

**LB Sutton's Response to Panel's Question**

February 2019



**Matters 76 and 77 - Transport Schemes and Development**

**M76.**

- (a) Are all of the transport schemes set out in Table 10.1 necessary and adequate to deliver the development proposed in the Plan?**
- (b) In the context of the identified funding gap of £3.1 billion per year, is there a reasonable prospect that the transport schemes set out in Table 10.1, and any other essential strategic transport schemes, will be delivered in a timely fashion in relation to the timing of development proposed in the Plan?**

**M77. Would the successful implementation of the policies in the Plan, including delivery of the transport schemes set out in Table 10.1, be likely to achieve**

- (a) the target of 80% of all trips in London being made by foot, bicycle or public transport by 2041, and**
- (b) the mode shares in central (95%), inner (90%) and outer (75%) London set out in Figure 10.1A?**

**1. Introduction**

- 1.1.** In its response to the draft London Plan, under policy T3 (Transport capacity, connectivity and safeguarding), the London Borough of Sutton expressed support for the approach set out in the policy, and welcomed the inclusion of the proposed Tramlink extension to Sutton in Table 10.1. The council's response to Matters 76 and 77 is centred around this key scheme.
- 1.2.** The Tramlink scheme is a key infrastructure requirement to address the current low public transport provision in the borough, as set out in more detail in the council's response to Matter 81, and, if completed, would also be a significant contributor to meeting the 63% sustainable mode share target by 2041, set for the borough by Transport for London. It will also facilitate approximately 6,800 homes in Morden and Sutton town centres (see 2.2 below) together with over 2,000 jobs and further housing and employment development along the route corridor between these centres. If extended to the London Cancer Hub at Belmont, this will also be a significant mode for the approximate 9,500 end-user jobs at the hub, as well as 975 pupils, 300 sixth

## London Borough of Sutton/Matters 76-77

form students and staff at the new academy school that opened on the site in September 2018.

### 2. Public Transport Provision

- 2.1 Sutton lacks the rail infrastructure of other boroughs, including many in outer London. The borough has no Underground or Overground stations, a limited access to the Tram network at the north east borough boundary, and will not be served by Crossrail. (Table 1)

*Table 1: Rail and Tram Infrastructure by Borough*

	Borough	Average PTAIL Score *	Average PTAL	LU	LO	Cross- rail	CR2	Tram
1	City of London	7.9	6b	Y	N	Y	N	N
2	Westminster	6.5	6a	Y	N	Y	Y	N
3	Kensington & Chelsea	5.8	5	Y	Y	N	Y	N
4	Camden	5.7	5	Y	Y	N	Y	N
5	Islington	5.7	6a	Y	Y	Y	Y	N
6	Lambeth	5	5	Y	Y	N	N	N
7	Tower Hamlets	5	4	Y	Y	Y	N	N
8	Hackney	4.9	4	Y	Y	N	Y	N
9	Southwark	4.9	5	Y	Y	N	N	N
10	Hammersmith & Fulham	4.7	4	Y	Y	N	N	N
11	Haringey	4.3	3	Y	Y	N	Y	N
12	Wandsworth	4.3	3	Y	Y	N	Y	N
13	Lewisham	4.1	3	N	Y	N	N	N
14	Newham	3.9	3	Y	Y	Y	N	N
15	Brent	3.7	2	Y	Y	N	N	N
16	Waltham Forest	3.6	2	Y	Y	N	N	N
17	Greenwich	3.4	2	Y	N	Y	N	N
18	Merton	3.4	2	Y	N	N	Y	Y
19	Ealing	3.3	2	Y	Y	Y	N	N
20	Croydon	3.2	2	N	Y	N	N	Y
21	Richmond	3.1	1b	Y	Y	N	Y	N
22	Barking & Dagenham	3	2	Y	Y	N	N	N
23	Barnet	3	2	Y	N	N	Y	N
24	Enfield	3	1b	Y	Y	N	Y	N
25	Hounslow	3	2	Y	Y	N	N	N
26	Redbridge	3	2	Y	N	Y	N	N

## London Borough of Sutton/Matters 76-77

27	Harrow	2.9	2	Y	Y	N	N	N
28	Kingston upon Thames	2.9	2	N	N	N	Y	N
29	Sutton	2.9	2	N	N	N	N	Y
30	Bromley	2.8	1b	N	Y	N	N	Y
31	Bexley	2.6	1b	N	N	Y	N	N
32	Havering	2.5	1b	Y	Y	Y	N	N
33	Hillingdon	2.4	1b	Y	N	Y	N	N

\*Public Transport Accessibility Index score, London Datastore Intelligence Atlas, 2014

**2.2** The Sutton Link (as TfL have named the Tramlink extension) was subject to public consultation on the choice of route in Autumn/Winter 2018. According to the TfL consultation, depending which route is chosen the Sutton Link aims to:

- Open up transport options for communities that could include St Helier, Rosehill and north Sutton, which are not presently served by high-capacity public transport
- Create or improve connections to other centres, which could include Wimbledon, South Wimbledon or Colliers Wood, with links to London Underground and National Rail services
- Make it much easier to travel by public transport to key locations along the route, which could include several schools, the open spaces of Rosehill Park and Morden Hall Park, St Helier Hospital, and potentially the London Cancer Hub being planned for Belmont, via a future extension which would be enabled by the Sutton Link
- Make the roads safer and more attractive for people walking, cycling and using public transport
- Support the development of Sutton town centre, which is planned to create up to **5,000** homes and 2,000 new jobs by 2031, along with better public spaces and environments for walking and cycling
- Support plans for Morden town centre, which aim to make it much more attractive for locals, workers and visitors to enjoy and to provide up to **1,800** new homes in the centre
- At the moment parts of both boroughs have very limited public transport options and the Sutton Link would help enable the delivery of new homes and jobs in these areas.

Source: <https://consultations.tfl.gov.uk/trams/sutton-link/>

**2.3** The introduction of Tramlink to Croydon resulted in a 20% modal switch from car to tram (source: TfL, NAO). Given that Croydon town centre is better served in train and bus terms than Sutton town centre the modal switch is expected to be just as, or even more, dramatic in Sutton.

### 3 Conclusion

#### 3.1 In answer to the specific questions for the two matters:

**a) M76**  
**Are all of the transport schemes set out in Table 10.1 necessary and adequate to deliver the development proposed in the Plan?**

**3.2** The London Borough of Sutton is clear that the Sutton Link scheme is vital for the borough to allow it to meet its housing targets under the Local Plan and London Plan (as determined), and to support the development of the regeneration of Sutton Town Centre and the London Cancer Hub. It will also be a significant contributor to the borough achieving the modal shift targets set out in the Mayor's Transport Strategy (MTS).

**b) M76**  
**In the context of the identified funding gap of £3.1 billion per year, is there a reasonable prospect that the transport schemes set out in Table 10.1, and any other essential strategic transport schemes, will be delivered in a timely fashion in relation to the timing of development proposed in the Plan?**

**3.3** Transport for London has already committed £75 million towards the process of submitting a Transport Works Act application for the Sutton Link scheme. While it is recognised that there remains a significant funding shortfall for the scheme at this time, the potential benefits in terms of modal shift and public transport accessibility for two London boroughs, while supporting new homes and jobs, means that the scheme should be awarded a high priority for available funding.

**a) M77**  
**Would the successful implementation of the policies in the Plan, including delivery of the transport schemes set out in Table 10.1, be likely to achieve:**  
**the target of 80% of all trips in London being made by foot, bicycle or public transport by 2041?**

**b)** **the mode shares in central (95%), inner (90%) and outer (75%) London set out in Figure 10.1A?**

**3.4** The London Borough of Sutton currently has a sustainable transport mode share of approximately 46%, and the MTS has set targets to increase this to 48% by 2021 and to 63% by 2041. The borough's own target within its Sustainable Transport Strategy is 56% by 2025. Given the modal shift of

## **London Borough of Sutton/Matters 76-77**

approximately 20% witnessed by the implementation of Tramlink in Croydon, the borough is extremely confident that the longer term milestones can be met, or exceeded, if the scheme proceeds. This will also have further benefits for Merton, Croydon and Bromley given their connections to the existing Tramlink network.