

**Draft Sustainable Transport Strategy 2020-2025**

Indicative Timing: 45 minutes

<b>Report Title</b>	Draft Sustainable Transport Strategy 2020-2025		
<b>Committee</b>	Environment and Neighbourhood Committee		
<b>Committee Date</b>	1 October 2020		
<b>Committee Chair</b>	Councillor Manuel Abellan		
<b>Report From</b>	Simon Latham, Interim Strategic Director of Environment, Housing and Regeneration		
<b>Report Author(s)</b>	Phil Crockford, Principal Transport Planner, 0208 770 5987  Dimitrios Dikmpasanis, Transport Planner/Planning Officer, 0208 770 4574		
<b>Wards Affected</b>	All wards		
<b>Ambitious for Sutton priorities</b>	Being Active Making Informed Choices Living Well Independently		
<b>Open/Exempt</b>	Open		
<b>Signed</b>		<b>Date</b>	18 September 2020

**1. Recommendation(s)**

- 1.1. To agree the Draft Sustainable Transport Strategy 2020-2025 (STS) for public consultation.

**2. Summary**

- 2.1. As part of the Ambitious for Sutton vision to make the borough a great place to live and work, a new STS has been developed. This replaces the existing strategy and is focused upon providing more opportunities for local residents to walk, cycle and use public transport as their preferred options for journeys, within and beyond the borough. Our vision is that transport policy and provision within the borough should contribute to a more sustainable future, a better environment, economic prosperity, an improved quality of life and greater equality and safety, especially for children, families, those with mobility issues and those advancing in years.

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## 2.2. The objectives of the new STS are:

- Ensuring that the borough transport network supports the local economy and meets the current and future needs of the borough in a sustainable way;
- Enabling smarter travel choices, including implementing infrastructure which supports the use of walking, cycling and public transport and reduces dependence on the private car, particularly for local trips;
- Reducing the harmful effects of transport on health, and reducing its negative effect on the environment and climate change;
- Improving the safety and security of road users, particularly pedestrians, cyclists and public transport users;
- Enhancing transport accessibility for all, especially disabled and older residents, and improving the public realm and street design.

## 2.3. It should be read alongside the updated Environment Strategy and Climate Emergency Response Plan which are also on the agenda for this meeting of the Environment and Neighbourhood Committee. The STS underpins and supports many of the actions set out there, specifically those contained in the themes of:

- Promoting walking, cycling and public transport use
- Enhancing streets and public spaces.

It also supports the delivery of our separate, statutory, action plan for air quality improvement.

## 2.4. The new Strategy will have Supplementary Planning Document status so will be a material consideration in planning decisions, giving it greater weight and influence in bringing forward more sustainable transport provision throughout the borough. The new STS chimes with emerging thinking around living more sustainably in the context of the Covid19 pandemic. The medium and longer term impact of this on workplaces and travel patterns and volumes, are inevitably unclear and difficult to predict, but in the short-term public transport usage is restricted, and so our ambitions will need to be tempered accordingly. A flexible approach will be applied to ensure that the Strategy is able to incorporate and maximise the benefits for Sutton of new initiatives as they come forward over the next five years, as well as learning from initiatives such as the London Streetspace Programme.

**3. Background and Key Information**

## 3.1 The existing Sustainable Transport Strategy (STS) was approved by the Environment and Neighbourhood Committee on 19 March 2015, and included a separate action plan setting out how the Council, working with its delivery partners, aimed to deliver transport and environmental improvements between 2015-2020 focussing on promoting greater use of sustainable transport.

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- 3.2 More substantially, since the 2015 STS was adopted the Mayor of London has released a new Mayor's Transport Strategy (MTS) and draft London Plan, setting out clear objectives for each borough towards a London-wide target of 80% of journeys being undertaken by walking, cycling and public transport. In addition, in 2019 the borough approved a new Local Implementation Plan (LIP3) setting out how they propose to contribute towards the MTS and London Plan objectives. These new objectives effectively supersede the old STS action plan, and the various targets within it now form part of the LIP3 and other key documents including the Environment Strategy and Climate Emergency Response Plan. A separate Delivery Plan will be prepared and presented to the Committee alongside the final, post-consultation STS.
- 3.3 This strategy is being launched at a time of change. In thinking about the strategy for the future, it should be acknowledged that aspirations about transport have been challenged by the COVID-19 pandemic. Over the last nine months, Sutton (and London more widely) has moved from strong aspirations for its residents not to have to rely on private transport to a scenario in which travelling has been discouraged and, whilst public transport was operational, where public transport was primarily thought of as a means for transporting key workers. More recent developments, with increased numbers returning to work, has seen an increase in traffic on our streets and ongoing anxiety about crowding in public spaces and on public transport. The next few months continue to look uncertain. In putting this strategy together and consulting upon it, the assumption is that in the longer term, as a part of the London economy, Sutton will be a place in which transport (both private and public) is important to facilitate daily life and economic activity; that the greater enthusiasm for walking and cycling which has been experienced through the pandemic is good for the health of individuals and for the environment and should be encouraged; and that the public transport deficit from which Sutton suffers will need to be addressed in order that residents and businesses can thrive even if longer term changes in behaviour mean that that established patterns of commuting, shopping and leisure travel are changed in significant ways.

**4. Benefits to Sutton and its Residents**

- 4.1 Alongside the measures above, other key benefits include:
- establishing a clear strategy for enhancing the quality of life of the borough's residents of all ages, especially children, families, older people and other people who are vulnerable through:
    - increasing the safety of our roads and streetspace;
    - enabling improvements to the health of residents through improving opportunities for walking and cycling, including our "Green Chain"
    - contributing to key aspects of our refreshed Environment Strategy and Climate Emergency Response plan, in particular improving air quality;
    - improving the inclusivity of public transport for people with disabilities and enhanced age and dementia-friendly travel options;

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- setting out clearly in one place our expectations of developers in terms of their role in contribution to sustainable transport benefits for the borough's residents

Ambitious for Sutton Links

Being Active Citizens

- 01 Area improvement and renewal schemes, co-designed with residents and businesses delivered in key priority areas across the borough
- 03 Continue to regenerate council estates providing a better environment for current and new residents, including the seven potential regeneration estates named in the Sutton Local Plan 2016-31
- 05 Invest in transport infrastructure across the borough
- 06 Implementation of the Local Plan to deliver to a reduction in pollution, measures to address the impact of climate change and improvements to public transport
- 07 Implementation of selective road improvement schemes to reduce congestion and benefit all road users across the borough
- 10 Improve air and water quality within the borough through the development and implementation of action plans

Making Informed choices

- 05 Work with schools to deliver and promote healthy living habits in young people

Living Well Independently

- 01 Being an Age Friendly and Dementia-Friendly Borough

Keeping People Safe

- 02 Deliver Crime & Disorder Reduction Strategy

4.1. Who benefits?

- 4.1.1. all Sutton's residents and businesses;
- 4.1.2. developers and funding agencies, either local, regional or national - those who can shape the built environment in the future; and
- 4.1.3. officers, key stakeholders and members.

4.2. How will they benefit?

- 4.2.1. Sutton's residents and businesses will be able to see the opportunities and challenges that sustainable transport presents, and how the Council will grasp the opportunities and rise to the challenges;

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- 4.2.2. developers and funding agencies will have a clearer indication and understanding of what their developer funding contributions will be used for; and
  - 4.2.3. officers, when working with key stakeholders such as members, cycling and mobility groups, will be able to demonstrate the need for sustainable transport schemes more easily.
- 4.3. This is important for the council, residents and partners as the implications for some sustainable transport measures, particularly where they affect use of road space, can be contentious and subject to a range of opinions. There is a substantial body of evidence on the benefits of sustainable transport across a wide range of council business, and it is important that factual information is available to all.

**5. Implications**

- 5.1. We have considered three alternative positions to the above recommendation. These are:

Option 1: Allow existing action plan and STS to expire, and continue using LIP3 and MTS only.

- 5.2. The MTS sets out a policy direction for the borough but does not provide direction or a more localised strategy for promoting sustainable travel. With LIP schemes considered and approved via the six local committees this would result in a piecemeal approach to scheme delivery, with the risk of MTS objectives not being achieved.

Option 2: Replace existing action plan and continue with existing STS.

- 5.3. The existing STS is an iteration of the first document which was produced in 1999 and has been updated every few years. As such it has not kept pace with policy developments at either Council or GLA level since the current Mayor came to power in 2016, and does not refer to more recent advancements in technology such as electric vehicle charging or demand responsive travel. It would also mean that sustainable travel policy continues to be spread over several documents, including SPDs such as for car clubs which are out of date. In addition, the production of a new action plan would perpetuate duplication of targets and objectives that are now geared around the core MTS objective and borough-specific targets.

Option 3: Provide new strategy but not apply SPD status.

- 5.4. With changes in funding to London boroughs from both TfL and the GLA, and the historic low level of capital resource allocations to Sutton for transport and other infrastructure, it is vital to look to developers and partners to contribute towards sustainable travel measures if the housing and population growth projections are to be managed. With no incentive to do so developers will continue to design schemes which do not take responsibility for managing their impact on the borough's transport network, and delivery

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of transport interventions will be delayed or dependent upon suitable 'challenge' style capital funds from TfL.

**6. Finance and Legal Commentary**Finance Comment

- 6.1. The production of the SPD will involve a consultation and costs will comprise the production of publicity materials, documents and, possibly, the renting of meeting space. Provision has been made within existing revenue budgets to accommodate these costs. These costs will all reside within the Strategic Planning service budget.

Legal Comment

- 6.2. The document will be prepared in accordance with Regulations 8-16 of the Town and Country Planning (Local Planning) (England) regulations (767/2012). No further comments.

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**7. Appendices and Background Documents**7.1. Appendices

<b>Appendix Letter</b>	<b>Appendix Title</b>
A	Draft Sustainable Transport Strategy 2020-2025

7.2. Background Documents

<b>Date of Expiry</b>	<b>Background Document</b>
N/A	N/A

**8. Audit and Consultations Trail**

<b>Consultees</b>	<b>Yes/No</b>	<b>Officer</b>	<b>Date of Comments</b>
Finance	Yes	Ramesh Teelock Shared Finance Service	12/05/2020
Legal	Yes	Allison Letts South London Legal Partnership	13/05/2020
EQIA	No	N/A	N/A
Version - Final			18/09/2020

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