
- The list of 674 consultees who responded to the Core Strategy who wanted to be informed on any plans or strategies that Merton Council develop.

Presentations were made at all Community Forums in September and October 2010;

Results
25 questionnaires were returned which included responses from representative groups including:
- The Chamber of Commerce
- Merton Cycle Campaign
- The Wimbledon Society
- Merton Community Transport
- Living Streets
- Merton's Older Person Forum
- Merton Housing Association Group
- Metropolitan Police

15 email responses were received from Merton Councillors and Merton Corporate Management Team

There was 95% agreement of the draft LIP2 objectives.
The key issues raised matched those identified through other consultation, which are in no particular hierarchy:

- The town centre one-way systems;
- Road safety;
- Public transport provision and behaviour on buses;
- Traffic congestion;
- The condition of footways and carriageways,

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- Parking for all road users and freight access to local business centres

The draft was submitted to Cabinet on 6th December and approved for formal consultation.

C8 **Internal consultation**
Briefing with Safer Merton and consultation with other Council departments, including representatives from Equalities, Planning Policy, Regeneration, Transport Planning, Highways & Traffic, Parking Services, Education and Leisure

C9 **Neighbouring boroughs**
A liaison exercise with neighbouring boroughs to ensure that there were no borough boundary conflicts and that where partnership working is key to developing regeneration and orbital public transport improvements.

C10 **Town Centre Master Planning and Planning Briefs**
Transport Planning officers are also working with the Physical Regeneration team on the Master Planning for Morden, and the town centre strategies or planning briefs for Mitcham, Wimbledon, Colliers Wood and Raynes Park.

C 11 **Formal Consultation**
The main consultation period for the draft LIP2 ran from 17th January to 25th February 2011. In line with Section 145 of the GLA Act (1999) Merton consulted with the following:

- Metropolitan and City Police;
- TfL;
- Organisations representative of people with disabilities;
- Other London boroughs that will be affected by the LIP.
- English Heritage, Natural England and The Environment Agency
- All Councillors
- All Council Department Directors
- All E & R Heads of Service and relevant team leaders
- All emergency services
- Merton's Chamber of Commerce
- Public consultation via Merton's website

- Sustainable Transport Group
- The Draft LIP2 was made available online and an email sent to 1200 individuals and groups who were registered as part of the LDF Core Strategy consultation database
- Hard copies were available in all Merton's libraries

Results

The response rate was low 42 (about the same as the response rate to LIP1). This included responses representing groups. The close proximity of the consultation to the Inspection of the Core Strategy where transport policy was examined for soundness could be a contributory factor to the low response.

TfL responded and advised that along with all other London Boroughs the submitted draft was deemed not adequate and this revision has been drafted to address their concerns and will be reported after this revision. The majority of other responses had no significant concerns however two issues were raised during the consultation that required consideration:

1) **That the target for increasing cycling was not challenging enough**

A meeting was set up with Merton Cycle Campaign and the Cabinet Member for Environment, Sustainability and Regeneration with Council officers to discuss the target for increasing cycling. The outcome of this meeting was an agreement that all parties were keen to set a more challenging target however due to reduced funding it was agreed that Merton would review the progress after the first milestone 2013-14 and make every effort to improve performance and therefore be in a position to set a more rigorous target and second milestone if viable.

2) **That Merton expand their Home Zone programme**.

Merton Councillors and some residents groups were interested in having more home zones introduced. A discussion was held with the Cabinet Member for Environment, Sustainability and Regeneration and an understanding was reached that the strategy was designed to accommodate home zones subject to the funding being available. To follow on from this Council officers have been requested to look for alternative funding for home zones and to create an exemplar zone in the borough to maximise the possibilities in that area.

Appendix B – Summary Report on, Policy Background and Consultation Research for developing LIP2

Figure B1 MERTON'S SUSTAINABLE TRANSPORT STRATEGY AND LOCAL IMPLEMENTATION PLAN QUESTIONNAIRE

1   Please rank these measures in order of priority for investment in the borough
        (1 being most important, 10 being the least important)

➢ Road Traffic Casualty Reduction
➢ Introduction of Transport Measures to Mitigate Climate Change
➢ Improved Pedestrian Facilities
➢ Improved Cycle Facilities
➢ Smarter travel and Road Safety Training Programmes
➢ Improvements to the Bus Service
➢ Improvements to Public Transport Interchanges
➢ Congestion Relief
➢ Road Maintenance
➢ Improvements to the parking environment

2   What do you think are the main transport problems in the borough?

3   In what particular locations are the main transport issues?

4   Do you have any specific suggestions for transport schemes?

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5   Any other comments

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Personal details (optional)

Name ....

Address ....

..................................Postcode..................................

Telephone ....Email ....

Age Group		Age Group		Age Group	
Under16		25-35		46-65	
16-24		36-45		65+	

Do you consider that you have a disability? Yes   No

How would you describe your ethnicity? (tick one box only)

Appendix B – Summary Report on, Policy Background and Consultation Research for developing LIP2

Asian or Asian British		Black or Black British		Chinese and other ethnic group		Mixed Ethnicity		White	
Bangladeshi		African		Chinese		White & Asian		Gypsy/Roma/ traveller	
Indian		Caribbean		Korean		White & Black African		White-English	
Pakistani						White & Black Caribbean		White-Irish	
Tamil								White-Scottish	
								White-Welsh	

Please note: Under the Local Government (Access to Information) Act 1985 we may not treat your questionnaire or letter confidentially, as it will be made available for public inspection

Merton Council is keen to hear your views on its "DRAFT SUSTAINABLE TRANSPORT STRATEGY AND LOCAL IMPLEMENTATION PLAN"

Further information on the strategy is available at:
www.merton.gov.uk/transportplanning

Write your comments or fill in the questionnaire attached which can be sent by:
Post: London Borough of Merton,
Transport Planning, Civic Centre, 13th Floor,
London Road, Morden, SM4 5DX.
Or email: transport.planning@merton.gov.uk

**LONDON BOROUGH OF MERTON SUSTAINABLE TRANSPORT STRATEGY AND
LOCAL IMPLEMENTATION PLAN 2011 – 2031**

Appendix C - Indicative funding requirements for 2015 to 2031 A year four to fifteen year indicative delivery plan based on an assumed level of funding from TfL.																		
LIP Proposals	**YR 4**	**YR 5**	**YR 6**	**YR 7**	**YR 8**	**YR 9**	**YR 10**	**YR 11**	**YR 12**	**YR 13**	**YR 14**	**YR 15**	**YR 16**	**YR 17**	**YR 18**	**YR 19**	**YR 20**	**Total**
LIP 1 Casualty reduction programme	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	6,800
LIP 2 Strategic Corridor transport improvement programme	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	10,200
LIP 3 Local shopping parades	150	150	150	150	150	150	150	200	200	200	200	200	200	200	200	200	200	3,050
LIP 4 Crime reduction street improvements	12	12	12	150	150	100	100	0	0	0	0	0	0	0	0	0	0	536
LIP 5 Improve pedestrian, cycle and public transport access to/from hospitals and other health facilities	0	0	0	70	102	0	0	0	0	0	0	0	0	0	0	0	0	172
LIP 6 Public Rights of Way enhancement programme	50	85	85	0	0	50	50	50	50	50	50	50	50	50	50	50	50	820
LIP 7 Implementing the biking borough action plan	100	25	25	25	25	22	22	27	27	27	27	27	27	27	27	27	27	514
LIP 8 Business parks and industrial estates accessibility	40	50	50	32	0	50	50	50	50	50	50	50	50	50	50	50	50	772
LIP 9 Physical highway improvements linked to Climate Change, air quality and noise action plans	50	50	50	25	25	50	50	50	50	50	50	50	50	50	50	50	50	800
LIP 10 Town centre business travel plans	50	50	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	150
LIP 11 Promoting safer, active travel for safety and health	120	120	120	120	120	120	120	175	175	175	175	175	175	175	175	175	175	2,590
LIP 12 Major Schemes and match funding.	50	50	50	50	50	50	50	70	70	70	70	70	70	70	70	70	70	1,050

LIP 13 Access and links to open spaces	0	30	30	0	0	30	30	0	0	0	0	0	0	0	0	0	0	120
LIP 14 Tram improvements	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	-
LIP 15 Rail and Underground Improvements	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	-
LIP 16 Improve condition of the public highway	514	514	514	514	514	514	514	514	514	514	514	514	514	514	514	514	514	8,738
Total	**2,136**	**2,136**	**2,136**	**2,136**	**2,136**	**2,136**	**2,136**	**2,136**	**2,136**	**2,136**	**2,136**	**2,136**	**2,136**	**2,136**	**2,136**	**2,136**	**2,136**	**36,312**
Assumed LIP funding based on 2011 – 2014 levels	**2,136**	**2,136**	**2,136**	**2,136**	**2,136**	**2,136**	**2,136**	**2,136**	**2,136**	**2,136**	**2,136**	**2,136**	**2,136**	**2,136**	**2,136**	**2,136**	**2,136**	**36,312**