

## Main changes proposed to Strategy

Page and paragraph numbers refer to the draft version of the Strategy.

## Appendix A

Respondent	Comment	Task and Finish Group response	Recommended change
1	(General) The document needs to point out that it is in line with national, regional and local transport policies.	Reference could be made to this in the Introduction.	Include a new para. after para. 1.2 setting out how the Strategy relates to the wider policy context.
1	Pg. 7 - Under 'Walking and Cycling' it needs to mention trips to school.	Reference could be made to this.	Make reference to school trips / modal share under Walking in para. 2.9 and Cycling in para. 2.11.
3	Pg. 8, Para. 2.12 – add a reference to the excessive speeds of some drivers, particularly in residential areas. Also in para. 2.17 and the summary on pg. 12. Inappropriate speed does not appear until pg. 30.	This paragraph is about car ownership but reference will be made to speeding in paragraph 2.17.	Add reference to perceptions of safety and speeding in para. 2.17 (page 10).
1	Pg. 9 - High car ownership can result from a low PTAL score – would be useful to compare the maps, rather than compare Sutton to London average.	Reference could be made to the effect that there appears to be a relationship between car ownership and PTALs.	Add a sentence to para. 2.15 on the link between car ownership levels and PTALs.
1	Pg. 9 - Under para. 2.13 add poor public transport.	This could be added.	Add a new bullet about relatively poor public transport in parts of the borough.
1	Pg. 17, Para. 3.9 – this is the first mention of working collaboratively with another borough – this should be more upfront.	Para. 1.3 mentions that the Strategy provides the basis for partnerships and co-operation. However specific reference could be made to working in partnership with other boroughs.	Add a new para. after para. 2.3 to refer to working in partnership with other boroughs and SLP.
1	Pg. 20, Paras. 3.13 and 3.14 – There is a group carrying out Travel Plans and Travel Awareness – this section needs to be expanded to include some of the current initiatives.	Consideration will be given to expanding this section.	Expand text in para. 3.13 to say a bit more about travel plans and school travel plans.
2	Pg. 20, Para. 3.13 - TfL welcomes the requirement for developers to provide travel plans and would encourage developers to include measures such as car club	The Council's Transport Assessments and Travel Plans SPD sets out the requirements for travel plans in more detail.	Add reference to the Transport Assessments and Travel Plans SPD under the text on travel plans in para. 3.13.

	membership, cycle schemes and travel vouchers through the plans. TfL suggest that the policy makes reference to the Sustainable Travel:Active Responsible Safe (STARS) accreditation programme.	Reference could be made to this document.	
2	Pg. 21 - Parking provision for developments should be provided in accordance with the London Plan along with electric vehicle charging points and blue badge spaces. Where necessary Car Parking Management Plans should also be secured. Parking levels should be kept to a minimum where developments are accessible by public transport and residents should be excluded from applying for parking permits.	These measures are included in the council's Local Plan policies and applied in planning decisions. However the section on Parking does not mention the use of parking provision in new developments to manage demand. Reference could be made to this.	Make reference in para. 3.16 to parking provision in new developments being restraint-based in line with the standards and policies set out in the council's development plan.
2	Pg. 23/24, Para. 3.21 – It is essential that sufficient cycle parking is provided in all new developments and in town centre locations.	Cycle parking is listed as an action in the Action Plan, but reference could also be added in this section. Detailed cycle parking standards are covered in the council's Local Plan cycle parking standards.	Add a new action point on cycle parking at end of para. 3.21.
3	Pg. 23, Para. 3.21 – add 'suitable secure cycle parking facilities close to all destinations' - this is as important as car parking (Para. 3.16).	Reference will be made to cycle parking.	Add reference to cycle parking at end of second para. in 3.21.
1	Pg. 28, Para. 3.28 seems very weak.	Consideration will be given to strengthening this section.	Add a new bullet on the work the council is doing with Industrial Areas and fleet operators, especially in Beddington Industrial Area.
2	Pg. 50, T1.1 – the ambitious cycling targets are welcomed but will require a step change in both provision of infrastructure and non-infrastructure to encourage more cycle trips. Therefore TfL suggest LBS consider developing a Cycling Delivery Strategy setting out prioritisation of interventions.	The Strategy sets out the measures and framework to provide a step change in provision for cycling. In addition, the council is commissioning a Cycling Strategy to ensure this step change in cycling is achieved.	Make reference to the commissioning of a Cycling Strategy in the Action Plan under Objective 3.