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Borough news and update from Get Sutton Cycling | June 2017

It has all gone very quiet on the Quietway front

There had been some expectation that an agenda item, outlining the engagement process around **Sutton's first Quietway** linking Colliers Wood in Merton with Sutton town centre, would feature at the Sutton Local Committee meeting held on 14 March 2017. This did not materialise, and now it remains to be seen as to whether this important project will be discussed at the next meeting of the committee (originally scheduled for 20 July, but currently shown on the Council's website as 'moved'). At the **Council's Cycle Forum** meeting held in early April, officers (when prompted on the topic) made it known that **Sustrans would be engaging with residents in the Benhill Wood Road area during May**.

Over in Merton, a **Cycle Quietways** page has been established on the Merton Council website. This includes a link to a briefing for councillors, with maps outlining some of the proposed interventions on the Quietway alignment within Merton. The page notes that **construction of the route is expected to be finished in 2019** following consultation and detailed design. The paper **'Update on the implementation of the Quietways and Cycle Superhighways Programme' (TfL, November 2016)** provides a number of reasons why the delivery of the Quietways has been slower than expected.

Quietway projects involve partnership working between TfL, Sustrans and the Boroughs. Ultimately, for Sutton, the final decision on route alignment, detailed design and **delivery of the project**, will be the responsibility of the **Chair of Environment and Neighbourhood Committee** (Cllr. Jill Whitehead) and the **Executive Head of Safer and Stronger Communities** (Warren Shadbolt) in consultation with **ward councillors** (see **'Update on Sustainable Transport Strategy' (LB Sutton, E&N Committee, 27 June 2016)**).

As noted in the September 2015 newsletter, **having high aspirations for delivery 'time', but low aspirations on what was actually being delivered, is not what Quietways are about**. Going quiet and taking time to deliver a Quietway is not such a bad thing, given that engagement and careful deliberation is essential. It is hoped that the LB of Sutton will embrace the **Healthy Streets approach**, and be creative in finding solutions in-line with council policy. **The Quietway may not be delivered until 2019, but the conversation needs to begin now**.

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

Yes, at last, there is! The first update on the borough's Cycling Strategy (November 2015) is now expected at the Environment and Neighbourhood Committee meeting scheduled for 22 June 2017. The update is to be presented as part to the second annual update on the borough's Sustainable Transport Strategy (June 2015). So, keep an eye on the **Environment and Neighbourhood Committee page** to be the first to know whether the strategy's short-term objectives have been met.

The air we breathe

The Guardian has reported that more than 2,000 nurseries, schools, further education centres and after school clubs around England and Wales are located near roads with illegal and dangerous levels of emissions from diesel cars. The online article includes a tool that allows people to check whether their school is on the list. **In Sutton, 5 out of 241 educational establishments are within 150 metres of a road where the level of nitrogen dioxide from diesel traffic exceeds the legal limit of 40.0µg/m³**. These are situated on **Gander Green Lane**: St Alban's Pre-school (nursery); and **Croydon Road**: Link Primary School (45 pupils), Sherwood Park School (81 pupils), Holy Trinity Church of England Junior School (359 pupils), and Wallington County Grammar School (1,035 pupils). **Thousands of British children exposed to illegal levels of air pollution** (The Guardian, 4 April 2017); **London School Atlas**

The here and now – the latest cycling schemes in Sutton

Worcester Park, Boscombe Road: Barriers removed, and surface upgrade to path link - [significant improvement](#); **Carshalton**, Ruskin Road: new parallel crossing; **St Helier**, Green Wrythe Lane: Work on final footway section north of Middleton Circle to shared use has began – but will this be [the last word on Green Wrythe Lane?](#) **Wallington**, Tharp Road: Officers recommend that a one-year trial for one-way traffic is implemented on this signed cycle route. Unclear whether there will be a contraflow for cycling, or even whether this is technically desirable – [borough-wide failure for cycling?](#) **Carshalton**, Oaks Track (NCN): cosmetic improvements around the gate, but gate to remain.

Much of the same in 2017-2018?

The [‘Local Implementation Plan Funding Settlement 2017/18 report’](#) (LB of Sutton, E&N Committee, 30 March 2017) details funded schemes for the year ahead. Some of these schemes include an element of the [Space for Cycling ‘ward asks’ from 2014](#), and include: **Wallington**, Bridge Road (by Ross Parade): improvements to the road layout at intersection of Bridge Road and Ross Parade (near Clarendon Road, Ross Road); **Worcester Park**, Green Lane: the provision of a tarmaced surface near Green Lane Primary School. **Beddington**, Croydon Road (A232) by Bute Road: allow cycling on the footway to gain access to centre island as part of a north-south Wallington cycle route. *Something much better than this is sought here, and we will be engaging with Cycling Champion, and vice-chair of the Environment and Neighbourhood Committee, Cllr Manuel Abellan about this to consider a design approach that will reduce traffic volume and provide a robust junction with dedicated cycling facilities east-west on Croydon Road.* **St Helier**: Middleton Road (Middleton Circle to Budge Lane): advisory lanes to be repainted, but with a “...further option added to reserve list... **to widen the road to provide kerb separated... cycle lanes..**”. That’s more like it!

All change from 2018?

The [‘Local Implementation Plan Funding Settlement 2017/18 report’](#) (LB of Sutton, E&N Committee, 30 March 2017) also notes that TfL has advised that the settlement and arrangements for the years **beyond 2017/18** will be determined and announced ahead of the start of the 2017/18 financial year to enable TfL **to engaged more fully with Boroughs on the new Mayor’s transport priorities**. This discussion will be guided by the **‘Healthy Streets’** agenda, outlined in the Mayor’s recent ‘City for all Londoners’ document. This new approach **aims to prioritise active travel, making walking, cycling and public transport use the best choices for travel, encouraging the most efficient methods of essential travel for people and goods, and creating more attractive, accessible and people-friendly streets**. TfL will publish a consultation on the preparation of new LIPs, alongside a consultation draft on the new Mayor’s Transport Strategy (MTS). Promising! More at [Healthy Streets for London](#) | [Healthy Streets](#)

Towards the new Mayor’s Transport Strategy

Will Norman, **Walking and Cycling Commissioner**, visited Sutton on 19 May. Nothing specific is known about this visit, but the presumption is that the Commissioner is in the process of visiting all London boroughs to provide a briefing on the Healthy Streets approach, the Mayor’s draft Transport Strategy for consultation (delayed due to 8 June General Election), and future LIP funding requirements. The Commissioner spoke at the **Hackney Cycling Conference** in April, and the audio for this is available in a [briefing of the event](#) by Alex in the Cities. Conference presentations are available courtesy of [Hackney Council](#).

Cycling and the Justice System: Ahead of the 8 June General Election, LCC [is asking prospective parliamentary candidates to support APPG recommendations](#) in Cycling and the Justice System report.

Ride London 2017: [Freecycle](#) takes place on Saturday, 29 July. If you would like to help with the led ride from Sutton to central London, and return, please either let us know or contact The London Cycling Campaign directly.

Coming soon: More emphasis on the **Road User Hierarchy**; the effective use of data, and the publication of **Strategic Cycling Analysis** to focus on current and **potential demand**.

Building the team: We are looking to build the Get Sutton Cycling team ahead of the council elections in May 2018. If you are a member of the London Cycling Campaign, your support could be more important now than ever. Please consider getting actively involved. Any input and help you can offer will be very much appreciated. Thank you.

You can get in touch by email, Twitter, or the website: getsuttoncycling@gmail.com | [@cyclinginsutton](#)