

Committee: Ordinary Council Meeting

Date: 11th September 2013

Wards: All

Subject: Strategic Objective Review – Sustainable Communities with a focus on Transport

Lead officer: Chris Lee, Director of Environment and Regeneration

Lead member: Councillor Andrew Judge, Cabinet Member for Environmental Sustainability & Regeneration

Forward Plan reference number: N/A

Contact officer: Richard Lancaster, Future Merton

Recommendations:

A. That Council consider the content of the report

1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY

1.1 Council at its meeting on 6 March 2013 approved the Business Plan 2013 - 2016.

1.2 The Business Plan represents the way in which the council will deliver the Community Plan, which is grouped into five strategic themes (sustainable communities, safer and stronger communities, healthier communities, older people, children and young people). Performance against these themes, plus an additional theme of corporate capacity, is monitored by Council.

1.3 Each meeting of Council will receive a report updating on progress against one of these strategic themes. This report provides Council with an opportunity to consider progress against the priorities that are to be delivered under the Sustainable Communities theme, with a focus on transport.

1.4 The ambition for this theme is to improve sustainable transport provision, support economic growth, increase investment and work towards carbon reduction. The key portfolio holder is Councillor Andrew Judge, Cabinet Member for Environmental Sustainability & Regeneration.

1.5 The report will focus on the policy context, delivery, challenges, successes and opportunities in relation to traffic and transport.

2 POLICY CONTEXT

2.1 The Mayor's Transport Strategy (MTS) sets out the transport vision for the capital and details how Transport for London and partners, including boroughs, will deliver the plan over the next 20 years.

2.2 Key proposals within the MTS that are most relevant to Merton include:

- improving the underground, rail and buses;
- implementing a cycle 'revolution';
- smoothing traffic flow;
- improving transport interchanges;
- making walking count;
- creating a better public realm;
- improved accessibility to the transport network.

2.3 At a local level, improving access to transport, addressing issues associated with road safety, tackling congestion and encouraging sustainable travel behaviour are important elements of Merton's Community Plan. In addition, Merton's overarching transport policy is set out in the Local Development Framework Core Strategy, adopted in 2011. With respect to transport, there are 3 overarching themes: 'Active Transport', 'Public Transport' and 'Parking, Servicing and Delivery'.

2.4 The key transport document for Merton is the Local Implementation Plan (LIP), which is a statutory document designed to demonstrate how Merton can contribute to the Mayor of London's Transport Strategy (MTS) and to deliver the transport objectives identified in Merton's key policy documents including the Local Development Framework Core Strategy and the Community Plan.

3 KEY TRANSPORT CHALLENGES

3.1 Over the 20 year lifetime of the MTS and the LIP Merton faces a number of transport challenges. Many of these challenges align with the key transport related issues identified in the Community Plan and are summarised as follows:

Regenerating Town Centres

3.2 The regeneration of Merton's town centres is one of the highest priorities for the borough, and transport planning has a fundamental role to play in order to create the necessary conditions to encourage future growth. Key elements include improving access to the town centre, movement through the town centre and enhancing the overall quality and functionality of the public realm.

Car Ownership

3.3 Whilst Merton is generally well connected to public transport services, it does experience high levels of car ownership when compared to London as a whole, principally a reflection of its outer London location. Whilst car ownership levels across the borough are reducing, approximately 68% of households still have access to at least one car. In addition, a high proportion of residents also work outside the borough, with an average commute of 10.7km, taking an average of 31 minutes.

Congestion

- 3.4 Given Merton's relatively high car ownership levels, residents' commuting patterns and the high proportion of traffic passing through and not stopping in the borough, congestion remains a major issue for Merton. Associated problems with congestion relate to the impact upon health, including air pollution and increasing CO2 levels, and the economic cost created by delays. Tackling congestion is a principle objective of the MTS, with key policies focusing on smoothing traffic flow and increasing the modal share of sustainable transport modes. However, the issue is extremely complex, and the establishment of the Roads Task Force by the Mayor of London emphasises the need for an increased focus on the function of roads.

Road Safety

- 3.5 Whilst there has been significant progress in the last 10 years to reduce accidents, road safety remains a high priority. One of the key issues to tackle is the disproportionate accident rates amongst cyclists and powered two wheelers. In addition, given the MTS's focus on significantly increasing walking and cycling over coming years, a corresponding increase in funding and resources to tackle casualty levels associated with such modes will be required. Over the last 2 years Merton has begun to experience an increase in casualty rates. Whilst the increases are coming from a relatively low base rate, road safety projects and education programmes will need to be adjusted accordingly, and collision rates will need to be closely monitored, to address the issues.

Encouraging Sustainable Transport

- 3.6 Increasing walking and cycling levels, within Merton and across the sub-region, is a fundamental challenge. For example, the MTS includes a target to increase cycling in London by 400% by 2031, in order to achieve a 5% modal share. Within Merton, the current modal share for cycling is approximately 2%, so in order to achieve this step-change and necessary 'lift off' to create the environment to significantly improve the conditions for cycling will inevitably require substantial investment and improved co-ordination across the south sub-region.

Encouraging the use of Public Transport

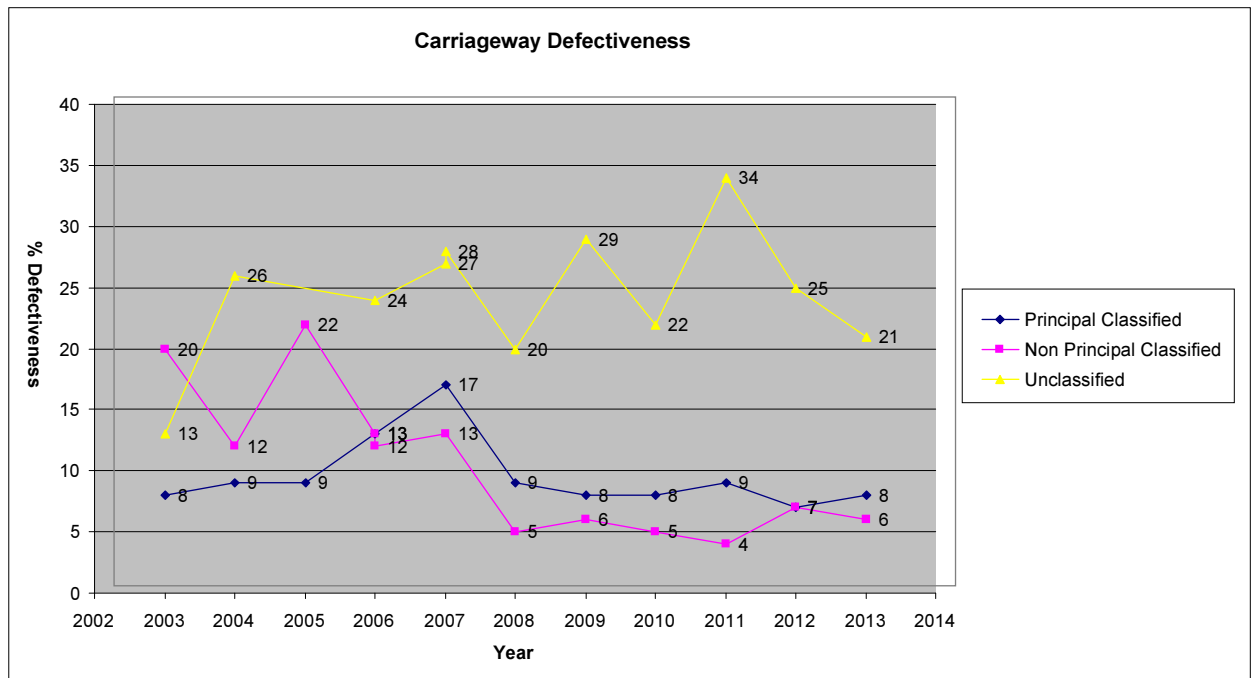
- 3.7 Increasing the use of public transport, and improving access for all, remain a key priority, and reflects some of the key issues identified in the Community Plan.
- 3.8 Certain areas of the borough experience public transport accessibility levels on a par with a central London location, whilst others are very poorly served. Addressing this issue, improving orbital connections, and increasing capacity on the existing network, remain key priorities.

Road Condition

- 3.9 The Council's highway network plays a major role in the economic growth of the borough through increased mobility for citizens and goods, and from building and maintaining infrastructure. The local road

network also affects broader quality of life, not least providing access to local services and having a direct link to the safety of people using the highway network. The Highway network is the Council's single biggest asset with a Gross Replacement Cost (GRC) of in excess of £700m. It is therefore vital that this asset is maintained. To this end the Council invests £2.5m annually in the maintenance of both the carriageway and footway network.

3.10 The graph below shows the current and historical condition of Merton's carriageway network since 2003.



The Council currently invests over £3.0 million per annum via capital and revenue in the maintenance and improvement of carriageways and footways across the borough. The majority of roads are unclassified and whilst the general trend was one of deterioration up until the recent past we have seen an improving picture for the past 2 years. This has also been reflected in reduced insurance claims and settlements arising from highway defectiveness. Highway investment is prioritised according to an annual assessment of condition alongside other factors including location.

Funding & Resources

3.11 Funding remains the key to enable Merton to address critical challenges. Whilst the borough has successfully taken advantage of available funding streams during recent years, funding to deliver core transport related responsibilities remains under increasing pressure. Funding reductions are likely to mean that the borough may have a reduced ability to respond to new and changing circumstances in the

future. The increase in accident rates is an example where additional funding may need to be set aside to try and address evolving issues.

Mayoral Targets

3.12 In order to quantify some of the key challenges faced by Merton, reference can be made to the seven mandatory transport targets set for the borough by the Mayor of London:

Indicator	Period	Base Year Value	Current Value (2012)	Target Value (2031)
1: Increase in the mode share for walking in London Borough of Merton	2011 - 2031	33.3%	33.5%	35.0%
2: Increase in the mode share for cycling in London Borough of Merton	2011 - 2031	1.3%	2.2%	5.0%
3: Maintain mean Bus Excess Waiting Time (minutes)	2011-2018	1.1	1.0%	0.9%
4 : Reduction in Killed & Seriously Injured (KSI) casualties (no. per annum)	2011 – 2020	60	65	39
5: Reduction in total road traffic casualties (KSI's & Slight) (no. per annum)	2011 – 2020	512	536	380
6: Reduction in CO2 emissions in London Borough of Merton (tonnes of CO2 per annum)	2011 - 2031	164	138	90
7: Reduction in % of principal road network in need of repair	2011-2018	9.3%	7%	6%

4 DELIVERY

4.1 Responsibility for the delivery of the council's transport and traffic related functions sits with Future Merton and Traffic & Highways. Whilst the teams have distinct roles and responsibilities, they work closely together, particularly with respect to major regeneration / public realm projects.

Future Merton

4.2 The Future Merton team forms part of the Sustainable Communities Division in the Environmental and Regeneration Department.

4.3 Future Merton leads on the delivery of regeneration and growth in the borough. Transport Planning has a fundamental role to play in this process and the team has responsibility for a number of transport related workstreams, including the following:

- project management and delivery of major regeneration / public realm projects, with a particular focus on town centres;
- securing transport related funding, including the annual LIP submission, Transport for London Major Schemes submissions, European bids and negotiations with developers;
- promotion of sustainable transport, in particular walking and cycling;
- promotion of public transport, including improving bus services and longer term strategic improvements to the rail and tram network;
- senior level engagement with key stakeholders and partners, including Transport for London;
- transport policy monitoring;
- assessing the transport related impacts of planning applications;
- Road Safety Education, Cycle Training and School Travel Plans.

4.4 All work is undertaken in-house, other than when specialist services are required.

Traffic & Highways

4.5 Traffic and Highway Services forms part of Street Scene and Waste Division in the Environment and Regeneration Department. The purpose of the services is:

- To provide the Council with the operational capacity to manage, improve and maintain the boroughs roads and footways, streetlights, non-illuminated street furniture, bridges and culverts, trees, shrubs, hedges and verges.
- To discharge the Council's responsibilities' as a Highway, Traffic and Parking Authority and assist with the Council's duty as a Planning Authority.
- To deliver a safe, serviceable and sustainable network, taking into account the need to contribute to the wider objectives of asset management, integrated transport, corporate policy and continuous improvement.
- To maintain the highway network for the safe and convenient movement of people and goods.

4.6 The service is responsible for:

- Ensuring the highway is safe
- Repairing and maintaining the highway
- Keeping traffic moving
- Managing work activities on the highway
- Improving and enhancing the network
- Managing 3 Term Maintenance contractors (Highway Work and Services Contract, Street Lighting, Ground Maintenance Contract)
- Providing professional advice

4.7 The highway asset is one of the biggest assets owned by the Council and consists of the following:

- 34km of Principal Road
- 38km of Non-Principal Road
- 291km of Unclassified Road
- 740km of Footway
- 70km of Public Rights of Way
- 50 Bridges and Structures
- 17,000 Street Trees
- 245,000 m2 of Grassed Areas
- 18,000 Lighting Columns and illuminated street furniture
- 20,000 Gullies
- £725m Total Asset Value (GRC) - based on 2011/12 CIPFA Valuation

4.8 **Current Delivery Model**

- In house feasibility, consultation and schemes detailed design
- In house Highway Safety Inspections
- In house Streetworks inspections
- Winter Service delivered through SLA with Waste Services
- All works delivered through three contracts
- Consultants are commissioned to assist with peaks in workload or to provide specialist services.

5. **SUCCESSSES**

5.1 Merton has unprecedented success in the last few years with respect to securing funding and delivering transport and public realm improvement projects. This is principally due to the adoption of a multi-disciplinary project management and delivery structure that has enabled resources to be pooled efficiently and projects to be delivered effectively. Successful projects have increased external confidence in Merton's ability to deliver, which has enabled significant levels of external funding to be secured, principally via Transport for London.

5.2 Examples of projects that have been delivered in the last 3 years include the following:

Destination Wimbledon

5.3 A major public realm improvement project in Wimbledon Town Centre to significantly improve the pedestrian environment prior to the Olympics. Key aspects of the project include the pedestrianised station forecourt and the introduction of a diagonal junction crossing. The project won the London Transport Award for 'Excellence in Walking & Public Realm' in 2013.

Raynes Park Public Realm Enhancements

5.4 Working closely with community groups in Raynes Park to deliver public realm enhancements, helping Raynes Park become London's best performing high street in a 2012 survey.

Mitcham Junction Station

- 5.5 A station access improvement project to improve the general conditions for pedestrians and cyclists using the station, whilst formalising arrangements for vehicle access and parking. The project was Highly Commended in the category of Rail Station of the Year at the London Transport Awards 2011.

South Wimbledon Business Area Streets for People Scheme

- 5.6 The project involved significant improvements to the streetscape within the South Wimbledon Business Area, principally focused on Lombard Road. Key elements of the scheme include the introduction of a contra-flow cycle lane and substantial improvements to the parking layout and enforcement. The project won in the category of 'Most Effective Enforcement & Road Safety Project' at the London Transport Awards 2012.

Be a Brighter Biker Project

- 5.7 There is also a number of less high profile, but equally important and effective projects, that have been delivered by traffic and transport officers. One such example is the 'Be a Brighter Biker' project, a safety education project which focuses on improving the safety of motorcyclists, one of the most vulnerable road users. Merton's innovative approach to tackle the issue has been recognised with 2 recent awards, the Laurie Bunn Road Safety Award 2012 and the Prince Michael of Kent International Road Safety Award 2012.

6 OPPORTUNITIES

- 6.1 Moving forward, there are a number of transport related projects that the council will be taking forward, in order to build on previous success and meet the challenges discussed in the report. Key projects and associated areas of work are as follows:

Town Centres

Mitcham Town Centre

- 6.2 The council has pooled a variety of funding streams, including TfL LIP, TfL Major Schemes, S106, Outer London Fund and Merton Capital funding, with a project value of approximately £6m, to regenerate the town centre and improve public transport facilities. The second stage of the consultation has recently finished. The results of the consultation will be reported to the relevant Committee as part of the approval process in September / October 2013.

Colliers Wood & South Wimbledon

- 6.3 To complement the significant improvements to the Brown and Root Tower the council has pooled a variety of funding streams, including TfL LIP, S106, Mayor's Regeneration Fund and Merton Capital funding, to enable the delivery of a £3 million public realm scheme. This project will be delivered in partnership with TfL and the GLA, with a particular focus on enhancing the quality of the public realm and improving

conditions for pedestrians and cyclists. The main consultation in relation to the works is due to take place in November 2013.

Morden Town Centre

- 6.4 Merton has ambitious, but realistic plans, to comprehensively redevelop Morden Town Centre. The borough is working collaboratively with TfL and a planning brief is currently being developed for the station site, which is intended to act as the catalyst for future public realm and regeneration activities in the town centre.

Sustainable Transport

Cycling & “mini Hollands”

- 6.5 As stated in 3.6, significant increases in cycling will be required in order to achieve the Mayor’s target of a 400% increase in cycle trips by 2031. The borough considers that the ambitious target provides an opportunity to create a cycling ‘lift off’ in the borough.
- 6.6 Merton is working closely with other boroughs across the south sub-region to take forward a co-ordinated approach to cycle improvements. It is considered that such an approach will increase the ability to leverage in further investment in infrastructure, which will be essential to increase cycle trips on the network.
- 6.7 Merton continues to prioritise cycling investment via the LIP, both in terms of physical improvements and cycle training. It is also had ‘Biking Borough’ status for the last 3 years, and has utilised this additional funding to improve cycle facilities between South Wimbledon and Colliers Wood, providing a connection to Cycle Superhighway 7. The borough is also a partner in a European project over the next 3 years, known as CycleCities, which focuses on sharing best practice with respect to cycling across Europe. As part of this work, Merton hosted a European Partners’ Meeting in December 2012.
- 6.8 Recent investment in cycle related infrastructure investment in the borough is focused on improvements from Colliers Wood to South Wimbledon, Raynes Park to Wimbledon via railside path and Worcester Park to Morden via Green Lane. Current plans include a cycle improvement scheme along Beddington Lane, with future complimentary extensions intended to provide a route from Beddington to Colliers Wood via Mitcham. Cycle related improvements are also being incorporated into the borough’s highway maintenance schemes. In addition, the cycle related work being undertaken as part of the town centre projects in Mitcham and Colliers Wood will open up opportunities for new cycle routes and links.

“Mini Hollands”

- 6.9 All 20 outer London boroughs were invited by the Mayor of London to bid to become “mini-Hollands”, which is a project designed to focus a very high spend on cycling, concentrated over a relatively small geographical area. The funding is designed to achieve transformational change for those living and working in the area, with the projects intended to act as cycling exemplars for other towns and cities to aspire to in the future. Up to four boroughs are expected to be successful, with overall funding within the region of £100million.
- 6.10 All 20 boroughs had the opportunity to submit an ‘Expression of Interest’ application, in order to make the case for why their borough should be considered for the money.
- 6.11 On 30th August 2013 the Mayor’s Cycle Commissioner, Andrew Gilligan, confirmed in writing that Merton is one of six boroughs that have been selected to go forward to the second stage of this process. This second stage will involve TfL providing each of the selected boroughs additional ‘seed’ funding to further develop the proposals put forward in their respective ‘Expressions of Interest’ bids. Once this stage of the work is complete TfL will make a decision on the final 3 or 4 successful boroughs that will share the “mini Hollands” funding.
- 6.12 Due to the importance and high-profile nature of this work over coming months, a copy of the council’s “mini-Hollands” Expression of Interest submission has been included in Appendix A.

Car Clubs / Car2go / Electric Vehicles

- 6.13 Car clubs have been operating successfully in Merton for a number of years. Zipcar is the leading company, and has 2,163 members using 38 cars in 31 locations within the borough. The borough has an ongoing dialogue with the car club operators and continues to seek opportunities to provide new bays in appropriate locations.
- 6.14 The car club / urban mobility market is currently undergoing a certain level of change, with new companies coming to the market such as Car2go and BMW DriveNow. Such companies work to a different model to conventional car clubs, whereby the cars are not fixed to specific bays, but have the freedom to drive and park across a wide geographical area or zone. Such a model has been successfully launched in a number of locations across the world, and has the potential to dramatically alter the traditional relationship that connects access to a car with ownership of a car. Officers are currently

considering the level of support that can be afforded to the new concepts, including the level of access it is prepared to controlled parking zone bays within the borough.

- 6.15 The council has recently launched a new electric pool car, which is now utilised by staff for site visits within the borough. In addition, it is the intention to introduce the borough's first on-street publically accessible charging points during the current financial year.

Roads

Congestion

- 6.16 There are a number of methods available to boroughs to address the issue of congestion, including increased parking enforcement, optimising traffic signals, removing traffic signals and managing road works. Merton has adopted these methods to help address congestion related issues.
- 6.17 Parking provision and the enforcement of parking contraventions are an important aspect of transport and traffic policy. The council has recently undertaken widespread consultation in relation to the supply and cost of parking in town centres. Between July and October 2012 the council sought the views of local residents, business groups and businesses in our six town centres on parking. This questionnaire asked users of each town centre about cost, availability, restricted hours and maximum stay. The recommendations were agreed and it was further agreed that a second consultation would take place on the 34 neighbourhood parades across the borough. This was carried out between March and April of this year and recommendations are due to be presented in October 2013.
- 6.18 Enforcement of parking regulations remains an important method of easing congestion, as well as managing the availability of finite parking spaces in town centres and residential areas.

Road Safety

- 6.19 Merton will continue to employ a comprehensive road safety education programme to encourage safe and sustainable travel behaviour, with a particular focus on children, cyclists, motorcyclists and pedestrians. Given the recent pattern of increasing casualty rates across London, including Merton, the programmes are being tailored to target the most vulnerable groups.
- 6.20 In terms of infrastructure improvements, Merton supports the commitment from Transport for London to work with boroughs to support the introduction of 20mph zones and limits on borough roads where appropriate.
- 6.21 The borough is in the final stages of researching the effectiveness of borough-wide 20mph speed limits that have been implemented

elsewhere in the UK, along with the impact of existing zones and limits that have been introduced in Merton. A separate paper specifically in relation to this matter is currently being finalised and will be presented in October / November 2013.

Homezones

- 6.22 In order to reduce vehicle speeds, improve road safety and enhance the overall quality of the public realm environment, the council is in the process of adopting 'homezone principles' in certain locations.
- 6.23 Such measures are intended to be an effective, low-cost measure. Examples of such measures may include the use of natural features, trees and planters to provide 'visual cues' to help reduce vehicle speeds and improve the overall quality of the environment.
- 6.24 A number of locations are currently being considered to pilot such projects, with the first stage of implementation due to take place within the current financial year.

Public Transport

- 6.25 Partnership working is essential in delivering improvements to public transport. The council's role is mainly focused on proactively planning for growth and lobbying to steer emerging transport policy towards its own strategic objectives as well as working with our partners to deliver broader London wide and regional aims. Ongoing projects include Crossrail2 (Chelsea - Hackney Line), route extensions to the tram network, station improvements and bus service enhancements.

Crossrail2 (Chelsea – Hackney Line)

- 6.26 This scheme was originally conceived to connect the Epping branch of the Central Line with the Wimbledon branch of the District Line back in 1974. The safeguarding was last refreshed by the Secretary of State in 2008.
- 6.27 Crossrail2 is currently being promoted by Transport for London and Network Rail as one of the key long-term projects needed to support London's continued growth and support future demands on the transport system. As part of this work Transport for London has recently undertaken a consultation on two specific options; a metro style route and a regional route. LB Merton expressed firm support for Crossrail2 as part of the consultation, along with a preference for the regional option that offers wider benefits for the borough.
- 6.28 Now that the consultation has closed Transport for London is in the process of analysing the results, which will be presented to the Mayor by the end of 2013. Moving forward it is anticipated that there will be further consultation and safeguarding between 2013 – 2016, detailed design and an application for planning powers between 2016 – 2019 and construction between 2020 – 2030. The Government has set aside £2 million to support the feasibility study.

Extensions to the Tram Network

Existing Network

- 6.29 Transport for London has set aside £30 million in their current Business Plan to increase tram capacity on the Wimbledon branch, the busiest route on the tramlink network. The scheme will deliver 800 metres of twin tracking between Mitcham Junction and Beddington Lane, an additional platform for trams at Wimbledon Station and 4 new trams will be added to the existing fleet of 30 trams.
- 6.30 The changes will increase services along this section of the tram network from 8 to 12 trams per hour. This will reduce waiting times and increase service reliability. The works are due to take place between 2014 – 2016.

Tram Extensions

- 6.31 Officers have been working with LB Sutton and TfL to investigate the business case for an extension to the tram network from Wimbledon to Sutton, via Morden. The borough is supportive of the extension and this commitment was formalised via a joint Statement of Intent with Sutton in 2011. TfL has also been undertaking similar work in relation to an extension to the tram network to Crystal Palace. It should be noted that both options are not currently funded.
- 6.32 TfL has recently commissioned two pieces of work to help inform the business case for the Wimbledon – Sutton extension; an engineering feasibility assessment to determine the most appropriate route for the service and work to determine the level of additional growth that could be generated by a tram extension. TfL is now in the process of working with boroughs to further assess the case for tram extensions and work through some of the potential funding options.

Rail Improvements

- 6.33 Council officers attend a number of stakeholder and engagement forums with TfL, Network Rail and the wider rail industry to lobby for improvements to rail infrastructure, as well as responding to various rail based consultations, including franchise and rail investment programmes. Particular issues over the past year include the potential curtailment of Wimbledon Loop services at Blackfriars and capacity improvements at Wimbledon Station. The former issue resulted in a successful outcome, whereby on 23rd January 2013 the Government announced that Thameslink trains from the Wimbledon loop will continue to run through central London to St Pancras and beyond, rather than terminating at Blackfriars as originally proposed.

Bus Improvements

- 6.34 The delivery of bus services and related infrastructure, with the exception of some bus shelters, fall under the direct control of London Buses and TfL. The council's primary role is to respond to on-going

service reviews, lobby for new or improved services to fill gaps in the local network or to respond to more strategic issues, such as access to employment and other important social services and facilities. The council also liaises with London Buses and their Network Planning teams to deliver major public realm schemes, and are currently in the early stages of discussing some of the potential changes to bus routes within Mitcham Town Centre.

- 6.35 Buses have an important role to play in terms of improving access to areas that experience poor public transport facilities. A prime example is the extension to the S1 bus service to the Lavender Fields Ward that residents' groups, councillors and officers have lobbied for a considerable period of time. Transport for London officially approved the route extension on 31st July 2013 and officers will be consulting on changes to the public highway to facilitate the new bus service in September / October 2013.

Reports of Overview and Scrutiny Commission / Panels

- 7.1 The Panel refer any public transport related issues to the Public Transport Liaison Committee to consider, which is chaired by Cllr Russell Makin (Chair of the Sustainable Communities Scrutiny Panel).
- 7.2 Cllr Dennis Pearce chaired the Public Transport Liaison Committee meeting in June 2013, on Cllr Makin's behalf, and reported the outcomes and issues to the Panel at their June 2013 meeting. The Panel did not identify any issues or concerns raised that needed to be subject to further scrutiny at this stage but agreed to maintain an overview. Issues regarding transport that were raised as part of the annual topic suggestion campaign for the Scrutiny Work Programme for 2013/14 that were not selected were also referred to the departmental lead and the Public Transport Liaison Committee lead officer to address.

8 ALTERNATIVE OPTIONS

- 8.1 Not applicable – this report is for information only.

9 CONSULTATION UNDERTAKEN OR PROPOSED

- 9.1 N/A

10 TIMETABLE

- 10.1 Performance information is monitored annually as a requirement of TfL.

11 FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS

- 11.1 There are no financial, resource or property implications arising from this information report. All related services are delivered within existing resources.

12 LEGAL AND STATUTORY IMPLICATIONS

- 12.1 This report is for information only.

- 13 HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS**
- 13.1 There are no specific human rights, equalities or community cohesion
- 14 CRIME AND DISORDER IMPLICATIONS**
- 14.1 There are no specific crime and disorder implications arising from this information report.
- 15 RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS**
- 15.1 There are no risk management or health and safety implications arising from this information report.
- 16 APPENDICES** – the following documents are to be published with this report and form part of the report.

Appendix A: The Mayor's 'Cycling 'Mini-Hollands' in Outer London Fund' – Expression of Interest

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