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Borough news and update from Get Sutton Cycling | September 2017

Quietway conversation begins

The engagement process around the borough's first Quietway has now begun. Residents, schools and businesses to the north of Sutton town centre were informed about the unique opportunity afforded from [Healthy Streets](#) funding towards the end of June. Sutton Council is inviting everyone to submit feedback (regarding their travel choices, views on road traffic and the quality of local streets) through an online [Quietways Highways Survey](#). The council has made it clear that people's views are essential, and that proposals will only be developed once local aspirations are known. A summary of responses to the survey will be available online from the end of the September, so keep an eye on www.sutton.gov.uk/quietways for updates. Design proposals will then be developed in response to the feedback received, and residents will be able to comment on the proposals as part of a public consultation. For more on the welcomed Quietway engagement process, and to read [our response](#) to the survey, see [Sutton's proposed first Quietway: the conversation begins](#).

A major scheme for Beddington Lane

Beddington Lane, currently a very hostile road for cycling, is set to get become much more cycle-friendly by 2019 (or, at least, a section of it is) thanks to funding from Transport for London and the London Borough of Sutton. Plans, which include a continuous, five-metre wide, cycle lane and footway (along two-thirds of the road's total 3km length), were published for consultation on 26 June (see Sutton Consultation Hub: [Beddington North TfL Major Scheme](#)). The proposals for this very welcome project are generally supported, although there is some concern around the initial designs for the cycle path at the Asda (Marlowe Way) intersection. It is hoped that our suggested changes will be incorporated into the final design. For more on the Beddington Lane proposals, and to read [our response](#) to the consultation, see [Beddington North TfL Major Scheme](#).

The latest proposals for Fiveways

The former Mayor of London, Boris Johnson, published a [Vision for Cycling](#) in March 2013, with a goal for making cycling an integral part of the transport network. Now, mayor Sadiq Khan is [consulting on a Transport Strategy](#) that has a vision to change the way people choose to travel so that by 2041 eighty per cent of all Londoners' trips will be made on foot, by cycle or by public transport. For these aims to be realised there would be the expectation that, from now on, all major road infrastructure projects (such as that proposed at [Fiveways Croydon](#) (TfL, Croydon Council)) would include exemplary cycling infrastructure. Why, then, do the latest proposals for Fiveways in Croydon, revealed in the [consultation](#) launched on 10 July (to close on 18 September), greatly disappoint? Please take a look at the consultation, and if you would like your comments to inform our response, please get in touch. The Transforming Fiveways conversation at [Cyclescape](#) may be of interest, and keep an eye on the [LCC consultation responses](#) page too. For a reminder of [our response](#) to the 2015 consultation on Fiveways see [Transforming Fiveways](#).

Cycling Strategy review: cycling mode share remains at 2%

The first annual review on the borough's Cycling Strategy (November 2015) was revealed as part to the second annual update on the borough's Sustainable Transport Strategy (June 2015) at the [Environment and Neighbourhood Committee](#) on 22 June. The report [Update on Sustainable Transport Strategy](#), and its three appendices, disappoint (both in lack of substance and outcomes). [Appendix C: Summary of Sustainable Transport Strategy Targets](#) reveals that the strategy's **short-term target, to increase cycling mode share from a baseline of 1% (2009/10 – 2011/12 average) to 2.2% by 2017, has not been met**. An updated figure of 2% for 2017 (2013/14 – 2015/16 average) is given, the same as was declared for 2016 twelve months ago. **Our counts, carried out during 2017, would suggest that the share for cycling is actually nearer 1%**. Elsewhere there is not a lot to get excited about. [Appendix B: Borough Cycling Strategy Action Plan updated](#) confirms that **one key short-term action of the Cycling Strategy, namely to establish an internal Cycling Advisory Group within the Council, has not been met**. Many other short-term actions are only reported with the descriptors "no funding available", "not progressing", "on-going", or "no funding to progress".

The autumn edition of **London Cyclist** has a feature about introducing more women to cycling.

Here, Sutton residents, **Nicola Thomas** and **Helen John**, provide some thoughts on their experiences....

Constructing a narrative around cycling is important, says Nicola Thomas

I freely admit to being a reluctant cyclist. I don't enjoy cycling and if I'm getting out into nature at the weekend I'd much rather do it on my own two feet, whether wearing trainers for a run or hiking boots to get muddy. But cycling has a huge number of entirely objective advantages which mean that I do it on a daily basis: it's cheap, convenient, environmentally friendly, faster than walking, and frequently the quickest and easiest way to get to my destination. That's the view of a responsible citizen, not a woman. As a woman, my specific perspective, I suppose, is that I feel safer on a bike than on foot. I'm not entirely sure that's rational, but it's a fact, and so cycling perhaps gives me a little more freedom in getting around at night than walking does, simply because I feel safer.

As a mother of three daughters, I'm definitely keen that women feel safe cycling in London. That's not just about the wonderful work that LCC does campaigning for safer cycling provision and practices. It is also about the way that cyclists treat each other, and the narrative that the LCC and

cycle campaigners construct around cycling. It's not all about Lycra-wearing speed-merchants overtaking me and trying to beat their personal best. It's also about me cycling to the library with my daughters, wearing our normal clothes with a shopping bag in the basket. And that's not a picture that I see much in the materials I receive from the LCC. If we are trying to create Mini-Hollands or Liveable Neighbourhoods, local journeys by bicycle are what we're trying to encourage. This is how our children will learn to rely on cycling as an everyday form of transport. Which is a dream I hope we all recognise, whatever our gender.

Helen John is not surprised when her female friends say they are too frightened to cycle....

I managed to fail my driving test twice aged 17. Rather than missing out on social stuff (I lived 8 miles from town) and envious of my friends no longer having to use their parents as a taxi service, I decided to take up cycling. Being out on the roads was terrifying, even at a time when there were fewer cars on the road. Since then, I have passed my driving test, but still do not own a car. If it's less than 15 miles, I'll cycle it. In Sutton, that definitely places me in the minority; it's unusual to see a fellow cyclist, of any gender, on the roads around here. Cycling seems especially off putting to women; in the UK, we make up just 29% of cyclists. Female friends often tell me they aren't 'fit enough' to cycle or are too frightened.

I applaud other London boroughs that are following the example of cycle-friendly countries by beginning to introduce separate cycle lanes; it makes no sense to have the larger vehicles on the roads (buses) sharing the space with the smallest users.

In London generally, cyclists are often still expected to ride in the 'gutter', within an arbitrary painted blue 'cycling' zone (which is often worn and slippery when wet). In Sutton, it's rare to find even these blue zones; at the moment Sutton is well behind the curve when it comes to greener transport initiatives, with a tendency to favour motorists over pedestrians and cyclists. We need to make our voices louder.

Helen adds: A new Civic Society for Sutton Town Centre is being established to look at local amenities and opportunities, environment, local governance, heritage, transport and planning. This will create a cohesive strategy and voice for the amenity groups in Sutton. If you are interested in joining please email: suttoncivicsociety@gmail.com.

Prudential RideLondon Freecycle | 29 July 2017

On behalf of our ride leader **Jess**, and head marshal **Taf**, "thank you" to everyone who joined the LCC led-ride to **Freecycle!**



Prudential RideLondon-Surrey 100 | 30 July 2017

Congratulations to our own **Ben Rafferty** for completing the course in 06:52:59 (and raising money for the **LCC** in the process)!

Get Sutton Cycling AGM

When? **Thursday, 28 September 2017 at 7.30pm**

Where? **Trinity Church, Hill Road, Sutton, SM1 1DZ**

Why? This is your **LCC**, and your voice matters

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** in Sutton, your support could be more important now than ever before.

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