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‘My Liveable London’: a new campaign about to launch, and your help is needed

[London Cycling Campaign](#) and [Living Streets](#) are joining forces ahead of the London local elections, on 3 May, with **My Liveable London**. Four years on from [Space for Cycling](#), which called on every candidate in the May 2014 elections to support one specific action that would help to begin the process of making their local streets feel safe and inviting for everyone to cycle, **My Liveable London will focus on asking all the main party leaders across London to commit to submitting a high quality Liveable Neighbourhoods programme bid should they gain office.**

This is **My Liveable London**, and this is your chance to help make a difference and shape the borough over the next four years. Details are still being finalised at the moment, but there is the expectation that the campaign will officially launch in mid-March. Keep an eye on the [Get Sutton Cycling](#) website for more news about how you can get involved in Sutton.

It is just a pity that the majority of [councillors representing Sutton between 2014 and 2018](#) have not managed to take the conversation on cycling forward. It is hoped that the new 2018-2022 administration will have the confidence, and the ambition, to use the opportunity offered by the Liveable Neighbourhoods programme to deliver on cycling (and many other benefits).

Liveable Neighbourhoods

Sutton Council did not submit a bid for the first round of Liveable Neighbourhood funding (deadline 20 October 2017). TfL announced the first round of winners of the new £114m funding programme on 30 November ([Boroughs secure ‘Liveable Neighbourhoods’ funding](#)), and our congratulations go to Ealing, Greenwich, Hackney, Haringey, Havering, Lewisham and Waltham Forest.

The fact that there was no bid from Sutton came as a disappointment, and led us to speculate as to why this was the case (see [No bid from Sutton for 2018 Liveable Neighbourhood funding](#)). An official response from Sutton Council was provided in January (see [Why didn't Sutton submit a bid for Liveable Neighbourhoods funding at the first opportunity?](#)), which suggests that a suitably detailed submission will be developed for consideration as part of the Liveable Neighbourhoods bid process in 2018. Suitably detailed is good, but **a high quality submission is essential.**

Is the Quietway being kept quiet until after the elections?

It would appear that everything to do with [the borough's first proposed Quietway](#) is to remain on hold until after the elections in May. The responses and outcomes from last summer's informal consultation for residents in Benhill Wood Road, Grennell Road and surrounding area ([Quietways Highways Survey](#), LBS, June 2017) remain under-wraps. Consequently, the initial designs of the interventions along the route alignment, which the informal engagement was intended to inform, are also being kept out of the public domain (for the time being). Given that TfL, rightly in our view, wants the whole route to be agreed before going ahead, the next stage of formal consultation will have to wait.

Could it be that in 2018, five years after the Mayor of London launched his [Vision for Cycling](#), Sutton is still too nervous to go to the electorate with proposals that challenge the status-quo of the residential street?

Air pollution video.... what happened next?

Our short video '[Air Pollution in Sutton: How it Affects You and How Cycling Can Help](#)', launched in the autumn of 2017, prompted Cllr. Mary Burstow (Liberal Democrat, Cheam) to ask Sutton Council in November 2017 [What steps has Sutton taken in the last four years to make cycling in Sutton easier for cyclists?](#) A good question from the councillor, even though it lacked any reference to the air pollution theme of the film, and even though we would rather know what Sutton has done to make cycling easier for everyone rather than what it has done for "cyclists".

In her reply, on 20 November 2017, Cllr. Jill Whitehead (Liberal Democrat, Carshalton Central) talked about funding (overlooking the fact that Sutton had not taken the opportunity to bid for some worthwhile Liveable Neighbourhood funding the previous month), declared that the main activity has been setting up two Quietways (when, in reality, these have received little publicity or promotion; when the challenges that need to be addressed for successful delivery of the schemes have not been fully addressed, and where everything has gone suspiciously quiet on progress in the run-up to the May 2018 council elections), and then goes on to list a series of 'do what is easy, don't do what is difficult' schemes, including [Green Lane to Trafalgar Avenue](#) in Worcester Park, [Green Wrythe Lane](#) in Carshalton, and [cycle paths in parks](#) (Overton Park, Grove Park, Carshalton Park and Oaks Park). Essentially schemes that are guaranteed to make very little difference to cycling uptake, and which are fundamentally little different to the schemes of the 1980s. One reference was made by the councillor to 'Air quality': "We are also looking at other funding such as the Mayor of London's Air Quality funds, schemes to include cycling facilities at all new developments and promotion of cycling through travelling planning at schools across the borough", and she adds: "Our new ultra-low emissions vehicles policy, to be discussed at E&N this Thursday [[23 November 2017](#)], will also be looking at the possibility of electric bike schemes". The full response, with comment, is available on the [Get Sutton Cycling](#) website (December 2017).

Cllr. Manuel Abellan (Liberal Democrat, Beddington South), the borough's official [Cycling Champion](#), declared his wholehearted support for the video. Writing in an email on 28 January he advised that the council was reviewing the Air Quality Action Plan with the aim of consulting on the revisions in the spring of 2018, and notes: "We are currently working on a number of initiatives to improve air quality in and around Sutton Town Centre. This includes running a number of workshops with businesses to examine the steps that they can take to reduce emissions from the vehicle movements associated with their business". Overall, though, his remarks, like those of Cllr. Whitehead, were not quite up to the mark. There will be more on the [Get Sutton Cycling](#) website in the coming weeks.

The team behind the air pollution video are currently working on a second production relating to public health.

Beddington Lane: going ahead as planned

It was revealed at January's [Sutton Cycle Forum](#) that the design of the proposed two-way cycle-path and footway on Beddington Lane is to go ahead as outlined in the original designs (without [our suggested improvements](#)). This announcement is a disappointment, as it suggests that ease and priority for cycling is not to be fully facilitated at all intersections. For more on this, see [Beddington North TfL Major Scheme: going ahead as planned](#).

Sutton Council notes, on the dedicated [Beddington North TfL Major Scheme website](#), that the first phase of the construction was scheduled to begin on 22 January 2018 and set to continue for sixteen weeks (until mid-May). A second phase is scheduled for later in the year. Work in the Merton section, to deliver a shared footway, has begun.

Croydon has a new Cycling Strategy

Croydon Council has announced a five-year plan for cycling in the borough, with a focus on delivering a network of high quality cycle routes, supported by a £20million cash injection. The strategy was discussed at the [council cabinet meeting on 22 January 2018](#), and has been put in place to try and ensure that a target to increase the proportion of trips made by bike in the borough is met. The target, originally set in 2012, is to increase the proportion of trips made by bike from 1% (in 2006-2009 and still the same in 2017) to 3.5% by 2025. (In Sutton, the target (set in about 2013, prior to the [Sustainable Transport Strategy](#) in 2015) is to increase the proportion of trips by bicycle from 2% (1991 and 2017) to 4% in 2025). If these targets have any chance of being met, a lot needs to be achieved in the next four-year council election cycle. Bring on 'My Liveable London'. Sutton's 2015 [Cycling Strategy](#) had no cash injection, and, to all intents and purposes, remains on the shelf. [Inside Croydon](#) has commented on the story.