



- Major cycling schemes: We developed outline-level proposals for a number of major cycling schemes as part of our Mini-Holland bid. We will review these proposals against assessment criteria that prioritise cost-effectiveness / impact on cycling levels and develop the best-performing proposals to feasibility stage designs. We want to develop an implementation-ready list of high-impact schemes so that when funding opportunities arise we are clear about what we want to take forward, and can take those schemes forward within the shortest possible timeframe.

3.14 There are opportunities to seek additional funding for cycling and we will work with TfL and other key stakeholders to ensure that our enthusiasm for delivering a step-change in cycling provision is communicated.

3.15 Maintenance and Cleansing

In order to make cycling a comfortable and convenient mode of transport it is important that cycle routes are adequately maintained and cleaned. Within budgetary constraints the Council will try to ensure that cycle routes/tracks are regularly inspected and maintained. This includes regular sweeping to remove debris and broken glass; and regular cutting back of overgrowing vegetation. Cyclists can assist in this by reporting on issues to the Council and voluntary/ community groups could assist in the task.

3.16 The Council will also ensure that opportunities are taken as part of planned highway maintenance work to improve the surface, markings and provision for cyclists.

Objective 2

Objective 2 Make Sutton a safer borough for cycling

What we do

3.17 The Council is working to create safer environments for everyone in residential areas, and we have introduced a number of area-based interventions within neighbourhoods. These interventions, such as traffic calming and 20mph zones, deliver packages of measures to reduce traffic volumes and speeds through residential areas to create environments suitable for cycling.

3.18 We are also working to create safer environments for everyone on main road corridors. In recent years we have incorporated measures for all users in our corridor safety schemes.

3.19 We are reviewing the existing one-way streets in the borough and in recent years we have introduced contra-flow cycling where it is safe to do so.

What we will do

3.20 It is not only the formal cycle network that should offer quality spaces for cycling. We want to make sure that all streets help new and existing cyclists feel safe and welcome.

3.21 Our existing work to implement a programme of corridor and neighbourhood schemes aimed at making streets safer for all road users will help us achieve this objective by incorporating measures such as:

- Cycle lanes, segregated where possible
- Advanced stop lines at junctions
- Cycle-friendly traffic calming
- Slower traffic speeds

In addition we will seek to improve provision for cyclists on all roads as opportunities arise.

3.22 We believe that 20mph zones are most effective when they are complemented by physical traffic calming measures, and we will continue to identify areas in which a 20mph limit plus associated physical measures is appropriate. However, there is an opportunity to learn from the implementation of more extensive 20mph limits in inner London boroughs, and identify how they could be effectively applied in certain locations. We will identify one pilot location for a 20mph neighbourhood zone, subject to funding being made available, and, if the pilot is a success, identify further locations subject to resident support and a funding source being found.

3.23 There is an opportunity to enhance links between neighbourhoods and make the highway network more accessible by bike by introducing or upgrading contra-flow cycle lanes on one-way streets. We will continue to



work with local stakeholders and residents to identify locations where improvements are needed and links through which better access for cyclists could be provided.

3.24 We will also work with local stakeholders to identify opportunities for further 'low traffic zones' where through-access by car is restricted and low traffic neighbourhoods are created, which maintain cycle and pedestrian access.

Objective 3

Objective 3 Encourage a shift from the car to cycling for shorter journeys

What we do

3.25 The Council requires cycle parking to be provided as part of new developments to enable employees, residents and customers of the development to cycle, and to store their bicycle securely on arrival. The minimum quantities of cycle parking provided by land use type are outlined in Sutton's Site Development Policies Development Plan Document (DPD). This includes provision for short term visitor parking and long term staff use. Travel plans for new developments must include an action to review the need for additional cycle parking at regular intervals, and to increase provision if further capacity is required.

3.26 The Council works with all schools in the borough to develop a School Travel Plan for pupils and staff. School Travel Plans aim to promote safe and sustainable travel to schools. The School Travel Plan programme is linked to and supported by the Safer Routes to School project, which designs and implements quick-win, local infrastructural measures to make routes to school safer. Most schools have cycle parking provision within their grounds.

3.27 We install cycle stands around the borough outside shops and other locations where there is public demand. We work also with the rail companies to install cycle parking at stations. In the last year the Council has also installed a number of secure cycle shelters in social housing estates which do not have adequate secure storage for bicycles. This followed an extensive survey of residents in these estates. A bikehangar has also been installed at The Quad youth centre.

What we will do

3.28 We want to deliver improvements that mean it is easy to make journeys by bike and therefore achieve a modal shift from the car to cycling. Many of the trips that could be made by bike are trips within the borough, meaning that our area of focus should be on making it easy to cycle for short, everyday trips to destinations such as town centres, stations and schools.

- New major developments within the borough present an opportunity to secure funding for improvements to the local transport infrastructure, including improved provision for cyclists.
- We will identify suitable locations in town centres for improved infrastructure such as contra-flow cycle lanes on one-way streets to ensure that town centres are easily accessible and permeable by bike.





- Cycle parking and on-site provision for cyclists (including showers and changing facilities where appropriate) will be required for all new developments, in line with the council's minimum standards. Through a Travel Plan we will require developers to review usage of cycle parking and increase provision where necessary to ensure that supply always meets demand.
- We will undertake a review of cycle parking across the borough to determine where there is a shortfall in supply, issues around quality, or potential to pre-empt demand. Where further stands or improvements to existing stands are required we will work to address the need.
- We will continue to work with station operators to ensure that it is as simple as possible to make bike-rail journeys. This will include reviewing with operators the supply and demand for cycle parking at stations in the borough, and cycle access to stations.
- The schools expansion project presents a further opportunity to secure funding to encourage cycling to school, making sure that good quality facilities for cycling are there from the outset. We will work with new schools and schools undergoing major expansions to ensure that safe cycling routes to schools are identified, as well as secure, well-sited and covered cycle parking.
- We will continue to install secure cycle shelters / bikehangars in social housing estates and work with private housing developments to provide secure cycle parking retrospectively

Objective 4

Objective 4 Encourage safe and considerate behaviour by all road users

What we do

3.29 Bikeability is the national cycle training scheme, giving trainees the skills and confidence to cycle on today's roads. The Council currently offers free Bikeability training to all those who live, work or study in the borough, with approximately 1,500 children trained through their primary school each year. The Bikeability programme is currently funded through the Transport for London Local Implementation Plan and Borough Cycling Programme grants.



3.30 To help facilitate positive and safe interactions between cyclists and drivers in the borough, Sutton's fleet drivers receive Safer Urban Driver (SUD) training. SUD training includes a classroom module followed by a practical session in which drivers receive on-road cycle training. This helps drivers to better understand cyclist behaviour and the risks faced by cyclists when cycling on-road. SUD training is also offered to fleet drivers based at businesses located in the borough, and to those who regularly drive through the borough as part of their route. The SUD programme is funded through the Borough Cycling Programme.

3.31 From September 2015, HGVs without cycle safety equipment have been banned from London as a result of the 'Safer Lorry Scheme'. Vehicles of more than 3.5 tonnes travelling on any road within Greater London (except motorways) must be fitted with side guards to protect cyclists from being dragged under the wheels in the event of a collision, along with Class V and Class VI mirrors giving the driver a better view of cyclists and pedestrians around their vehicle.

3.32 We are currently trialling a new detection device on Council fleet vehicles to highlight the presence of cyclists. This requires cyclists to also have an equivalent device.

What we will do

3.33 Training is important to encourage and instill positive and safe interactions between cyclists and other road users, but good physical design and high quality infrastructure both have roles to play in designing out the potential for conflict. We will:

- continue with our existing training programmes for new cyclists and drivers, including Bikeability and the Safer Urban Driving training schemes.
- deliver more Level 3 Bikeability training, which teaches skills for cycling in more complex road-environments. Level 3 is particularly



suited to cycling in urban environments. We are keen to offer Level 3 training to both children at secondary school (or those making the transition to secondary school, where there is a need for children to learn more advanced skills before the transition is made) and adults.

- identify any locations, particularly junctions, on heavily trafficked arterial routes within the borough at which segregation is the most viable option for ensuring safe interactions between cyclists and traffic, and identify what kind of segregation is required. We will work with TfL to recommend and deliver segregated routes where those routes are on the Transport for London Route Network (TLRN).
- undertake road safety awareness and publicity campaigns aimed at all road users, in particular to raise awareness of cyclists' safety amongst motorists. As part of this we will work closely with the police and local driving schools.
- undertake a publicity campaign to encourage safer and more considerate behaviour amongst cyclists, particularly in relation to pedestrians. This will include discouraging cycling on footways.

Objective 5

Objective 5 Create a cycling culture by promoting cycling to a wider range of people

What we do

Education and Training

3.34 The Council is currently delivering a project in conjunction with its Youth Centres to help young people learn basic bike maintenance skills. The aim of this project is to encourage young people to get involved in cycling. Those attending the basic course who demonstrate a particular enthusiasm and aptitude for the skills taught will be invited to take part in the Cytech course: the internationally recognised training and accreditation scheme for bicycle technicians. This project is currently funded through Local Implementation Plan funding, but opportunities to secure match-funding from other Council departments are being explored.

3.35 The Pollution Control team is leading on a project in Beddington Lane with funding from the Mayor's Air Quality Fund (MAQF) to encourage the businesses and employees based in the Beddington Lane industrial area to take positive action on local air quality issues. This includes an awareness raising initiative to highlight how individuals contribute to air quality issues, and the action that they can take to minimise their exposure to poor air quality. One of the final phases of the project will involve the distribution of information to local businesses showing local cycle routes and cycle parking locations, as well as information about mobile applications that support or encourage cycling.

3.36 The Clean Air 4 Schools programme is another example of a Mayor's Air Quality Fund project being delivered in the borough. The project involves an intensive air quality education project in local schools (the project is being delivered in partnership with the London Borough of Croydon), through which primary school children learn about air quality issues, and the actions they can take as individuals to reduce local pollution issues. This will include the promotion of active travel modes.

3.37 The Council is also currently seeking funding from TfL to provide a range of transport interventions for Beddington Lane (including cycling) as part of the Beddington Project. Beddington Lane is one of the borough's two premier industrial areas.





Marketing

3.38 The Council delivers a comprehensive programme of travel awareness initiatives that aim to encourage people to walk or cycle through 'soft' awareness raising measures. These initiatives include:

- Cycling roadshow events in town centres and workplaces to support existing cyclists and to generate interest in cycling amongst those who don't cycle, or those who want to cycle more regularly. The roadshow events include Dr Bike sessions (basic bike maintenance), bike security marking (supported by the Metropolitan Police) and the distribution of the Cycling in Sutton guide (including a map of local cycle routes).
- The Get Active Wandle project, a project supported and match-funded by Sutton's Public Health team as well as the London Boroughs of Croydon, Merton and Wandsworth. The project has been initiated by Sport England, and aims to encourage cycling for leisure along the River Wandle and in the proposed Wandle Valley Regional Park

What we will do

3.39 We want to present a clear case for cycling to those who work, live, study in or travel through the borough, and to make information about cycling in the borough accessible, engaging and convincing. To encourage more cyclists on to the network and to encourage existing cyclists to cycle more, we will:

- Continue with our current education, training and marketing (travel awareness) projects, including Dr Bike sessions, Bikeability and cycling roadshows at workplaces.
- Develop an events calendar for cycling, with the aim of delivering events that help to instil and cultivate a cycling culture within the borough. Events could include a led cycle ride of Sutton's parks, car free event days in town centres, workplace cycle challenges and cycle races in partnership with British Cycling.
- Review our existing cycle maps with reference to the quality of the cycle network and ensure our maps are available to a wider audience by putting them online.
- Consider the marketing opportunities associated with all new improvements or additions to the cycle network: for example, maps highlighting new or extended routes could be distributed to all residents near the route prior to or immediately after launch.
- Gain better insight into the barriers to cycling for vulnerable and harder to reach groups such as women, the elderly, ethnic minorities and the less affluent through commissioning a comprehensive residents' travel survey focussing on cycling, and develop an associated action plan to increase cycling rates amongst these groups.

-
- Seek the establishment of a bicycle recycling and maintenance scheme in the borough as a social enterprise which renovates old and unwanted bikes and provides cycle maintenance training to young people. Bikes could be given to those working on them and to the unemployed and low paid.
 - Promote safe and considerate cycling to reduce the conflict with pedestrians, especially by discouraging cycling on the footway, and foster consideration for other road users.
 - Ensure the borough's cycle network is accessible to all types of bikes and cyclists, including those with disabilities and users of mobility scooters, and is designed to avoid conflict with those with visual or physical impairments.
 - Promote the health benefits of cycling through the Public Health Team and Clinical Commissioning Group to encourage cycling for exercise and well-being. This will focus particularly on those who would benefit from gentle exercise such as the elderly and those with cardio-vascular illness.



Objective 6



Objective 6 Actively promote cycling within the Council's Sustainable Transport Strategy

What we do

3.40 The responsibility for the planning and delivery of cycling projects sits within various different Council departments. This is to be expected, given the different themes under which cycling sits and the different benefits associated with cycling. There are many different ways in which increased cycling can be facilitated and many reasons why increased cycling is important.

3.41 Sutton does have cross-departmental working and cross-referencing of policies. Public health and pollution control and Smarter Travel and the Transportation Section have identified opportunities for cross-departmental working.

3.42 The Council hosts a Cycle Forum meeting four times a year to work with external stakeholders to better understand their suggestions for cycling in the borough and to ensure that the available funding is being used in the best possible way.

3.43 We consult with London Cycling Campaign and Cyclists' Touring Club local representatives on all new highway and transport schemes

What we will do

3.44 We want to make the planning and delivery of cycling projects a more collaborative process so that we identify opportunities to maximise funding, quality and synergies at an early stage, thereby delivering better projects which have greater and more wide-ranging outcomes. To do this, we will:

- establish an internal Cycling Advisory Group within the Council, bringing together those from across the Council who have an involvement in cycling projects. It is clear that there are links between cycling projects and wider outcomes such as air quality and public health, and we propose convening a forum through which ideas and progress on cycling and related projects can be discussed. This group will be championed by an elected member.
- ensure that all officers involved with the commissioning and designing of highways, transport and public realm schemes are fully aware of current cycling design standards and best practice, and a cycle audit of new schemes is undertaken to assess the impact on and maximise the benefits for cyclists.
- work with external stakeholder groups to identify further opportunities for collaborative working and the exchange of ideas. This could involve

moving the quarterly Cycle Forum Meeting to the evening so more people could attend.

- identify alternative funding options for local projects and support organisations or residents in the preparation of bids for projects to encourage cycling where projects must be community-led.
- work closely with residents and stakeholders through local committees and the Environment and Neighbourhood committee to gain support for cycling schemes and promote the wider benefits of cycling.
- work closely with TfL, neighbouring boroughs and other key stakeholders to ensure a joined up approach and maximise funding opportunities and synergies.
- aim to ensure that the Strategy achieves a step-change in cycling infrastructure and participation in the borough in order to deliver the Council's Cycling Vision and leave a long-term legacy for future generations.

4 Making it happen: Action Plan

4.1 This section includes the action plan for achieving our aims and objectives, delivering our vision and achieving a cycling mode share of 2.2% by 2017 and 4% by 2025. The action plan is structured according to our objectives, and includes our short term committed programme for cycling, as well as the actions we will take forward in response to the identified opportunities in the medium and longer-term.

Funding

4.2 The action plan includes a column to identify the committed or potential funding source for each action. The majority of actions will be funded by TfL and the Council, but we are keen to explore alternative sources of funding where there is potential to do so, for example working in partnership with developers, businesses, train operating companies and central government departments; indeed, we see this as an important step in helping to maximise investment in cycling and deliver our programme. All the proposals and actions in the Strategy are subject to funding.

4.3 Our aim is to achieve a modal shift to increase the number of those cycling (also walking and using public transport) and so reduce the dependence on car borne methods of transport. As the dependence on the use of the car is greater in Outer London, we will seek funding from TfL and others that allows improvements in cycling that support sustainable transport improvements generally.

Timeframes

4.4 The action plan identifies a timeframe for the implementation of each action in terms of short, medium and long term. These timeframes are defined as follows:

- Short term: 2015/16 - 2016/7
- Medium term: 2017/18 - 2018/19
- Long term: 2019/20 - 2024/25

Monitoring and review

4.5 Implementation of this strategy will be monitored on a regular basis, with the support of internal and external stakeholders. The Strategy will be considered a 'live' document and will be subject to regular review.

4.6 The Council will also monitor cycle usage in order to track progress towards meeting the targets. This includes regular cycle counts and residents' travel surveys as well as using data from external sources.



Table 4.1 Action Plan

Objective 1 Make Sutton a more attractive borough and create a high quality cycle route network

Ref	Item	Action	Action Owner	Funding Source	Timeframe		
					Short	Medium	Long
01.1	Quietway 141: Worcester Park to Croydon	Work with TfL to plan and deliver Worcester Park to Croydon Quietway route	TfL LBS	TfL	✓	✓	
01.2	Quietway 142: Sutton to Morden	Work with TfL to plan and deliver Sutton to Morden Quietway route	TfL LBS	TfL	✓	✓	
01.3	Extension of the cycleway from Boscombe Road to Green Lane	Deliver a cycleway between North Cheam and Worcester Park.	LBS	TfL LIP 2015/16	✓		
01.4	Convert Pyl Brook path to shared use for cyclists and pedestrians	Sign the Pyl Brook path as shared use to link up existing cycle routes.	LBS	S106	✓		
01.5	Improve the cycleway through Oaks Park to Woodmansterne Road	Improvements to NCN 20 and Avenue Verte route	LBS	TfL LIP 2015/16	✓		
01.6	Green Wrythe Lane pedestrian and cycle facilities	Clarify details and aims of the scheme with TfL and local stakeholders, and progress as appropriate.	LBS	TfL LIP 2015/16	✓		
01.7	Audit of existing network and infrastructure	Audit network and infrastructure using LCDS good design outcomes to identify links and junctions at which provision for cycling could be improved.	LBS, with support from stakeholders	LBS		✓	
01.8	Identify opportunities for quick-win enhancements and extensions to the cycle network (informed by audit)	Quick-win enhancements to network, including junction improvements, protected space for cyclists, rationalisation of car parking and loading bays and more cycle parking.	LBS	LBS TfL	✓	✓	
01.9	Further Quietways	Work with TfL to support implementation and delivery of initial Quietways within London Borough of Sutton, and identify additional routes to be considered for following phase of Quietways delivery.	LBS TfL	TfL		✓	✓

Objective 1 Make Sutton a more attractive borough and create a high quality cycle route network

Ref	Item	Action	Action Owner	Funding Source	Timeframe		
					Short	Medium	Long
01.10	Additional major cycling schemes	Review Mini-Holland planned schemes to prioritise schemes that will deliver a substantial impact on cycling levels. Develop prioritised schemes to feasibility stage designs and identify suitable funding opportunities for implementation.	LBS	LBS	✓	✓	
			LBS	TfL LBS S106 CIL Other		✓	✓

Objective 2 Make Sutton a safer borough for cycling

Ref	Item	Action	Action Owner	Funding Source	Timeframe		
					Short	Medium	Long
02.1	20mph zones / limits	Continue to implement 20mph zones / limits, subject to funding. Identify location for pilot 20mph neighbourhood zone and develop consultation and delivery plan. Implement as appropriate and review effectiveness.	LBS	TfL	✓	✓	
02.2	Contra-flow cycle lane in the one way section of Manor Lane, Sutton	Deliver contra-flow lane to improve permeability.	LBS	TfL LIP 2015/16	✓		
02.3	Contra-flow cycle lanes	Identify additional locations where contra-flow cycle lanes are appropriate, or require improvements, and deliver more and improved contra-flow cycle lanes to enhance cycle access in residential areas.	LBS	LBS TfL		✓	
02.4	Filtered permeability	Identify locations where it is appropriate to create reduced or traffic free environments in residential areas, which favour cycling.	LBS	LBS TfL		✓	

Objective 3 Encourage a shift from the car for shorter journeys

Ref	Item	Action	Action Owner	Funding Source	Timeframe		
					Short	Medium	Long
03.1	Cycle parking	Review current provision and quality of cycle parking across borough and identify where improved or additional cycle parking is required through the Borough Cycling Programme. Require secure cycle parking and provision for cyclists as part of new developments, including residential developments. Review minimum cycle parking quantities associated with new developments and consider case for adopting TfL's cycle parking standards and developing borough-specific cycle parking design guidance.	LBS	TfL	✓		
03.2	Town centre cycling improvements	Identify suitable infrastructure improvements such as contra-flow cycle lanes and implement contra-flows. Work with developers to secure additional or improved provision for cyclists within town centres. Internal collaboration to ensure cycling infrastructure schemes are on the CIL list	LBS LBS LBS	LBS/TfL S106/CIL LBS	✓ ✓ ✓	✓ ✓ ✓	✓ ✓ ✓
03.3	School travel plans	All London Borough of Sutton schools to continue to be supported in the development, review and update of their travel plans. School travel plans should include actions to encourage and facilitate cycling to school. Continue with Safer Routes to School programme to improve cycling provision on routes to schools.	LBS LBS	TfL TfL	✓ ✓	✓ ✓	

Objective 3 Encourage a shift from the car for shorter journeys

Ref	Item	Action	Action Owner	Funding Source	Timeframe		
					Short	Medium	Long
03.3	School travel plans	Secure developer contributions as part of planning process for schools expansion for enhanced and extended cycle network, and provision of facilities for cyclists at schools.	LBS	S106 CIL		✓	
03.4	Cycling to stations	Continue to work in partnership with station operators to support cycling to stations and bike-rail journeys, including a review of cycle parking at stations and work to identify required improvements on key routes to stations.	LBS/ Rail and Station Operators	Rail and Station Operators	✓	✓	

Objective 4 Encourage safe and considerate behaviour by all road users

Ref	Item	Action	Action Owner	Funding Source	Timeframe		
					Short	Medium	Long
04.1	Bikeability cycle training	Continue to deliver programme of cycle training for adults and children, and extend Level 3 / intensive offer.	LBS	LBS	✓	✓	
04.2	Safer Urban Driving (SUD) training	Continue SUD training.	LBS	TfL	✓	✓	
04.3	Technology to assist safety	Investigate technology to assist safety of cyclists	LBS	TfL	✓	✓	✓
04.4	Segregated routes	Identify locations on heavily trafficked arterial routes within the borough where segregation is appropriate, and work with local residents and stakeholders to propose and implement solutions. Where these locations are on TLRN (TfL routes) we will work with TfL on the recommendation and implementation of improvements.	LBS TfL	TfL LBS S106 CIL		✓	✓

Objective 5 Create a cycling culture by promoting cycling to a wider range of people

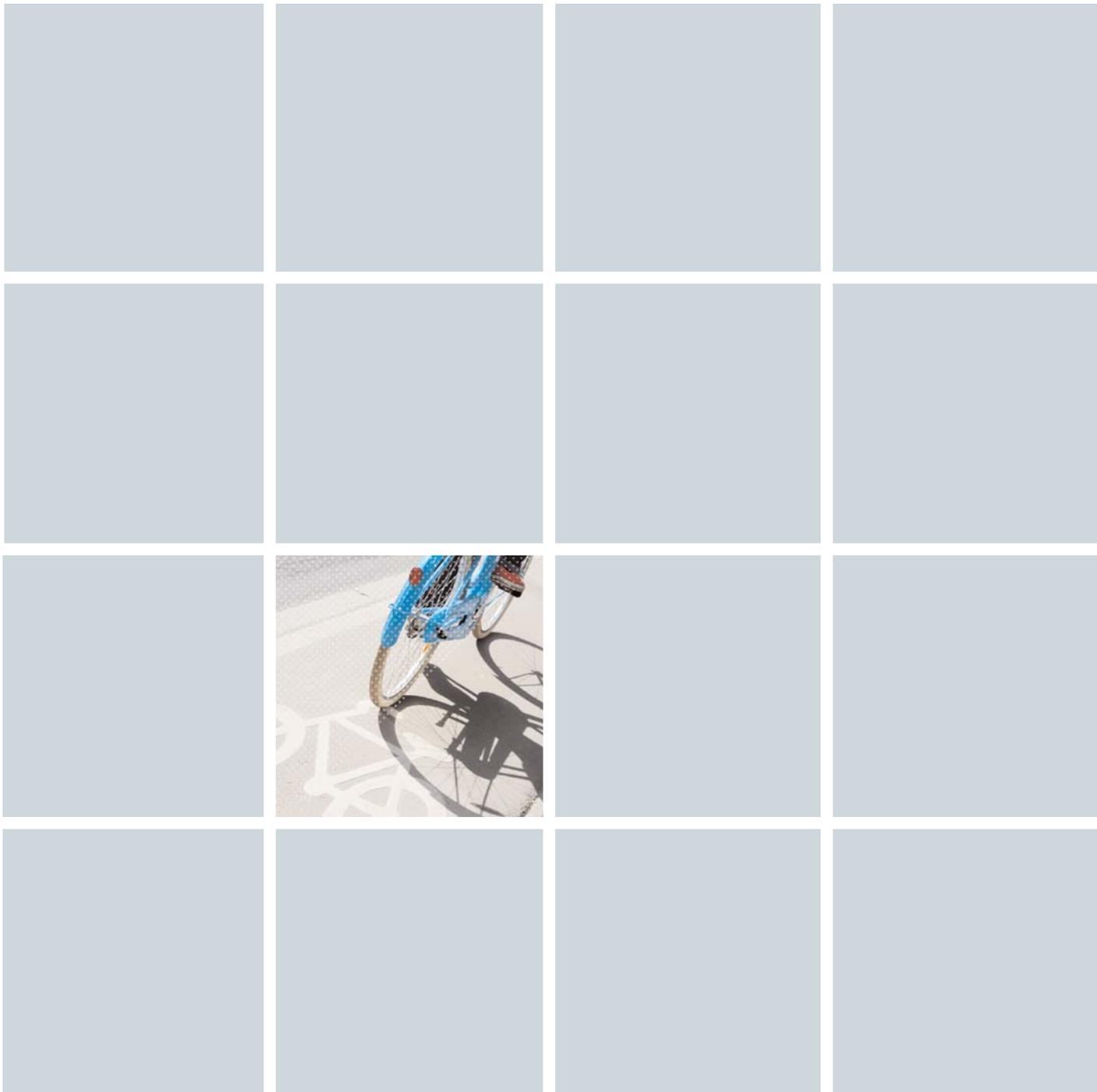
Ref	Item	Action	Action Owner	Funding Source	Timeframe		
					Short	Medium	Long
O5.1	Bike maintenance for young people (Cytech qualification)	Deliver this project in 2015/16 and investigate opportunities for match-funding and continuation in future years.	LBS	TfL	✓		
O5.2	Beddington Lane air quality / cycling business engagement project	Deliver this project in 2015/16 (will include design and distribution of information about air quality and cycling to businesses in Beddington Lane).	LBS	TfL (Mayor's Air Quality Fund)	✓		
O5.3	Clean Air 4 Schools	Deliver this project in 2015/16 and investigate opportunities for match-funding and continuation in future years.	LBS	TfL (Mayor's Air Quality Fund)	✓		
O5.4	Travel awareness initiatives	Work with major employers to encourage employees to cycle to work. This will include workplace events such as Dr Bike and cycle training opportunities.	LBS	TfL	✓		
O5.5	Cycling Events	Deliver town centre cycling events - Dr Bike, bike marking.	LBS	TfL	✓		
O5.6	Get Active Wandale project	Deliver this project in 2015/16 with the London Boroughs of Merton, Croydon and Wandsworth as part of the proposed Wandale Valley Regional Park.	LBS	Sport England LBS	✓		
O5.7	Develop cycling events calendar/programme of travel awareness events	Develop a calendar of events to promote cycling and instil a cycling culture within the borough. Events could include led cycle rides through the borough, car free event days, workplace cycle/active travel challenges and cycle races in partnership with British Cycling.	LBS	TfL LBS S106 CIL Other		✓	
O5.8	Cycle route maps	Make cycling maps available online.		LBS	✓		

Objective 6 Actively promote cycling within the Council's Sustainable Transport Strategy

Ref	Item	Action	Action Owner	Funding Source	Timeframe		
					Short	Medium	Long
06.1	Improve working with internal stakeholders	Set-up internal Cycling Advisory Group to identify opportunities for collaborative working, particularly between transport and pollution control (air quality), and public health.	LBS	LBS	✓		
06.2	Working with external stakeholders	Engage with external stakeholders (eg. Get Sutton Cycling / CTC / Cyclism to identify how a more collaborative approach to cycling projects could be achieved. This will include a commitment to meet at least quarterly.	LBS, with support of external stakeholders	LBS	✓		
06.3	Commission a travel survey	Commission a comprehensive residents' travel survey with a focus on cycling to ascertain current cycling levels and propensity to cycle	LBS	LBS	✓		

Glossary

CIL	Community Infrastructure Levy
CLoS	Cycling Level of Service
CPS	Core Planning Strategy
DCLG	Department for Communities and Local Government
DfT	Department for Transport
GLA	Greater London Authority
HGV	Heavy Goods Vehicle
LBS	London Borough of Sutton
LCDS	London Cycling Design Standards
LCN	London Cycle Network
LIP	Local Implementation Plan
MTS	Mayor's Transport Strategy
STS	Sustainable Transport Strategy
SUD	Safer Urban Driving
TfL	Transport for London
TLRN	Transport for London Road Network



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