

## APPENDIX A – SUMMARY OF LONDON BOROUGH OF MERTON'S LIP

**Borough:** Merton

**TfL Recommendation:** Recommended for approval

### **Overall recommendation for approval:**

Overall, Merton's LIP is well aligned with the Mayor's Transport Strategy. It is a strong document with particularly wide-ranging objectives and an emphasis on reducing health inequalities in the borough.

A number of comments were provided on the consultation draft, recommending strengthening primarily in relation to cycling and Vision Zero. All recommendations and comments from TfL have been incorporated into this version of the LIP.

The borough is progressing with the introduction of a borough-wide 20mph speed limit as part of its approach to delivering Vision Zero.

All requirements are met and the borough's proposals align well with the MTS. The borough has included a full commitment to Vision Zero and has appropriate objectives to meet the Mayoral aspiration – including a target of zero KSIs in 2041.

### **Recommended that Merton's third LIP is approved**

### **Assessment summary – policy consistency and adequacy of the borough objectives**

The LIP3 sets out how Merton's aspirations and objectives align with the MTS. Overall, the schemes proposed on the whole are adequate for the purposes of delivering an increase in sustainable mode share. Merton has taken on board feedback we provided on the draft LIP and incorporated some valuable additional analysis to support the LIP's outcomes and targets that align with the MTS.

In particular, the borough has revisited its cycling proposals, working closely with Merton Cycling Campaign and other local stakeholders to review opportunities across the borough. These have been incorporated to provide a more comprehensive and ambitious cycling delivery programme.

The borough states that in the short-term the role of the car will retain its importance for a limited number of journeys. They will, however, encourage these journeys to be made in cleaner and safer vehicles. Spatial planning policies are sought to better control the impact of new development via the local plan. The borough has stated it plans to adopt London Plan car and cycle parking standards and permit free developments in CPZs with PTAL 3 or above, subject to consultation.

The borough commits to achieving the Mayor's Vision Zero aim and sets targets that meet the trajectory. The foreword states that Merton will 'embrace the vision zero targets to eliminate fatal and serious casualties by 2041'.

The borough states its road danger reduction approach is to focus resources on school sites and vulnerable road users. A delivery phasing plan has been outlined in the LIP to achieve a borough-wide 20mph speed limit.

The delivery plan sets out schemes that encourage active travel through changing travel behaviour at a local level and implementing measures that will help address the uneven public transport provision across the borough.

**Final assessment: Consistent and adequate**

**Assessment summary - Delivery Plan adequacy (proposals and timetable)**

Chapter Three of the LIP3 Guidance outlines the requirements for the delivery of the schemes that the boroughs wish to deliver. The requirements specify that the borough outlines a programme of long term interventions up to the year 2041, a three year outline programme of works which they wish to develop and deliver, and a more detailed annual programme of works. The boroughs also have to provide a risk register and its proposed measures to mitigate them.

The LIP3 submission has been assessed against these requirements and it has been shown that the LIP satisfies them.

The borough has ambitions to deliver a number of large projects up to 2021/22. Two examples include:

- Borough-wide 20mph speed limit, introducing 20mph speed limit across the borough
- Casualty and Danger Reduction, implementing engineering interventions to address personal injury collisions at priority locations with high collision rates

The three-year programme conforms to the requirements and supports the aspirations as outlined in the MTS.

Turning to the detailed annual programme, the borough intends to promote a range of projects that support the MTS. The borough intends to invest £1,314k per year over the next three years, including physical measures to reduce road traffic casualties, supporting the Mayor's Vision Zero aim. Two of the schemes the borough intends to deliver in the first year of LIP3 include:

- Cycle Routes (£150k in 2019/20): identification, development and delivery of a mix of cycle routes and supporting infrastructure, including enhancements of existing paths across green spaces, new connecting routes and highway routes, and off-street locations such as upgrading existing path widths at Morden Park, Merton Park, Abbey Recreation Ground and Figges Marsh

- Accessibility Programme (£140k in 2019/20): improvements to aid mobility e.g. dropped kerbs, handrails, tactile paving, bus stop enhancements. This includes improvements in response to requests from user groups throughout the year and specific mobility training where issues are identified e.g. for training partially sighted users using a new road feature that may be unfamiliar

In addition, the borough intends to invest in complementary measures to promote behavioural change and casualty reduction. These include part-time road closures at schools, safer walking routes to schools and town centres, and delivery of STARS and other education programmes including walking to school programmes and school travel plan champions.

The borough will promote modal shift away from the dominance of the motor car by promoting the following walking and cycle schemes:

- Safer walking routes/streets (£120k over the three years)
- Cycle routes/bike storage (£600k over the three years)
- Bikeability training (£255k over the three years)

The borough will also bid for Liveable Neighbourhood funding for Western Road/Pollards Hill or Eastfields.

In conclusion, the borough's delivery plan supports the Mayor's aspirations as outlined in the MTS.

**Final assessment: Adequate**

#### **Assessment summary – adequacy of borough Outcome indicator targets**

All borough Outcome indicator targets are aligned with the trajectories in the MTS borough data pack.

**Final assessment: Adequate**

#### **Has the borough met their statutory requirements regarding consultation and undertaking a Strategic Environmental Assessment?**

Yes, a public and statutory consultation was undertaken. An SEA and EqlA have been produced and submitted.

**Final assessment: Met**