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Borough news and update from Get Sutton Cycling | June 2016

## Sign for Cycling: thank you!

Thank you to everyone who signed the *Sign for Cycling* petition! As a result of your support, Sutton is potentially a step closer to becoming an even better place in which to live, work and go to school.



In the race to be Mayor of London, six candidates gave their commitment to the three-point agenda of LCC's *Sign for Cycling* campaign. The wide range of benefits that could result across London from enabling cycling for the many, rather than just for the few, are now recognised by all main parties.

For the newly elected Mayor of London, Sadiq Khan, London is to be a byword for cycling. As part of that, every borough will have a "fair opportunity" to have a mini-Holland style cycling and walking scheme.

**How can we be sure that our borough will be ready to deliver on cycling?**

## Cycling towards 2018

Our borough will be ready to deliver on cycling if our councillors know and appreciate why it matters, have the understanding as to what needs to be done and how to do it, and the political will to make it happen.

So, with this in mind, on 5 May 2016 an open letter was sent to all 54 councillors. Here is an extract:

***"Boris [the out-going mayor] has shown that it takes leadership to successfully implement and deliver transformational programmes. In recommending to his successor that they will need to confront the nay-sayers who inevitably oppose any extension to cycling infrastructure, he has made it quite clear that this is about knowing what you want, and working to implement it. There is no middle way, here. You are either on board for this transformation, or you are not. You either get it, or you don't. The in-coming mayor will set the policy, and provide the funding. The question really comes down to whether you will be prepared to take the risks, and get on the right side of history?"***

The full letter is available to read at [Cycling towards 2018](#). Essentially this matters a lot now, because it will matter even more in the future. We could put it off, or we could get on with it! The narrative continues...

## Is there any news on the borough's Cycling Strategy?

No, not really. Sutton Council released [the final version of the Cycling Strategy](#) online, quietly, and without fanfare, towards the end of February 2016. As far as we are aware, this document has not been promoted, discussed, or referred to in the six months since its approval in November 2015. Consequently, we have requested a meeting with Cllr. Jill Whitehead, Chair of the Environment and Neighbourhood Committee, to discuss the way forward for the strategy. It is anticipated that this meeting will take place in June.

## Is there any news on the 'Proposed cycle facilities on the Transport for London Road Network' report?

No, not really. There had been great hopes for this report [when it was first proposed in September 2015](#). It would appear, however, that repercussions resulting from the rejection by the St Helier, The Wrythe and Wandle Valley Local Committee the following month (not to recommend that TfL consider bringing safe, convenient and stress-free cycling to Rosehill roundabout) has slowed things right down. On a more positive note, we understand that a draft report for TfL, apparently excluding any reference to Rosehill roundabout, is anticipated for completion in June.

## Sutton's latest cycling scheme

In April 2016, work to tarmac the Worcester Park end of the Green Lane to Trafalgar Avenue footpath was completed. This was phase two of the [improvements and designation as cycle route of the Worcester Park footpath](#). As a result, it is now possible to cycle on a wide (although unlit) and tarmaced (albeit undulating and not constructed to the same standard as a road surface would be) path between Trafalgar Avenue and Lower Morden Lane.



Or is it? Well, this rather depends on the type of vehicle being cycled, and the user. It is good that bollards have replaced the chicane barriers on the direct path alignment. However, the number and location of the bollards installed on the path at the intersection with the Boscombe Road link, restrict access to only vehicles with a width of less than 92 cm (and making a turn here difficult). Although 92 cm is sufficient for two-wheelers, it could prove to be problematic for those towing a trailer or bike extension, or for people using trikes or riding a mobility scooter. Also, any restriction in width needs to be at the entrance and exit to the path, not in the middle. Trafalgar Avenue and Green Lane gaps are about 1.5 m.

cycles and those used by people with mobility impairments", and that therefore "a width of at least 1.5 metres is needed for any cycle gap or access control point". Clearly, Sutton's latest cycling scheme fails to comply.

Furthermore, the short access path, linking Boscombe Road with the designated cycle route, remains complete with chicane barriers (see photo right).

So, this is not a joined-up route, and it is not joined-up thinking. We will pass our comments to Sutton Council.

## We are going on location!

Plans are being developed to produce a short video highlighting emerging cycling infrastructure. If you know someone with video or sound expertise, or would like to help or be involved, please get in touch.

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*Cyclism present their annual series of evening rides in Sutton this spring into summer. For details, see [cyclismsutton.org.uk](http://cyclismsutton.org.uk)*