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Borough news and update from Get Sutton Cycling | December 2018

Sutton will submit a Liveable Neighbourhood bid... but not until 2019

With just days to go until the 30 November 2018 deadline for submissions for funding through the [Liveable Neighbourhoods programme](#), we received confirmation that Sutton would not be submitting a bid until 2019.

A meeting is set to take place in mid-December 2018 between London Borough of Sutton partners and Get Sutton Cycling, to discuss Sutton's Liveable Neighbourhood aspirations, and Opportunity Sutton's plans, ahead of a submission being made to TfL in November 2019.

[Sutton 2031 – is cycling part of the picture?](#) (April 2016)

[Why didn't Sutton submit a bid for Liveable Neighbourhoods funding at the first opportunity?](#) (January 2018)

[My Liveable London](#) (April 2018)

Consultation on the Draft Local Implementation Plan 3

On 2 November 2018, Sutton Council launched a consultation on the third Local Implementation Plan. This consultation runs until 21 December.

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. Protected space for cycling on main roads needs to be included in the mix too. It is time to do what is difficult as well as what is easy. A group response is being prepared.

[Local Implementation Plan Public Consultation](#) (LBS, 2 November 2018 to 21 December 2018)

[What to look for in a borough Transport Strategy/LIP](#) (LCC, 12 November 2018)

Who cares about targets?

When the third annual update on the borough's [Sustainable Transport Strategy](#) was discussed at the [Environment and Neighbourhood Committee on 28 June 2018](#), members did not question the fact that the short-term target of 2.2% (for the proportion of trips made by Sutton's residents by cycle) had not been met. No one asked why. No one challenged the decision to quietly [move the target date from 2017 to 2020](#). This tells you all you need to know really. Meanwhile, the proportion of residents' trips by cycle remains at 2% (essentially the noise floor), the same as twenty-eight years ago in 1991.

Get Sutton Cycling is now on Cyclescape

Check out our new [Cyclescape page](#), and sign-up to join the conversation on current issues and consultations. These include:

[Central Road, Worcester Park](#) (to 30 November 2018)

[Talbot Road and Rotherfield Road, Carshalton Central](#) (to 2 December 2018)

[Mulgrave Road by Bridge Road and Worcester Road, Sutton West](#) (to 7 December 2018)

[Collingwood Road and Anton Crescent Area Improvements, Sutton North](#) (to 7 December 2018)

[Draft third Local Implementation Plan](#) (to 21 December 2018) ***

[Sutton Link](#) (6 January 2019)

Is there any news on the Quietways?

From a discussion at the recent [Cycle Forum](#) meeting on 1 November, it looks as though designs and options for the borough's first Quietway, linking Sutton town centre with St Helier to the north, will finally go to formal consultation in April 2019. Councillors are still opposed to the, as yet officially unannounced, options put forward in October 2017 (despite the positive response from the [informal survey of residents in the summer of that year](#)). Meanwhile, a report on the proposed second Quietway, linking Sutton town centre with Worcester Park, is being presented to the [E&N Committee on 29 November 2018](#). This notes that "Officers have cycled the route with Sustrans, and a list of interventions have been suggested". There is no mention what the interventions are, or indeed no mention of low-traffic neighbourhoods.

In other news....

A report from Cllr. Manuel Abellan, Cycling Champion, to our 27 July 2018 ride in Sutton town centre and Belmont, is still awaited. There is no further news from the councillor on the appointment of **active travel champions** for the six local committee areas. Cllr. Abellan has yet to update us on arrangements for a **planned walking tour of Waltham Forest mini-Holland**. Our email, on [evidence in support of 20mph](#), sent to Council Leader Ruth Dombey has been seemingly ignored. Meanwhile, concerns raised by local residents **regarding traffic speeds** and the use of Frederick Road and Alberta Avenue in Sutton West as **a cut through**, have been met by Sutton Council officers with proposals for traffic calming measures in the form of a series of (twelve) raised speed cushions at regular intervals combined with a width restriction near the A217 end of Alberta Avenue. Hardly Healthy Streets thinking. As work on the [Beddington North TfL Major Scheme](#) moves slowly forward, a resident of Beddington has been in touch with concerns over safety regarding the new parallel zebra crossing on Hilliers Lane, by Guy Road and Wandle Bank. Another resident raised concerns about the crossing at the [Beddington and Wallington Local Committee meeting on 30 October 2018](#), to which a response was given. (The issue here goes beyond the crossing. In November 2015, other ideas to resolve the Wandle Bank LCN 'missing link' were discussed in '[A cycle tour of Beddington Village](#)' (photos 16 to 19). Clearly, the Beddington North TfL Major Scheme is not major enough). In Carshalton, a headteacher decided that **number plates for students who cycle to and from Stanley Park High are required**, raising considerable media attention. In Belmont, [Neil Garratt was elected as Conservative councillor in the by-election on 25 October](#), and it is hoped that Neil will take on the role of Active Travel Champion for the Local Committee area. On 19 November, Sustrans announced an **overhaul of London's National Cycle Network** following the publication a week earlier of '[Paths for everyone](#)'. The benefits of the Network to the UK economy are noted, along with its contribution the social, physical and environmental wellbeing of those you use it. However, the report also recognises that the quality of the Network varies, resulting in an inconsistent experience. One of the fifteen recommendations is to "Remove or redesign all 16,000 barriers on the Network to make it accessible to everyone, with no barriers in place for continuous travel". Another recommendation is to "introduce a process for de-designation of parts of the Network that cannot be improved...". These recommendations reflect what we have indicated for the 'Wandle Trail', and indeed on Park Lane. Sutton has a new Corporate Plan for 2018-2023 '[Ambitious for Sutton](#)'. The council's priorities are identified under four key themes: Being Active; Making Informed Choices; Living Well Independently; Keeping People Safe. Being active, the report notes, is about residents living healthy lifestyles and being economically, socially and physically active. Sutton Council's former Chief Executive, Niall Bolger, writes in the introduction "Supporting activity will see the physical environment maintained and improved...". This sub-theme is developed through fifteen more detailed points within the document, which includes the implementation of selective road improvement schemes to reduce congestion and benefit all road users across the borough. The delivery of two new 'Quietways' through partnership with TfL and Sustrans is mentioned. All good to a point, but there is nothing in the document about the transformative approach embedded in the Mayor's Transport Strategy and Liveable Neighbourhoods. This absence will not help the council make the case for Liveable Neighbourhood funding. Essentially, this plan may have an ambitious title, but does it really have ambition?