

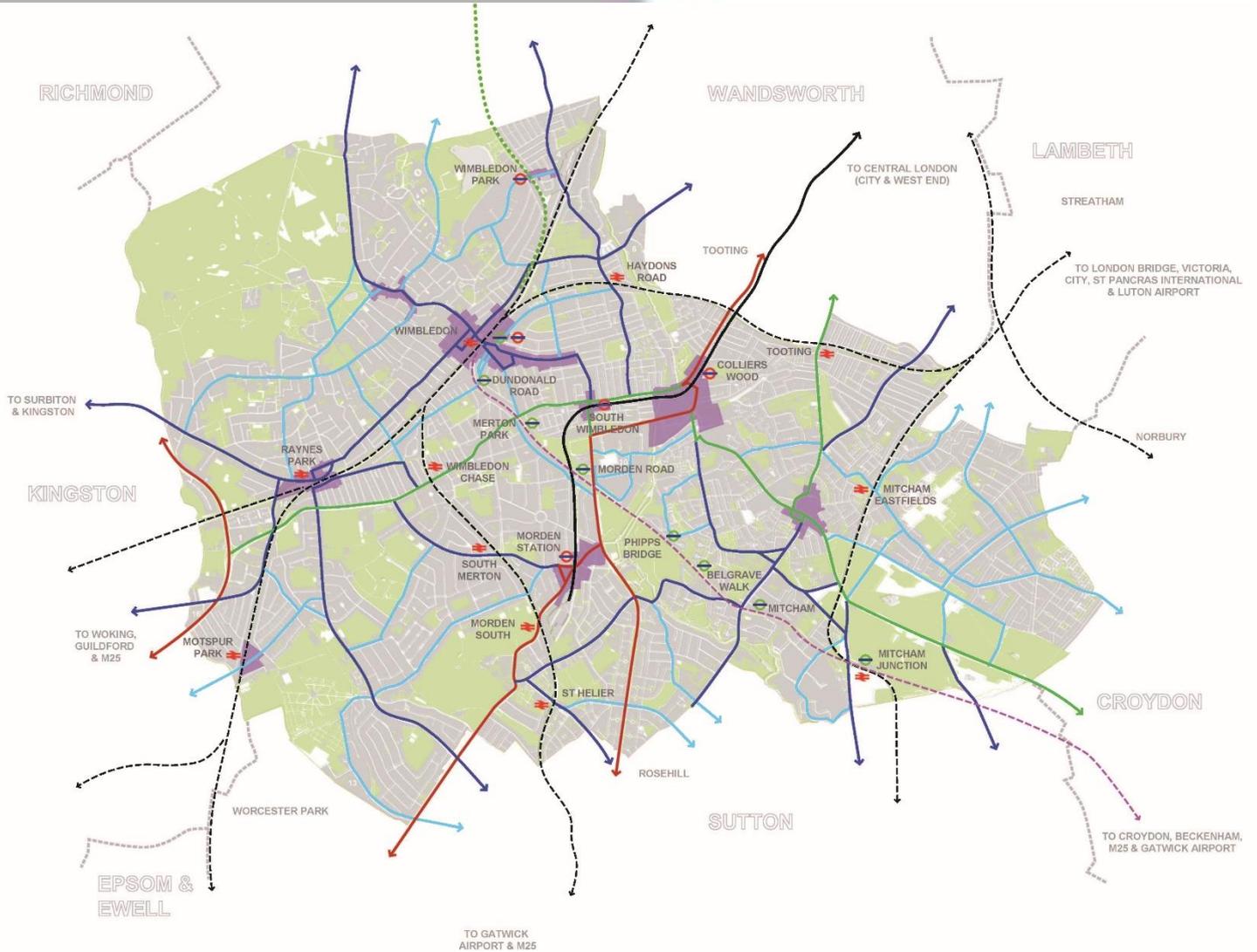
6.4

Transport



Merton

Transport connectivity



- Transport for London Road Network (TLRN)
- Strategic Road Network (SRN)
- London Distributor Network
- Local Distributor Roads
- 🚆 National Rail Stations
- 🚇 Underground Stations
- 🚊 Tram Stop
- Railway
- Northern Line Underground
- ⋯ District Line Underground
- Tram Line
- Urban Area
- Green spaces
- ⋯ Other Borough Boundaries
- Town Centres

Strategic Policy T6.4

Supporting an inclusive and better connected transport network

To make Merton a healthier, more connected and inclusive place where everyone is able to travel around in safety within a high quality environment.

We will do this by:

- a) Working with TfL and other stakeholders to eradicate deaths and serious injuries from our roads and make Merton a safer, healthier and greener place;
- b) Seeking to reduce the impacts of climate change and improve air quality in a co-ordinated way by co-ordinating work on air quality, public health, noise, flooding, waste, open space, design and transport;
- c) Improving connectivity and the whole journey experience to the public transport network, especially for people with restricted mobility to support a more inclusive society;
- d) Recognising and adapting to Merton's changing population and consumer behaviour, its travel needs, health inequality and increase the amount of exercise in people's daily lives;
- e) Supporting good growth, especially around the town centres at Colliers Wood and South Wimbledon, Morden and Wimbledon;
- f) Adopting the healthy streets approach to create places where people feel confident to walk and cycle in safety and to encourage the take-up of public transport

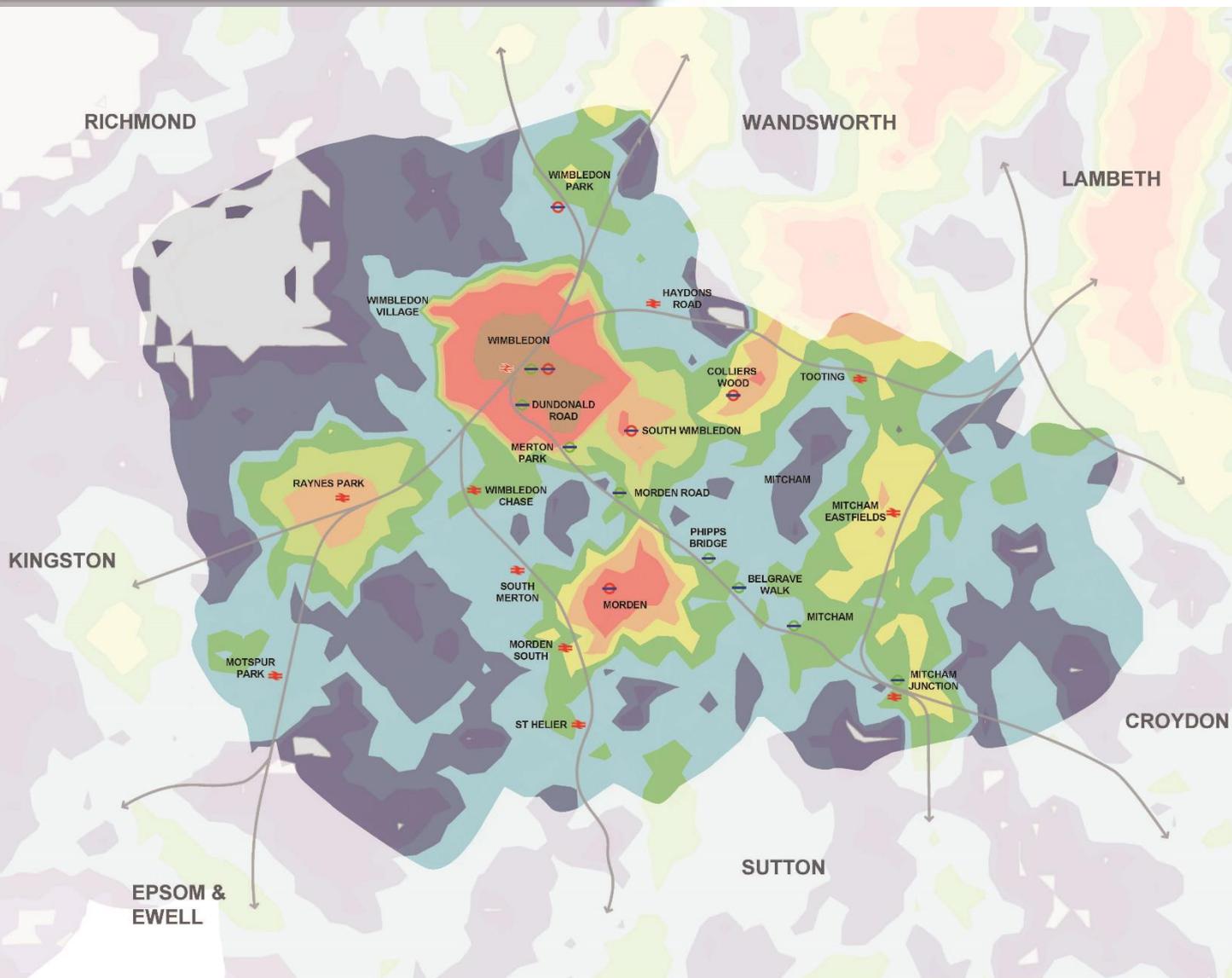
Justification

- 6.4.1. An efficient transport network is necessary to support economic growth yet it is increasingly unable of meeting the pressures and demands being placed upon it, giving rise to mounting congestion, poorer air quality and its associated impacts on health. Too many places are distinguished by traffic dominated streets with lined with parked cars, this makes for unhospitable and unsafe places. Changes to the way we shop, socialise and work is altering travel patterns and increasing freight movement. We are also living less active life-styles, which is pushing-up obesity rates.
- 6.4.2. The health and benefits of walking and cycling are undervalued and provide a realistic alternative to private cars for short local journeys. The council's Annual Public Health report (APHR 2018) provides a reference to inequalities in Merton and the underlying courses of differences in health outcomes between different groups. The council's Local Implementation Plan will set out how the Council will deliver the Mayor's Transport Strategy. Specifically, it sets out our approach and proposals for encouraging increased travel by sustainable modes.
- 6.4.3. The council has adopted the healthy streets approach, which puts people's health at the centre of how streets and public spaces are designed, managed and used based around 10 healthy Street indicators. Developers will be expected to apply the healthy streets approach in developing their proposals and for significant schemes of more than 50 residential dwellings or 1000m² gross floor area of commercial space will be expected to demonstrate through a healthy streets check using TfL's tool kit how their proposals meet this objective. Larger developments can also act as a stimulus to improved public transport facilities, bus services and connectivity improvements.
- 6.4.4. The National Planning Policy Framework (NPPF), Mayor's Transport Strategy and London Plan (2016 and Draft 2018) stress the importance of integrating land use change and transport. Supporting new development around stations and town centres with good public transport and strengthening local connections can reduce the need to travel, as the services people need are more likely to be available close by and within walking and cycle distance. Longer distance destinations can more readily be made by public transport.

6.4.5. Freight is a major contributor to congestion and there are rapid changes in consumer behaviour and demand including app-based travel (both by car and bike), food and drink deliveries / collection and the rising demand for same-day or 24 hour personal internet deliveries. How these servicing and deliveries take place and their frequency can impact on building design, the public realm, road safety, parking, the environment and local vehicular and pedestrian access. It is therefore essential that these considerations are fully assessed and any impacts mitigated.

Merton

PTAL levels map



Public Transport Accessibility Levels

Level 0 (0)
Level 1a (0.001 - 2.50)
Level 1b (2.51 - 5.00)
Level 2 (5.01 - 10.00)
Level 3 (10.01 - 15.00)
Level 4 (15.01 - 20.00)
Level 5 (20.01 - 25.00)
Level 6a (25.01 - 40.00)
Level 6b (40.01+)
— Rail
National Rail Stations
Underground Stations
Tram Stops

Policy T6.5

Sustainable and active travel

To make Merton a place where walking, cycling and public transport are the favoured travel choice when planning a journey.

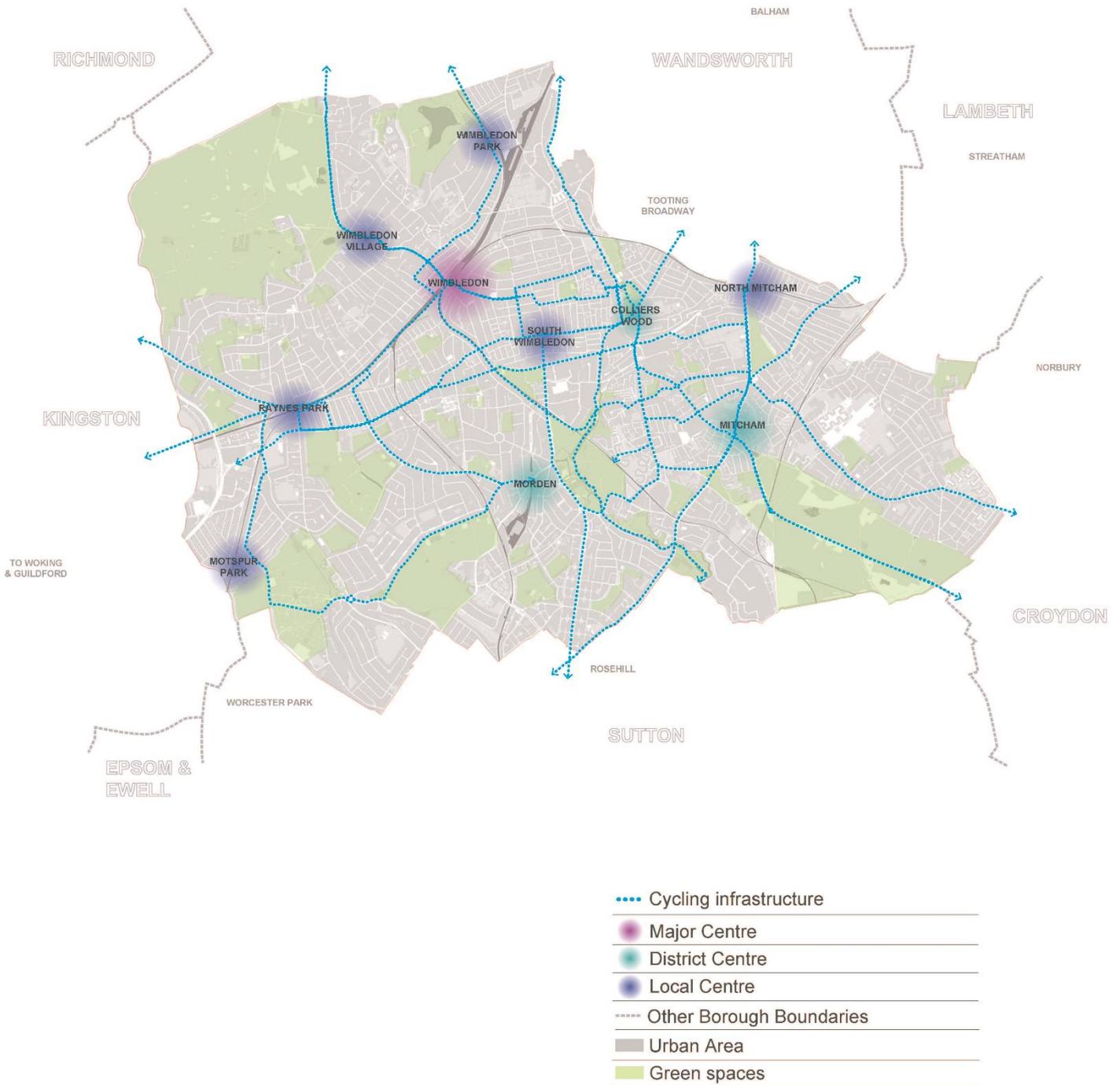
We will support and enhance our transport network by:

- a. Ensuring that development proposals provide a high quality street environment and facilities that support improved access to public transport, enhance or enable new walking and cycling connections and infrastructure for people of all abilities, disability and ages, commuter and recreational users;
- b. Making sure that cycle parking meets the minimum standards set out in the London Plan, that cycle parking is designed to be secure and accessible and by ensuring that cycling infrastructure is designed to accommodate the needs of disabled cyclists and the dimensions of non-standard cycles, including allocating a proportion of cycle parking spaces to users of non-standard cycles;
- c. Ensuring that all major development demonstrates its impact on public transport services and how this will contribute to a more reliable, accessible and connected public transport system;
- d. Work in partnership with the council and TfL to deliver new high quality links or the enhancement of existing pedestrian and cycle routes/networks, including the Wandle Trail, Wandle Beverly Brook Link.

Justification

- 6.5.1. Providing realistic sustainable travel choices and a welcoming surroundings is essential to reducing car usage, improving people's lives and health, supporting economic growth, relieving congestion and improving access, especially in town centres and other major attractors.
- 6.5.2. This can be delivered by upgrading existing facilities and providing safe, legible, continuous and well-connected walking and cycling routes to places where people wish to travel; in particular, between local centres, transport interchange's and community facilities. Opportunities should also be pro-actively pursued to provide green chains and links to and between open spaces, enhance existing public rights of way, as well as opening up new accesses to open/green spaces and nature.
- 6.5.3. Cycle parking facilities should be secure, provide for non-standard cycles, be covered and give good access to the street. It should also be easy to manoeuvre cycles both to and within the any facility. At non-residential development cyclists will also need proper storage for protective clothing, equipment and, at large sites, showers provided (see TfL workplace cycle parking guidance or London cycle design standards for advice).
- 6.5.4. Mobility services are achieving wider market recognition thereby opening up new opportunities to drive down car ownership. Together with app based sharing systems they can provide a cost-effective, sustainable and convenient way of getting around. The council supports these services, where they are accredited through nationally recognised organisations, are appropriately licenced and do not undermine the effectiveness of other established transport services. To accommodate these services, the council may seek to repurpose kerb-side space away from general parking to other designated uses, such as cycle parking or an improved street environment.

Potential cycling infrastructure improvements



Policy T6.6

Transport impacts of development

To ensure that new development is of good design and follows the healthy streets approach, is well connected, supports growth and promotes sustainable modes.

- a. Development should be safe, minimise impacts on the transport network and the environment. Proposals should also increase the use of sustainable transport modes and provide healthy places and streets, which deliver equal access for disabled people.
- b. Significant development should ideally be located around town centres or other areas with good connectivity by public transport or be able to demonstrate that planned and funded infrastructure improvements would raise the accessibility level.
- c. Development proposals will be expected to demonstrate their impact on the transport network through a Transport Assessment and adhere to Transport for London Guidance for Planning Applications. For smaller development, impacts can be detailed through an appropriate Transport Statement. For constrained and major sites, developers will also be expected to provide an outline Construction and Logistic Plan, in accordance with TfL Guidance followed by a full Construction and Logistics Plan once the main contractors have been appointed.
- d. Development will be expected to provide opportunities for occupiers to enhance the use of public transport, cycling and walking to improve health and overall levels of physical activity, including contributing towards additional services and supporting infrastructure through a S106 obligation or planning condition.
- e. Development should be located close to the Strategic or London Distributor Roads if they are expected to generate significant numbers of journeys by goods vehicles.

- f. Development should ensure Travel Plans accompany all significant development in accordance with TfL guidelines. Proposals for schools should demonstrate that they can achieve TfL “Stars” accreditation to bronze standard as a minimum.

Justification

- 6.6.1. How easy it is to move about plays a significant role in influencing peoples' travel choices. To accommodate new growth sustainably it is essential that development encourages more walking, cycling and public transport use to reduce its impacts on the environment and road network, reducing congestion and reducing noise and air pollution from vehicles. This requirement is especially relevant in Morden town centre where significant changes to the highway layout are envisaged to meet the council's growth aspirations. Where appropriate, improvements that are required to mitigate impact from individual developments will be secured through planning obligations.
- 6.6.2. The Mayor's Transport Strategy (MTS) charts the strategic direction for transport in London. It places three priority areas for delivery:
- Healthy Streets and healthy people,
 - A good public transport experience and
 - New homes and jobs.
- 6.6.3. It also sets an ambitious target that 80% of all trips in London will be made on foot, by cycle or using public transport by 2041. Another major aim is for all Londoners to do at least the 20 minutes of active travel they need to stay healthy each day and delivering 'Vision Zero' approach to make our streets safer for everyone.
- 6.6.4. In outer London the car is still an important travel choice for many. Internet shopping, on-demand economy, food delivery apps, changing life styles and work patterns are also impacting on travel demands. Similarly, many parts of the borough have poor access by public transport (see TfL's PTAL WebCAT planning tool (<https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat>),

which can also be an important consideration in determining the suitability of a proposal. Consideration of all these impacts, including servicing, deliveries and parking are integral to the overall scheme design and need to be considered early in the design process. Sites with a PTAL score of 2 or below are considered to be poor, 3 -4 are good, score 5 and is excellent.

- 6.6.5. New streets should respect and link to the local neighbourhood they serve and provide good connections to community facilities and shops, promote improved travel choice by creating an attractive, permeable, well designed and balanced environment. The council supports TfL's healthy Streets approach. Significant new development is therefore expected to show how the healthy street approach indicators are met.
- 6.6.6. Development should respect the movement and place functions of streets. Proposals likely to generate or attracting high traffic volumes, especially by heavy goods vehicles should be appropriately connected to the road network.
- 6.6.7. The construction of large, complex or constrained sites can present significant logistic and environmental challenges during the construction phases with complex supply chains and high numbers of vehicle trips for excavated materials and construction materials. This can be particularly sensitive in town centres, schools and around areas of high density housing.
- 6.6.8. The preparation of a well-presented outline construction and logistic plan early in the planning process help ensure that the most appropriate options can be identified and appropriate mitigation identified to reduce impacts during construction. There may be many months between the development of the outline construction and logistics plan pre-application and the appointment of the main contractors to start on site. Therefore following the grant of planning permission, the council will require a full Constructions and Logistics Plan via planning condition which expands in detail on the principles agreed in the Outline and which is developed in conjunction with the site's main contractors. Plans must follow the layout and form identified in TfL's Construction Logistic Plan Guidance (July 2017 – 03 or later update).
<http://content.tfl.gov.uk/construction-logistics-plan-guidance-for-developers.pdf>.

Policy T6.7

Car parking and servicing

Limit the parking and servicing impacts of development through effective management by requiring that:

- a. Development only provides the level of car parking necessary, taking into account the sites accessibility by public transport (PTAL) and local circumstances in accordance with London Plan standards.
- b. Where a residential or commercial development is situated within a controlled parking zone with good connectivity by public transport (PTAL 3 or above) the council will require permit free development secured via a legal obligation or unilateral undertaking. Permit free development will also be considered alongside public transport corridors, which fall below this PTAL level on a case-by-case basis where improvements to public transport are provided to raise the PTAL level.
- c. Ensure that disabled parking and electric vehicle charging infrastructure is be provided in accordance with the London Plan standards. Within permit free development, developers are still expected to provide disabled parking spaces on site.
- d. That car parking in retail and leisure development is limited to short stay use, conforms to a nationally recognised safety mark and is not reserved for any development. Opportunity to retrofit electric vehicle charging infrastructure in should be optimised.
- e. That development must make safe provision for emergency services and efficient deliveries and servicing, including for on-demand economy / app based services, visitor drop-off and pick up and taxis.
- f. Significant residential development must pursue opportunities smart home delivery and collection systems.

- g. That car parking for emergency services, including ambulance, fire and policing facilities will be assessed on individual merits.
- h. Seek new or expanding existing Controlled Parking Zones (CPZ's) where it is considered necessary to reduce car journeys, promote road safety and protect existing residential amenity.

Justification

- 6.7.1. Development should sympathetically reflect the parking and servicing needs of a site concurrently with its impacts on neighbouring uses, movement and public transport, especially in town centre locations where kerbside space is more intensively used.
- 6.7.2. For mixed use development, where competing demands for parking space may occur and to ensure that parking is operated as anticipated a Parking Management and Servicing Plan will be to both maintain access and to mitigate against operational issues. These will be secured through planning condition or appropriate legal agreements.
- 6.7.3. In recognising the rise of internet shopping including on-demand deliveries, food delivery apps and app-based taxi services has resulted in a significant increase in home deliveries and service trips adding to congestion. Developers are required to provide storage and collection solutions, which are safe, attractive and well-designed and strive to limit delivery and collection movements.
- 6.7.4. For higher density residential sites these activities can result in a complex mix of users and vehicle types including refuse goods vehicles, mini vans, cycles and scooters all competing for the same road/servicing space. Accommodating and effectively managing all these different requirements needs to be explored in detail at an early stage so that sufficient capacity is provided within the overall design solution
- 6.7.5. Car Club/Car sharing schemes can provide residents with access to a private car when they need it, help support lower levels of on-site parking provision thereby

facilitating a higher density of development on a site, especially for larger scale developments or in town centre sites. This will normally be supported through a legal agreement in conjunction with a Travel Plan. Bays should also be open to neighbouring residents. Car Club operators should be part of a national Accredited Scheme.

- 6.7.6. On current trends we expect a continued rapid rise in the demand for electric vehicles. To accommodate future growth in electric vehicles, the council supports a board mix of charging infrastructure, including lamp column socket chargers, fast and rapid chargers to serve different needs. We particularly support new electric vehicle charging points in existing car parks, such as supermarkets, where people can charge their vehicles while they shop. Access to charging infrastructure should also include a “pay and you go” option to serve visitors and to better apportion operating costs to users. TfL’s *Land for Industry and Transport SPG, Annex 5 – Electric Vehicle Charging Infrastructure – Guide for Developers* is also relevant.
- 6.7.7. Within permit free development, developers are still expected to provide disabled parking spaces on site. This should be incorporated with the overall design. In exceptional circumstances for severely constrained sites where this would compromise the integrity of the proposal the council will consider on-street alternatives providing this would not limit access to neighbouring sites or the safe operations of the transport network.
- 6.7.8. Where development includes a mix of affordable and market units parking should be allocated on an equitable basis unless demonstrated through recent local census or survey data that a different weighting should apply. The council also encourages parking to be subject to a management plan with spaces purchased separately to optimise how the spaces are used.
- 6.7.9. There are air quality and economic benefits to be gained where deliveries are timed to avoid peak times. The 24hr economy is also forcing change. The council will consider later servicing operations where “quite delivery” practices, supported by a Delivery and Service Plan and appropriate noise mitigation is in place
- 6.7.10. Around the fringes of town centres and along some transport corridors the level of public transport provision can fall away sharply as walk distances increase just beyond the measurement used for PTAL calculations. Where public transport

services and facilities are increased to raise the PTAL level permit free development will be accepted.

6.7.11. For the purposes of these policies significant development will include sites with more than 49 dwellings or 1000 square metres gross floor area.

6.7.12. Conversions of small sites or large single homes to multiple residential properties are placing increased parking pressures on existing residents. To help mitigate any impacts, where sites are within a controlled parking zone with a PTAL of 3 or above the newly created additional dwellings shall be permit free, secured by obligation. Outside of controlled parking zones applicants will be expected to undertake parking surveys to assess potential impacts and whether streets. Where demand exceed 85% mitigation may be sought to support the applicant

6.7.13. Where a development is likely to generate a significant amount of movement by goods vehicles or materials the council will require Delivery and Service Plans to be provided so that potential impacts are minimised.

6.7.14. A Delivery and Service Plan is a framework that identifies and manages transport impacts through the active management of business practices associated with the delivery of goods and servicing within an organisation to minimise the adverse impacts of delivery and servicing activity. This can be achieved through a range of interventions including modifying business practices, supplier and facilities management. Combined these actions help improve safety, reduce congestion, improve the reliability of deliveries and environmental impacts.

6.7.15. Coaches can significantly reduce car journeys by combining single journeys or drop offs thereby reducing congestion, provide a convenient means to convey people to large sporting/leisure events and major transport terminals. Development likely to attract coach trips will be expected to provide appropriate, managed picking up and setting down facilities. Where this not achievable within the site then alternative approaches need to be explored within the Transport Assessment.

Policy T6.8

Transport infrastructure

To protect existing public transport infrastructure and to ensure that new public transport facilities and infrastructure is provided to support economic growth, access to employment and to increase mode share by public transport, walking and cycling.

- a. Development which impacts on sites/land serving transport functions or safeguarded for transport uses, will be required to meet all of the following criteria:
 - i. The sites no longer serve any operational need and is not identified for future transport related use.
 - ii. Equivalent alternative provision is made,
 - iii. It can be demonstrated that transport providers, operators and other relevant parties have been fully consulted;
 - iv. That where equivalent provision is needed to maintain services during any interim period, details of transitional arrangements will be required by a planning obligation or condition.

- b. Land for new transport facilities and other infrastructure needs will be required through planning obligation where shortfalls have been identified to accommodate future growth.

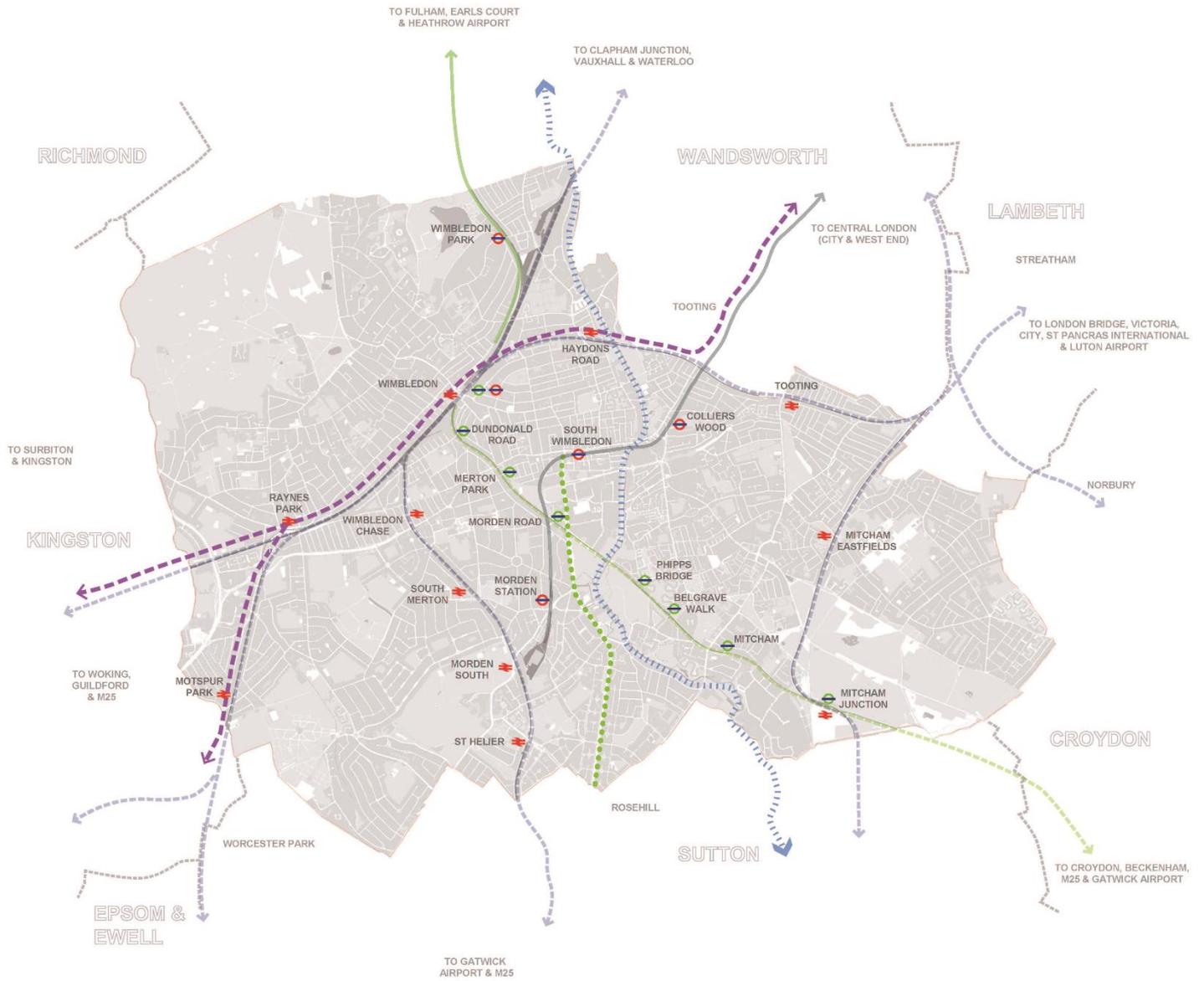
Justification

- 6.8.1. To support anticipated growth and to keep the transport network moving, more journeys will need to be made by sustainable modes. Protecting existing and potential sites and routes is critical to providing the necessary capacity.
- 6.8.2. This policy safeguards land currently occupied by transport uses and seeks additional land or physical improvements where this is required to improve the transport network. This will be secured through planning obligation.
- 6.8.3. The provision of improved public transport connections and facilities will help to reduce inequality by seeking improved accessibility to areas currently poorly served by public transport.
- 6.8.4. Strategic regional transport proposals are listed in the London Plan more locally important proposals are indicated on the council's Policies Map. Whilst not exhaustive, it outlines key projects for delivery during the plan period, although larger more complex schemes will take longer to bring forward and complete. Core proposal include:
- i) Crossrail 2 – National Strategic Rail project being developed by Transport for London and Network Rail. Safeguarding was last refreshed in 2015. Further clarification and safeguarding on this project is expected in 2019.
 - ii) Sutton link (Bus Rapid Transit or Tram) - Several route options are currently being consulted on by transport for London. The preferred route option is expected to be identified in early 2019
- 6.8.5. Other tram related proposals include further twin tracking between Morden Road tram stop and Philips Bridge Tram stop and a new tram stop to serve Willow Lane Industrial Estate. Rail related proposals include station enhancement/accessibility programmes.
- 6.8.6. Entry to the Willow Lane Industrial estate is restrained by a two-way access from the south and a narrow single lane one-way street from the north. This lack of

connectivity reinforces safety concerns and restricts growth opportunities. The council will continue to promote proposals for new transport improvements including a new northern access road.

- 6.8.7. Improving accessibility by walking, cycling and public transport is a key objective of the council's transport policies, in particular between town centres and where physical barriers result in poor access, such as in Lower Downs Road, Raynes Park, where a key walking route with a new shared facility is sought alongside the existing road. Other initiatives include developing a series of town centre based cycle hubs (Morden, Colliers Wood and Wimbledon) and expanding the cycle route network.

Future transport infrastructure improvements



Existing transport infrastructure

- National Rail Stations
- Underground Stations
- Tram Stop
- Railway
- Northern Line Underground
- District Line Underground
- Tram Line
- Wandle Valley Regional Park

Potential future transport infrastructure

- Crossrail 2
- Tram extension to Sutton