The Case for the Morden to Sutton Tram

September 2014
1. The Ask

The extension of Tramlink is a priority of both Sutton and Merton Councils that has been part of strategic planning policy for over 20 years, as part of a shared aspiration to address the transport deficit in South London and support high quality sub-regional economic growth. The Councils have been working in collaboration with TfL to make the case for an extension of the Tramlink network from Wimbledon to Sutton Town Centre via Morden.

We are now at a critical juncture. TfL has completed a feasibility study to test the alignment of the route, the location of potential tram stops, and provide a broad estimate of the cost of construction. The boroughs have identified a funding package that could cover approximately 20% of the cost and have jointly led and funded a formal consultation exercise to complement the numerous informal engagement exercises that have taken place over the last two years. The response is clear. 84% of those consulted support the tram citing its transport and accessibility benefits. The Councils separately identified £500m GVA that will be supported by the tram. The preferred route runs from Sutton Town Centre round the gyratory and via St Helier to Wimbledon via Morden.

Our proposal benefits from cross party borough support, support from both Sutton and Merton's Chamber of Commerce and Sutton's Business Improvement District, Successful Sutton and Wimbledon's Business Improvement District, Love Wimbledon. Furthermore we are grateful for the explicit support from Paul Burstow MP and Tom Brake MP and Sutton's Assembly Member, Steve O'Connell.

We believe that this is now a compelling case for joint investment and we look forward to working with the Mayor and the GLA family to secure a place for Tramlink in the forthcoming TfL business plan.

Potential Tram Routes

- Wimbledon
- Dundonald Road
- Merton Park
- Morden Road
- Central Road
- Cartmel Gardens
- St Helier Avenue
- Rosehill Roundabout
- St Helier Hospital
- Rosehill Park
- Angel Hill
- Sutton High Street North
- Throwley Way
- St Nicholas Way
- Sutton

Key
- Interchange Stations
- London Underground
- National Rail
- Existing Tramlink
- Preferred extension route
- Alternative option 1a
- Alternative option 1b
- Alternative option 2
- Alternative option 3

All tram stops and names are indicative and provide an indication of where the stops could be located. The route alignment and alternative options have not been finalised as further detailed engineering work is first required.
Extending Tramlink to Sutton and Merton would bring many benefits to both boroughs. These benefits can be sub divided into the broad categories below.

**Economic benefits:**
- Creating 2,000 temporary construction jobs, and more than 10,000 additional jobs
- Unlocking the development potential of sites along the proposed route and bring forward opportunities for enhanced commercial, retail, leisure and residential development
- Reduce journey times locally and to Central London, supporting economic welfare benefits of £76m over 30 years.
- Enhanced development could generate over £500m Gross Value Added (GVA) and £50m in resident expenditure
- Higher levels of capacity on the road network enabling Sutton and Merton to develop as regional economic hubs with access to wider labour market talent across the South East
- Enhanced business rate revenues enabling the boroughs to provide high quality public services in line with residents' expectations.

**Social benefits:**
- A total of 59,000 people will benefit from access to Tramlink, including some of Sutton and Merton's most deprived neighbourhoods.
- Increased community liveability, with more revenue and space freed from vehicles to invest in high quality public realm improvements.
- Improved health outcomes with a more active lifestyle for people walking to and from public transport stops.
- Trams increase the sense of public safety and people generally feel safer travelling on Trams over Trains and Buses.

**Environmental benefits:**
- Improved local air quality and no local air pollution.
- Regenerative braking systems means energy captured in stopping the tram is recycled to use again.
- Enhance the provision of sustainable transport in both boroughs.
- Reducing road congestion and encourage residents to use sustainable transport.
- Lower CO2 emissions which will contribute to Merton's carbon reduction targets and Sutton's One Planet Living targets.
4. Sutton and Merton’s Offer

Wider benefits:

- Potential to expand the network further to other parts of Sutton, such as Sutton for Life, Sutton's Life Science Cluster.
- The Tram has been integrated into our plans for land use, walking, cycling and other public transport connections.
- The Tram will enable Sutton and Merton's growing population to access new business and work opportunities in a sustainable way.
- The Tram will conserve the quality of life that makes Sutton and Merton two of the most desirable places to live in London.
- In boroughs with limited to no Underground provision, trams would add significantly to transport capacity.
- 200 people can travel on a tram compared to around 90 on a bus.
- Trams are more accessible than trains, travelling more frequently and with stops every 600 metres or so.
- Step-free access and multiple entrances at street level mean that trams offer easier boarding and reduced journey times from home to final destination.
- Trams offer a smoother, quieter and more comfortable ride than a bus.
- In Croydon an estimated 19% of tram users would have previously used cars to make their journey.

Both boroughs understand that TfL have also produced a Business Case for the Morden to Sutton Tramlink extension. This has yet to be received by either boroughs but we understand that this too will calculate Wider Economic Benefits (WEBs).

TfL estimate that the cost is likely to be £250m. They have looked to boroughs to contribute given that this is not a scheme that is currently within the TfL Business Plan. It is a challenging time for Local Authorities finances and as a result we have been innovative in our approach to funding. We recognise that Tramlink will be positive for our boroughs, supporting high quality growth and jobs and that this brings with it an opportunity to raise funding without putting pressure on already stretched Council budgets.

The offer for Tramlink has been devised from a combination of income from additional housing development that could be supported in the Town Centre once transport connections are improved, business uplift, uplift in council tax and the value of land safeguarded for the Tram through Section 106 agreements associated with town centre developments. The balance of revenue streams is indicative and further consultation will be required particularly with the business community in due course.

<table>
<thead>
<tr>
<th>Revenue stream</th>
<th>Amount (£ million)</th>
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<tbody>
<tr>
<td>Borough-wide Community Infrastructure Levy</td>
<td>0.600</td>
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<tr>
<td>Sutton Town Centre Community Infrastructure Levy</td>
<td>9.257</td>
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<tr>
<td>Business Rate Supplement on businesses with a rateable value of over £50,000 per year</td>
<td>10.400</td>
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<tr>
<td>Council Tax from new developments</td>
<td>3.300</td>
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<tr>
<td>Value of secured land for route</td>
<td>13.335</td>
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<tr>
<td><strong>Total contribution offer from Sutton</strong></td>
<td><strong>36.892</strong></td>
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<tr>
<td><strong>Total contribution offer from Merton</strong></td>
<td><strong>4.825 - 8.825</strong></td>
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<tr>
<td><strong>Joint Council offer</strong></td>
<td><strong>41.717 - 45.717</strong></td>
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5. Public Support

Methodology

The OPM Group carried out a consultation programme on behalf of Sutton and Merton. The consultation was live from Monday 21 July 2014 until Sunday 17 August 2014. A mixed methods consultation methodology was used in order to reach as many participants as possible, and to particularly target those who may be most affected by the proposed Tramlink extension. This included a variety of communication channels to raise awareness of the proposals and the consultation such as a website, social media activity, press releases to local papers, posters in public places, and a mail-drop to addresses across the two boroughs to a total of 110,000 households. The feedback mechanisms provided to participants included a full questionnaire, a short postcard version of the questionnaire, and a dedicated freepost postal address and email address. Finally eight drop-in and high street events were held to reach more people and also to provide opportunities for participants to find out more detail about the proposals.

Summary of Responses Received

A total of 10,048 responses were received for this consultation through various offline and online channels.

<table>
<thead>
<tr>
<th>Method</th>
<th>Responses</th>
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<tbody>
<tr>
<td>Online questionnaire</td>
<td>684</td>
</tr>
<tr>
<td>Hardcopy questionnaire</td>
<td>385</td>
</tr>
<tr>
<td>Postcard</td>
<td>8842</td>
</tr>
<tr>
<td>Email / Letter</td>
<td>137</td>
</tr>
</tbody>
</table>

Number of responses received from each borough

- Sutton: 6752 (67%)
- Merton: 2078 (21%)
- Other: 1218 (12%)

Total number of responses received: 10,048

Summary of the Results

Of 9,846 responses to the question "To what extent do you support the proposal" 84% of respondents strongly supported or supported the proposals, 11% of respondents strongly objected or objected the proposals and the remainder had no strong views or were unsure.
To what extent do you support the proposal?

Responses from Sutton

Total number of responses to this question from Sutton Postcodes: 6,694

To what extent do you support the proposal?

Responses from Merton

Total number of responses to this question from Merton Postcodes: 2,025

Other responses

Total number of responses to this question from other or no Postcodes: 1,127

Comparison of responses about north terminus options by borough in percentages

Total number of responses to this question: 985

Alternative option 1a: Terminus at South Wimbledon via Morden Road.

Alternative option 1b: Terminus at South Wimbledon via Nursery Road Playing Fields / Abbey Recreation Gnd.

Comparison of responses about St Helier route options by borough in percentages

Total number of responses to this question: 1,009

Alternative option 2: Do not serve St Helier Hospital.
6. Appendix 1

For more information on the Consultation please view:
Extending Tramlink from Wimbledon to Sutton via Morden Road: Public Consultation Report

Total number of responses to this question: 1,009

**Alternative option 3:** Use Sutton High Street for northbound trams instead of St Nicholas Way.

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Comparison of responses about Sutton town centre route options by borough in percentages

- Sutton: 65%
- Merton: 53%
- Alternative option 1: 15%
- Alternative option 2: 14%
- No strong view: 14%
- Don't know: 9%

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