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First glimpse at ‘healthy streets’ for Sutton...

The ‘Local Implementation Plan (LIP) – Traffic Schemes for 2019/20’ reports, presented to each of Sutton’s six Local Committees in June and July, provided the first opportunity to read about Sutton Council’s aspirations for delivering on ‘[Healthy Streets](#)’ in the borough.

Transport for London has adopted the [Healthy Streets Approach](#), which is about **putting people, and their health, at the heart of decision-making** to help everyone make the choice to use cars less and to walk, cycle and use public transport more.

The Sutton Council LIP reports for 2019/20 mention the ‘Healthy Streets approach’ quite extensively. The documents outline some background issues, and note that schemes must:

- **aim to prioritise active travel**
- **make walking, cycling and public transport the best choices for travel**
- **encourage the most efficient methods of essential travel for people and goods**
- **create more attractive, accessible and people-friendly streets**

Around twenty-three schemes are itemised across the borough. Twelve of the schemes refer to ‘speed related issues’ (we wrote to Council Leader Ruth Dombey on 19 August with up-to-date evidence in support of 20mph and have yet to receive an acknowledgement), five refer to concerns around ‘through-traffic’, but only two schemes note issues around ‘parking’ or streets dominated by (parked) cars.

Disappointingly, the use of vague terms such as “measures to encourage people to cycle” and “promote active travel” continue to proliferate in the report. Whether the schemes are of sufficient merit to convince TfL that the proposals are worthy of funding, following sign-off at the September meeting of Sutton’s Environment and Neighbourhood Committee, remains to be seen.

Read about the proposed traffic schemes for each of the borough’s six Local Committee areas in [First sight of ‘Healthy Streets’ proposals for Sutton](#).

Waltham Forest ‘mini-Holland’: talk and tour

Paul Gasson, one of three Council Liaison Officers with the Waltham Forest Cycling Campaign, was our special guest at the [Get Sutton Cycling meeting held on 6 June 2018](#). You can read about the benefits of filtered permeability in residential areas, identifying local obstacles and generating momentum for change, in our report on the event: [Waltham Forest mini-Holland: reducing road danger and growing active travel](#). At the meeting, Paul invited us to a study tour, and a date of 12 August was subsequently set. We passed this invitation on to all the newly elected, and re-elected, councillors [...the class of 2018](#), and at the same time, reminded them about sources of **money to improve the areas they represent** (referring to a potential Liveable Neighbourhood bid – for which, as yet, there is no further information). Around thirteen councillors showed an interest in the tour but were not able to attend due to the holiday season. Nevertheless, the tour went ahead and was enjoyed by three campaigners, Michael To from Croydon, and Marcus Howarth and Charles Martin from Sutton. Michael tweeted all about the morning ride, see [Waltham Forest ‘mini-Holland’ with Paul Gasson](#). Plans for a second tour, this time walking, are in progress.

Some great ideas developed during latest cycle tour

John Kinnear and Charles Martin were delighted to join councillors Kevin Burke and Manuel Abellan on an exploratory cycle ride around Sutton town centre on 27 July. In addition to reiterating the issues that had been outlined in the 2014 [Space for Cycling](#) campaign, in our response to [Sutton 2031](#), and during earlier [cycle tours](#) in the borough, it was a further opportunity to consider our aspirations for the growing town centre. Discussions were positive, and the councillors put forward some great ideas. Particularly encouraging was the idea of having an **active travel champion in each of the six Local Committee areas**. The councillors said they were keen to organise a cycling tour of Sutton town centre for their colleagues ahead of any [Liveable Neighbourhoods](#) funding bid for the area. Manuel also said he would write a short report about the ride for the Get Sutton Cycling website. This is still awaited. Meanwhile, '[The world needs more cycling champions. Do you have what it takes?](#)', by Brian Deegan, Urban Movement, 3 August 2018, may be of interest to all aspiring cycling, or active travel, champions.

The Wandle Trail barrier on Watermead Lane

At the most recent [Sutton Cycle Forum](#) (10 July 2018) we reaffirmed our commitment to continue our campaign to have the k-barrier on Watermead Lane, part of National Cycle Route (NCN), removed. The reason being that the barrier potentially prevents people with disabilities, or people with tricycles, from using the path. It has subsequently been noted that a further adjustment has been made to the barrier, so that the restricted gap is now as wide as it can be (65cm). As a result of this adjustment, a 'Duet' wheelchair bicycle tandem can now get through the gap. Other adapted cycles may not be so lucky. Sustrans' review of the NCN continues. Any meeting that Sustrans had with Sutton councillors and officers in early summer regarding the barrier does not appear to have had a great impact.

Beddington Lane: work taking (considerably) longer than expected

Sutton Council's dedicated [Beddington North TfL Major Scheme website](#) now advises that the first phase of the Beddington North TfL Major Scheme construction in the Beddington Village area (which commenced on 26th February 2018) is due to be completed by the end of October 2018. Given that the first phase was initially scheduled to last for approximately 16 weeks, the latest completion date more than doubles the time frame to 35 weeks. No reason is given for the delay for the work, which is a partnership between Sutton Council and contractors F M Conway. Meanwhile, the 20mph limit has been extended north of the village to Asda, but is ignored 100% of the time. There is no sign of any work on the proposed cycle path between the Beddington Lane tram stop and the village. The dedicated website states the "the remaining phases will begin later in 2018 and completed by the end of March 2019. As some of the proposed works rely on a third party land e.g. Asda, Thames Water and private industrial estates, the works will be implemented in segments as soon as the access to private land is secured by the Council".

Croydon Fiveways: third time lucky? No, not really

On 10 September, TfL published the report 'Responses to Issues Raised' detailing the final proposal to the road layout on the A23 and A232 at Fiveways in Waddon. The report is available from the TfL [Fiveways Croydon consultation page](#). Although delivering some cycling improvements on the previous proposals, for example now including additional segregated cycle facilities on the A23 to improve north-south cycling, the proposals fall far short of those hoped for. In our response to the original consultation, [Transforming Fiveways Croydon](#) (March 2015), we endeavoured to build on the [Mayor's Vision for Cycling](#) (March 2013), by suggesting nine conditions to enable safe and inviting cycling across the area. One of these conditions (including fully segregated cycle paths on the A23 Waddon railway bridge) is to be partially implemented, but the other eight do not get a look in. It is interesting to note that the existing Waddon bridge structure over the railway is to be retained (and widened). One of the reasons given by TfL for the project in the first place was that the bridge was coming towards the end of its working life. The authors of the report state that the scheme will deliver against the core areas of the [Mayor's Transport Strategy](#) (March 2018): Healthy Streets, Healthy People; a good public transport experience; new homes and jobs. They point out motorised traffic using the junction is expected to grow, and that the new road layout will accommodate this future growth. So there you have it. As to whether Fiveways will be free-flowing motor-traffic haven in 2025, with people of all ages and abilities happily cycling through the area on healthy streets, only time will tell.

October by-election in Belmont

Patrick McManus resigned his post as Belmont ward councillor on 31 August ([Belmont by-election to be held as Cllr Patrick McManus steps down](#), *Sutton Guardian*, 3 September 2018). Patrick attended [our meeting in June](#) (Waltham Forest mini-Holland) and, as noted in [Sutton's councillors: from the class of 2014 to the class of 2018](#), was one of only eleven councillors in the borough to have shown support Space for Cycling in 2014. It is hoped that whoever replaces Patrick at the by-election to be held on 25 October will be an advocate for active travel. After all, there is a lot happening in Belmont, with the new secondary school ([Sutton Harris Academy](#)) and [London Cancer Hub](#) development. So there is plenty of opportunity [to make a difference](#).