

# Response to Sutton's Draft Third Local Implementation Plan

## Executive Summary

Despite a requirement for boroughs to prioritise traffic reduction in their LIPs, there is no commitment by Sutton in this draft document to reduce traffic volumes and re-allocate space from motor vehicles to other modes. There is no mention of 'low traffic neighbourhoods', 'modal filter (cells)' i.e. area-based traffic reduction, or 'school streets'. "Neighbourhood interventions such as 20mph zones and traffic restrictions are likely measures instead of segregating cyclists" is stated, but it must not be a case of either/or.

## Our response

This response to the consultation on Sutton's Draft Third Local Implementation Plan is from Get Sutton Cycling, the local borough group of London Cycling Campaign (LCC). We represent the interests of cyclists living or working in Sutton and aim to expand the opportunities for all to cycle safely in the borough. We have discussed this consultation on CycleScape<sup>1</sup> and at our committee meeting.

## Modal shift and metrics

Throughout 2.27 to 2.32 the metrics present current share of walking and cycling, but do not consider how more trips could be made by cycling and how that should be measured and tracked toward the 2041 goals.

*Opportunities (page 27) Potential for modal shift - many residents work locally and most journeys are short - typically less than three miles. Walking is already a significant mode of travel.*

Journeys by cycle can make journeys of up to 3 miles achievable within 15 minutes so making an alternative to using a car.

*Opportunities (page 27) Cycle Routes and Quietways - we continue to work with TfL on Quietway routes and look for links to the routes from key destinations; work with TfL on the Strategic Cycling Analysis project to determine a new cycle route where there is demand or potential demand; and work towards all residents being within 400m of a cycle route.*

TfL's Strategic Cycling Analysis<sup>2</sup> shows Sutton potentially having some of the "Top 5% busiest connections (cyclable trips)" [in London], to allow this more than signed routes and Quietways will be required.

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1 <https://getsuttoncycling.cyclescape.org/>

2 Strategic Cycling Analysis Figure 2.2 <http://content.tfl.gov.uk/strategic-cycling-analysis.pdf>

## **Protected space for cycling**

*2.38 The Healthy Streets approach is encouraging schemes to deal with road user perceptions as well as collision data. Neighbourhood interventions such as 20mph zones and traffic restrictions are likely measures instead of segregating cyclists.*

The stance within the draft LIP, of putting less emphasis on providing segregation for cyclists, is not inline with the borough's Cycling Strategy (LB of Sutton, November 2015) which notes "...incorporating measures such as cycle lanes, segregated where possible" (para. 3.21) and "We will work with TfL to recommend and deliver segregated routes where those routes are on the Transport for London Route Network (TLRN)" (para. 3.33).

All mention of cycle routes within the draft LIP refer to "Quietways" and signed routes (as illustrated on Figure 4 Borough Cycle Route Network/ Table ST03). A bigger vision is needed to deliver a network that will enable those who do not currently cycle, from the age of 12 years, to feel safe making short journeys on strategic quality routes across the borough in line with MTS.

## **Traffic reduction**

The draft LIP notes the MTS priorities that need to be addressed, including, for example, "the improvement of street environments for people who are walking, cycling and spending time, including the introduction of traffic reduction strategies" (see para 2.78). However, in an earlier section of the document it is noted that "Sutton does not have a separate traffic reduction strategy, but the key borough traffic reduction objectives are set out in the Sustainable Transport Strategy, the Local Plan and the Cycling Strategy" (see para 2.49). It would be useful for the borough traffic reduction objectives to be explicitly stated within the LIP (especially as it is not clear from the aforementioned documents what these key objectives are).

In terms of car ownership, according to Table STO7 Borough outcome indicator targets, Sutton aims to reduce car ownership from 90,400 in 2021 to 86,900 in 2041. Only 3.9% in 20 years.

## **Parking Strategy**

*2.41 .... A new Parking Strategy was introduced in 2016, setting out a programme of measures to manage parking on a consistent basis, taking into account the projected growth and the range of factors above."*

Is this strategy sufficiently robust to reduce commuters driving in to Sutton to park?

## **Section Three: The Delivery and Investment Plan**

The Table STO1 lists all 23 LIP projects and programs as linked with the MTS goals stating they all meet with the MTS modal share objectives despite most being pedestrian crossing and traffic calming related. Where cycling is mentioned along side walking we miss the opportunities to meet the MTS goals which will require proper targets for a shift of modal share and monitoring of this being in place.

## **Three-year indicative Programme of Investment**

The Table ST04 has missing data giving no way to assess commitment or scheme quality.

### **Conclusion**

We are happy to help LBS find improvements and plan for a cycle network based on TfL's Strategic Cycling Analysis to fulfil the MTS commitment that 70% of residents live within 400m of a strategic, high-quality route. But stress that this LIP, as it stands, will not meet those aims. Nor will it enable a modal shift of people currently using cars for short trips to choose cycling or walking as a preferred and safe option instead.

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19<sup>th</sup> December 2018.