

# #GetSuttonCycling

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Sutton group of the London Cycling Campaign

Monday, 3 November 2014 | The Parlour, Trinity Church Halls | 8pm – 9pm

## Agenda

1. Update on Space for Cycling meeting with Sutton Council, 29 September (20.00)
2. Report from the October's Cycle Forum with Sutton Council (20.05)
3. Quietways are coming – October announcement of funding commitment (20.15)
4. Space for Cycling, phase 2: Space for Cycling petition (20.25)
5. Our strategy for 2015 (20.35)
6. Website and social media (20.45)
7. Some forthcoming events (20.50)
8. A review of 2014 (20.55)
9. Date of next meetings (20.59)
10. AOB (21.00 > Moon on the Hill)

Cycling lessons for London  
Eleven common conditions that exist  
in cities that have achieved a strong  
growth in cycling in recent years

*Essential.  
Without this,  
nothing will  
happen!*

1: There is strong, clear political and technical, pro-cycling leadership, which is supported through all parts of the lead organisation

Sutton Cycle Summit 2014

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# Notes on Get Sutton Cycling meeting | 3 November 2014

## The Parlour, Trinity Church Halls

### 1. Update on engagement with Sutton Council

Chris Rutland and Charles Martin had meet with Cllr. Colin Hall (Deputy Leader of Sutton Council), and Eleanor Purser (Executive Head of Economic Development, Planning and Sustainability), on 29 September. This meeting had primarily been arranged to discuss concerns regarding the lack of support from councillors in the borough for the London Cycling Campaign's Space for Cycling initiative.

There were two key outcomes from the 29 September meeting:

1. The Environment and Neighbourhood Committee would produce a report outlining the Council's strategic position on cycling in the borough. This report would act as a statement of policy, complement the Council's forthcoming Sustainable Transport Strategy, and provide 'top-down' policy to help direct decisions that councillors make at Local Committee meetings.
2. The Council would undertake a review of all our Space for Cycling 'ward asks' within a month, and report back at an open forum, or workshop, shortly afterwards. This workshop would look at the opportunities, the issues, at what can be done, and what would be more difficult to achieve, and consider the challenges.

It was also encouraging to learn that the Council had approached TfL and requested funding to facilitate some form of cycling infrastructure on the Sutton town centre gyratory system. Although TfL was not able to provide funding, they had recommended the Council to make an application for European funding.

### *Situation on 3 November*

The 29 September meeting had been all very encouraging but, despite a month having passed, we were still waiting to hear more on the strategic report, the workshop, or the review of the ward asks. It is know that there is to be a workshop relating to the Draft Sustainable Transport Strategy on 27 November.

An outline European bid for an experimental scheme on the gyratory has been, or is in the process of being, submitted. Details of the scheme are not known. There is competition with others for the funding. An announcement as to whether the bid has been successful or not is expected early in 2015.

### *Subsequent to 3 November meeting*

Eleanor Purser provided an update on our 29 September meeting in an email sent late in the evening on 3 November (so just a little too late for reporting at our meeting). Eleanor confirmed that officers have made a start on the assessment of the 'ward asks', although this was not progressing as fast as had been hoped due to other pressures. However, a response on our proposals is now expected by the end of November. This response, plus findings from a follow-up workshop to discuss priorities/feasibilities/funding, will lead "into a report to the Environment and Neighbourhoods and the Local Committees to take them forward in the new year subject to further discussion with lead members". Eleanor added, "Proposals which were agreed through this process could then feed into the 2015 LIP submission in terms of seeking funding for schemes". Eleanor concluded by saying that our knowledge of cycling needs in the borough remains an important part of their work on the sustainable transport strategy, and they continue to progress this as fast as possible.

There was some concern with this response. It seemed to suggest that the 'ward asks' will be individually assessed first, with the output of that assessment being fed into a report to the Environment and Neighbourhood Committee (and on to Local Committee), rather than the expectation that the report on the strategic vision on cycling would take priority in order to put the 'ward asks' in context. If this is the case, it is just as well the criteria for our 'ward asks' were set high. A reply was sent to Eleanor on 4 November indicating this concern. It is hoped that a further update on the situation will be received during the early part of the second half of November.

## 2. Report from Cycle Forum meeting (29 October) hosted by Sutton Council

*Schemes that are part of the LIP funding this year (April 2014 – March 2015) and have been completed:*

### **Beddington South**

**Woodcote Road (A237) Woodcote Green** (c£100k?)

### **Carshalton Central**

Widened section of tarmac path in **Carshalton Park** (£43k-£70k)

New section of tarmac path in **The Grove**

### **Carshalton South and Clockhouse**

Major upgrade to **Oaks Park** path (£100k)

*Not reported: Cheam?*

*Path in Cheam Park?*

*Schemes that are part of the LIP funding this year (April 2014 – March 2015) and are still to complete:*

### **Belmont**

**Overtown Park path** - work commenced on the installation of a tarmac path on this gated recreation ground late October 2014.

### **Carshalton Central**

Links between **Carshalton Park and The Grove** – options being explored.

### **Nonsuch**

**Cuddington Rec** - further enhancements to park paths.

### **St Helier**

**Green Wrythe Lane** - west side between Muschamp Road and Welbeck Road. Footway conversion now scheduled for January 2015. Disappointed by the fact that our response (\* August) had not been noted in the documentation provided at the St Helier, The Wrythe and Wandle Valley Local Committee meeting held on 16 October. (Also see 2015/2016 Wandle Valley).

### **Wandle Valley**

**Peterborough Road** – “small schemes” funding to provide options to resolve the ongoing, and long-standing, issue with parked vehicles blocking access to and egress from the cycle path linking Peterborough Road with Bishopsford Road. Added to schemes in September 2014 as a result of request from Get Sutton Cycling.

### **Worcester Park**

**Worcester Park footway** – section between Trafalgar Avenue and Boscombe Road. Work starts on 10th November, and the path will be closed for up to six weeks. The path is not to be lit, but there will be service ducts so lighting could be added in future. Extra fencing at rear of properties as residents concerned there may be increase in antisocial behaviour or break-ins. Regarding the whole “route” to Sutton, the Council have written to TfL about intersections with the A24 and A217. Next year Boscombe Road to Green Lane.

### **Borough-wide**

**Cycle parking** – programme to provide cycle shelters for residents of flats on council estates. Funded by TfL, with a pilot in Denmark Gardens [The Wrythe]

**Quietways** – the LBS had received a letter confirming that Sutton had been identified as a participating borough for Quietways. London Cycling Network routes 75 and 29 had met criteria. (See item 3 of these notes).

## Other possible schemes?

The Hamptons [Worcester Park] (£65k); Greenford Road [Sutton Central] (£55k); Cycle to School Partnership (£190k);

*Schemes that were submitted for funding on 4 October, for completion next year (April 2015 – March 2016), with announcement expected December 2014 or January 2015.*

## Beddington North

**Note: not part of LIP funding**, now a major scheme Beddington Industrial Park (Beddington Lane)

## Cheam

**Cheam Park** – request from Cllr. Mary Burstow for installation of a path to run parallel with Malden Road (?). Continuation of last year's path?

**Malden Road** TfL “corridor scheme”. TfL review as part of prioritisation due to collisions and injuries (also see Nonsuch).

## Carshalton Central

Links between **Carshalton Park and The Grove** – options being explored.

## Carshalton South and Clockhouse

**Stanley Park Road** – “corridor scheme” re collisions – concentrating by schools and shops (also see Wallington South).

## Nonsuch

**Malden Road** TfL “corridor scheme” (also see Cheam)

## Sutton Central

**Manor Lane** – contraflow for cycles

## Wandle Valley

**Green Wrythe Lane** – continue footway conversion north from welbeck Road to Assembly Walk and “tackle area by shops” - **Middleton Circle roundabout**. Start thinking about that now. (Also see 2014/2015 St Helier)

## Wallington South

**Stanley Park Road** - “corridor scheme” re collisions – concentrating by schools and shops (also see Carshalton South and Clockhouse).

## Wallington North

**Manor Road** - “corridor scheme” re collisions – primarily between Parkgate Road and Melbourne Road (“accident” list top ten)

## Worcester Park

**Worcester Park footway** – section between Boscombe Road and Green Lane (another section of the proposed “route” linking Worcester Park with Sutton (continuation from last year)

## Other projects

**Cycle parking/ cycle training / cycle promotion**

## Other issues reported (Cyclism)

**Worcester Park: Stone Place** - request for “Except cycles” signs to give full access to Waitrose and library

**Nonsuch: London Road, North Cheam** – painted (mandatory) cycle path too narrow? Outer London Fund completely failed to deliver for cycling here.

### 3. Quietways are coming

#### *Background*

**Quietways are the funding projects below the mini-Holland tier of funding. The GLA announcement “...second phase of Quietways launched [1]...” on 21 October, confirmed that Andrew Gilligan had written to all councils committing to funding the second phase of Quietways. Here is an extract:**

“Each borough has .... received a letter outlining a number of new Quietway routes that TfL wishes to develop as part of the second phase of the Quietways.

Phase 1, seven routes entering a total of 15 boroughs, is already underway, with the first routes due to open in the spring. Phase 2 will extend the Quietway network to all 32 boroughs. Delivery timescales will depend on the boroughs concerned but it is hoped that a significant number will be delivered, or be in process of delivery, by 2016. Quietways are direct, but low-intervention routes on low-traffic side streets, with interventions (such as segregation and junction improvements) where they have to use busier roads.”

#### *Situation on 3 November*

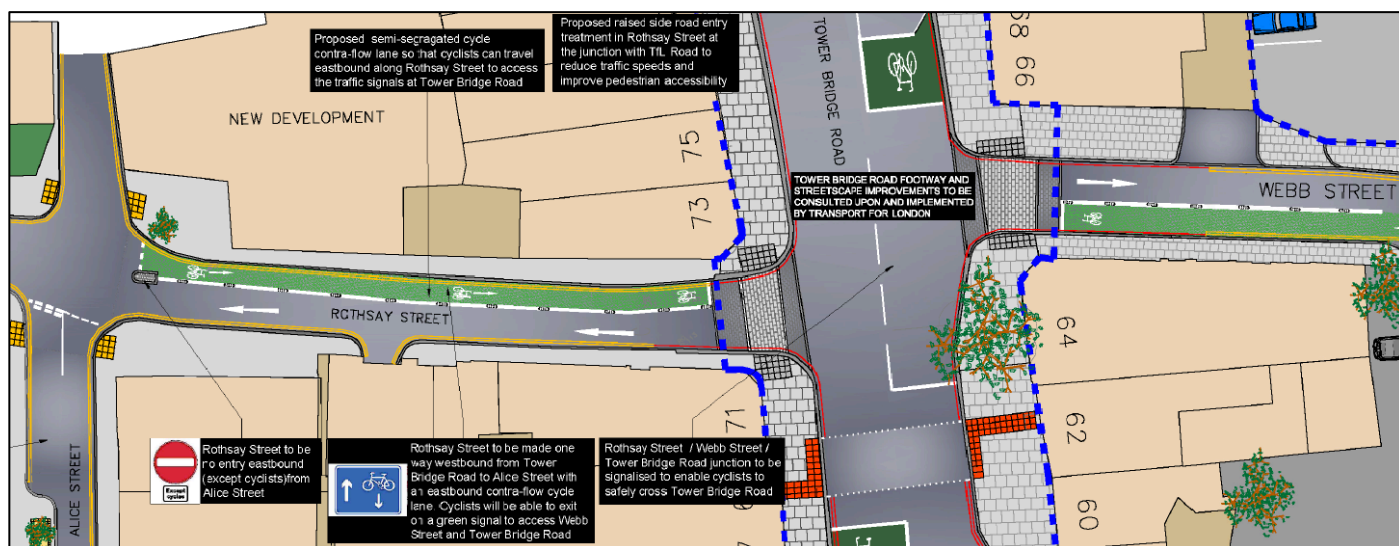
Intrigued to learn more about the commitment to funding, and the options for Quietway route alignment in the borough, Get Sutton Cycling wrote to Cllr. Jill Whitehead (Chair, Environment and Neighbourhood Committee) on 22 October to ask whether she could share the contents of the letter received from Andrew Gilligan. This request has not been acknowledged. However, it is now thought that the existing London Cycling Network route 75 (east-west across the borough) and LCN route 29 (north-south) have qualified as future Quietways in the borough. This is much better news than the announcement early in 2014 that the Wandle Trail was to be the borough’s Quietway ‘pilot’.

Get Sutton Cycling will “adopt” the proposed Quietway routes (LCN 75 and LCN 29), and endeavour to carry out a full audit to help identify locations where minor infrastructure, major works and other interventions are required. Reference may be made to the documentation compiled from the CRISP (Cycle Route Implementation and Stakeholder Plan) studies that were carried out about ten years ago in support of scheme planning for the emerging LCN. However, the aspiration for delivery is now much higher, and all interventions from this point on will need to show compliance with the guiding principles and level of service outputs described in the new London Cycling Design Standards (draft, June 2014). Photos and video sequences will be recorded to assist with the process of the assessment, and the results will be fed back to Sutton Council and, where appropriate and if acceptable, the Agent assigned with the delivery of the borough Quietways. The audit process will, at the very least, prepare us for the appearance of official plans, and enable us to applaud, decry or suggest alternatives with confidence.

It is anticipated that, by spring 2015, the first two Quietways from Phase 1 of the delivery programme (Waterloo - Greenwich; Bloomsbury - Hackney) will be substantially complete. This is good news for us, as it will enable an assessment of a completed Quietway before the full consultation process on Quietways begins in Sutton. It is hoped that the bar will be set high, and the routes will feel safe and inviting for everyone to cycle at all times of day (including, of course, at peak times). Plans released for the whole Waterloo – Greenwich Quietway route by TfL and participating boroughs, during their consultation period in summer 2014, indicate that there is reason to feel reasonably optimistic about this. A detail from part of one section of the this Quietway, the intersection of Rothesay Street and Webb Street with Tower Bridge Road (A100, Inner Ring Road), is one such example, and this is shown below (courtesy of London Borough of Southwark/TfL).

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<sup>1</sup> See GLA, 21 October 2014, “...second phase of Quietways launched...” <https://www.london.gov.uk/media/mayor-press-releases/2014/10/town-centres-to-be-transformed-and-second-phase-of-quietways>



Currently when cycling between Rothsay Street and Webb Street it is necessary to either attempt to cross the busy Tower Bridge Road directly, or alternatively dismount and use the Pelican crossing just to the south of the junction. Clearly, either option does not make a particularly good cycling experience. The proposal here is for the junction to be signalised for cyclists, and for motorised traffic is to be permitted only in the westbound direction on Rothsay Street and eastbound only on Webb Street (with cycle contraflows in both cases). The signalised junction will make cycling movements through the junction much easier, and the reconfiguration of the narrow and constrained streets will ensure that conflicting vehicular movements are minimised. Through restricting exit points from the minor side streets to just people on bicycles, the opportunity is being taken to incorporate the pedestrian crossing point with the signalised cycle junction. The result of these interventions should transform the experience of cycling here, and help make the whole route attractive to people who may not currently think cycling is something for them. In other words, in line with the Mayor's Vision for Cycling. Get Sutton Cycling looks forward to working with Sutton Council to identify locations in the borough that could benefit from interventions similar to this.

It is important to recognize what Quietways are not just about improving signage and road surfaces (although these are important too, and the proposed new style of legibility and route identity are welcomed). Neither are Quietways simply the LCN re-signed, re-branded or re-vamped. The delivery mechanism for Quietways is such that these routes are to be designed end-to-end. Importantly, of course, the success of each Quietway will depend on the sum of all of its parts. That means dealing with the difficult and more challenging sections first, and not, as so often was the case with the LCN, just doing what was easiest and forgetting about everything else.

### **Subsequent to 3 November meeting**

An update on Quietways was received from the LCC on 5 November:

Seven pilot Quietways are to be delivered by end of 2015. The first two will be delivered in spring 2015: Waterloo- Greenwich (now labelled 1), and Bloomsbury – Hackney (now labelled 2). *[It looks as though the idea of numbering routes with equivalent bus route numbers, as had previously been suggested, is not now going to happen]*

Boroughs have received letters from TfL regarding the next batch of 15 Quietways that are due for construction in 2016. These routes have not been agreed yet with the boroughs and alignments are not published. We understand that the 15 have been selected from the several dozen suggested by boroughs and that discussion of what is deliverable by 2016 is ongoing. TfL anticipates that some of the 15 may drop out. Some borough officers have already discussed a range of potential routes with local groups. Following the TfL letters they will now have an idea of which of those routes are likely to be funded.

The Delivery Agent for the Quietways will likely be announced on 17th November. Boroughs will be able to decide if they wish to use the services of the Delivery Agent.



TfL is continuing to work on wayfinding. Following opinion surveys, numbering will be 1, 2 etc. (see above) according to roll out. This numbering may be extended to the superhighways.

Further update (Sustrans Volunteers Day, 8 November):

Only the first seven Quietways (i.e. phase 1) will be delivered by 2016. This means that the first Quietway in Sutton will not be constructed until 2016 at the earliest, when phase 2 starts (around 12 to 15 in number). This is a ten-year programme. The routes will be numbered in the order they are delivered. Route 1 is likely to be Bloomsbury to Walthamstow, route 2 Waterloo to Greenwich. Both of these now expected by May next year, rather than March as initially scheduled.

#### 4. Space for Cycling, phase 2: Space for Cycling Petition

LCC are planning to launch a new Space for Cycling supporter action in the form of a petition to each borough council asking them to support, and prioritise, Space for Cycling.

The petition will have a simple message ('Tell your Council to Support Space for Cycling'), and will be sent to the Leader of the Council. The aim of the petition is to encourage more councillors to support Space for Cycling, as well as support those councillors who are trying to move things forward. It is hoped to launch the petitions at the end of November, and to collect signatures until early 2015.

Some petition text has been drafted for Sutton, and this is given below. Are we happy with what is suggested, or are there any local issues, council conversations or updates that need to be reflected in the text and messaging to the council?

##### **Please make our streets safe and inviting for cycling: support Space for Cycling**

We would like to see a bigger commitment to safer cycling from your party in Sutton, and urge you as Leader of the Council to ensure that your council works to improve our streets to make them safe and inviting for cycling.

Making our streets safer for cycling is not just good for those who currently cycle; it's good for the environment and can be great for local business. At the same time, making our streets safer will encourage more people to cycle, which can bring enormous health benefits.

Earlier this year, the London Cycling Campaign contacted councillors to ask for their support for 'Space for Cycling'; the campaign to ensure that local streets are made safe and inviting for people of all ages and abilities who want to cycle.

In Sutton, just 8 out of 54 Councillors, pledged to support this campaign and work towards implementing one suggested local cycle improvement in their ward; as identified by London Cycling Campaigns' Local Borough Group.

**We call on you to encourage more Councillors to pledge their support for Space for Cycling; and join over 850 other Councillors committed to safer cycling across London. We also urge you to please support the efforts of councillors, across all parties, to take this work forward so we can begin to see some concrete improvements for cycling in your borough.**

**Please ensure that implementing Space for Cycling is a priority for your council.**

The full list of cycling improvements for each ward can be found here:  
<http://action.space4cycling.org/data/borough/70>

How can we improve on this? Some initial suggestions on this included: too long and "woolly". It was also felt that there was the need to explicitly state that funding for cycling proposals is not at the detriment of other

council services. The words 'safe' and 'safer' appear too often and, where used, should consider preceding with "feel" in some instances. Consider replacing 'encourage' with 'enable'. Changes to be made to the text to reflect our conversation with the Council in September, and the Council's commitment to review all our 'ward asks', a follow-up workshop to discuss priorities/feasibilities/funding, and a strategic review of cycling in the borough.

### *Subsequent to 3 November meeting*

Taking the initial suggestions into consideration, an outline first draft of re-worded petition is produced below (although it is noted that this is a little longer than the original). This draft includes reference to the **Draft Sustainable Transport Strategy [2]** (published for consultation on 6 November, closes 4 January); puts emphasis on feeling safe (because councillors will say there have been few collisions, so our roads are safe); highlights that this is about enabling, not just encouraging, cycling (as encouraging use of sustainable transport through travel behaviour programmes, such as Smarter Travel Sutton, is only part of the picture); reflects our engagement with Sutton Council, the council's commitment to a review of our 'ward asks', and the expectation of a policy statement on cycling; and draws attention to the Mayor's funding stream for cycling.

#### **Please make our streets safe and inviting for cycling: support Space for Cycling**

We are delighted that Sutton aims to become London's most sustainable suburb, and that boosting use of sustainable transport continues to be one of the key commitments under the council's One Planet Sutton programme (Draft Sustainable Transport Strategy, October 2014). In support of this, we would like to see a bigger commitment to **joyful and stress-free** cycling from your party in Sutton, and urge you, as Leader of the Council, to ensure that your council works to improve our streets to make them **feel** safe and inviting for cycling (and to rise to the challenges that are required to bring this about).

Earlier this year, the London Cycling Campaign contacted all elected councillors to ask for their support for Space for Cycling, and to work towards implementing one suggested local cycle improvement in their ward as identified by the Local Borough Group 'Get Sutton Cycling'. As a result, 8 out of 54 councillors in Sutton have so far pledged to support this initiative and the Council are reviewing all 18 of our 'ward asks'. The Deputy Leader of the Council has also indicated that the Environment and Neighbourhood Committee will shortly produce a report outlining the Council's strategic position on cycling in the borough.

Many boroughs have already benefited from the Mayor's £913m, ten-year, funding programme to improve infrastructure and safety for cyclists. A commitment by our councillors to show support for the principle Space for Cycling themes could help ensure that Sutton does not get left behind. Space for Cycling will not just encourage many more people of all ages and abilities to cycle, it will enable them to do so too. This, in turn, is likely to bring enormous health benefits, be good for the environment, and great for business.

**We call on you to **urge** more of Sutton's councillors to pledge their support for Space for Cycling, and join over 850 other councillors committed to safer cycling across London. We also **ask** you to please support the efforts of Councillors, across all parties, to take this work forward so we can begin to see some concrete improvements for cycling in Sutton.**

**Please ensure that implementing Space for Cycling is a priority for your council.**

The full list of cycling improvements for each ward can be found here:  
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<sup>2</sup> See Sutton Council, "Sutton Transport Planning", 6 November 2014: <https://www.sutton.gov.uk/index.aspx?articleid=11031>



## 5. Our strategy for 2015

Some initial ideas and suggestions

- Our plans for 2015 are, in part, dependent on the outcome of the Council's cycling strategy proposals. We need to lead, rather than be led.
- Start the process to ensure that, by 2018, there is cross-party support for pro-cycling projects (i.e. not as now, where cycling can be seen as anti-motorist). The political dynamic.
- Meet with the eight councillors who have signed up to the Space for Cycling, and then with the councillors who have not but have shown some interest.
- Audit the existing LCN / audit the route of proposed Quietway, once known. Audit new Quietways elsewhere that will be developed earlier than ours.
- Meet on location to research, discuss, take photographs and video clips.
- Consider hosting our own Cycle Summit (if Tom Brake, Carshalton and Wallington MP, does not)
- Petition residents in favour of 'ward asks', perhaps targeting two wards (possibly Beddington South and Sutton West).
- Encourage cycle champions for each ward or local committee area
- Stage an opening ceremony of the Green Wrythe Lane footway cycle route and invite Andrew Gilligan and Boris Johnson (or at least someone who looks like Boris)!

Further evaluation on these ideas at our January meeting.

## 6. Website and social media

Ongoing improvements to website, best use of social media. Working groups to take forward.

## 7. Some upcoming events

Thursday, 6 November: Merton Cyclists monthly meeting [First Thursday of month]

Monday, 10 November: Croydon Cyclists monthly meeting [Second Monday of month]

Tuesday, 11 November: Kingston Cyclists monthly meeting [Second Tuesday of month]

Saturday, 15 November: Stop the Killing demo, Bedford Square, 12noon

Saturday, 22 November: Cyclenation Conference, Lambeth Town Hall

Thursday, 27 November: Sustainable Transport Strategy workshop, hosted by Sutton Council, at the Civic Offices, Meeting Room 1, 6.30pm.

## 8. A review of our first year

During the first three months, highlights included a **presentation at Sutton's first major Cycle Summit** in January, a **Space for Cycling Open House event** in February, and the finalization of **Sutton's 'ward asks'** in March.

In mid-April we held a **Space for Cycling** stall in Sutton High Street, followed by our **Small Ride with Big Ambition** in early May. Our 'ward asks' document **"Space for Cycling: action points for Sutton"** was

published in June in time to present to newly elected councilors during the early summer round of Local Committee meetings.

In the summer we provided comprehensive responses to the **Worcester Path footpath** and **Green Wrythe Lane footway** consultations, and were successful in securing a **meeting with Deputy Leader of Sutton Council, Cllr. Colin Hall** that subsequently took place in September.

## 9. Date of next meeting

Next meeting: Monday, 1 December, Cock and Bull, Sutton, 8pm (note the change to suggested date). Topics likely to be discussed include the preparation of our response to draft Sustainable Transport Strategy and a review of Space for Cycling ahead of anticipated forthcoming Council cycling workshop.

Following meeting: Monday, 5 January. (Venue TBC)

## 10. AOB

(i) Results from the LCC's survey in September, that asked councillors who had shown support for Space for Cycling for an update on their progress, have been made available. As of the 30 October, five councillors in Sutton (out of the eight who are currently supporting Space for Cycling) had replied to the survey. These are Cllr. Richard Clifton (Sutton South), Cllr. Trish Fivey (Sutton South), Cllr. Simon Wales (Sutton West), Cllr. Kevin Burke (Sutton West) and Cllr. Patrick McManus (Belmont). Each of the responses had been given a 'progress' score based on their answers, where 10 = significant progress, 5 = some progress and 0 = no progress. As it is less than six months since the elections, and therefore unlikely that change on the streets has been achieved, the LCC have purposefully set a low threshold for 'progress'. At this stage, the score is intended to give an indication of progress towards the 'ward ask'.

(ii) It was announced at the meeting that Cllr. Manuel Abellan (**Beddington South**) [3] had now given his support to Space for Cycling. If this were the case, Beddington South would be the first ward in the borough where all the ward's councillors were supportive. [As of 12 November, this has yet to be formally recognized].

(iii) Currently only 15% of Sutton's councillors have pledged to support the Space for Cycling campaign and help work towards implementing our 'ward asks'. This is the second lowest figure of any borough, with only Bexley at 6% failing to achieve a higher percentage. Interestingly, the progress score given to Belmont ward by LCC as a result of the September survey is 10, or 'significant'. In Belmont we are asking for protected space on Brighton Road, even if the provision of this requires, in places, land purchase from adjoining properties. In the survey, Cllr. Patrick McManus provided the additional information "cycle track added in Oaks Park". Clearly, adding a path on Overton Park is not a substitute for providing protected space on Brighton Road. We would suggest the progress score be downgraded to either '5' (some progress) or '0' (no progress)!

(iv) There was brief discussion on Cyclism's work, the name 'Cyclism', and what Get Sutton Cycling is endeavoring to achieve. It had been agreed at the June meeting that Get Sutton Cycling would be a new separate group to fully support the work of the LCC in the borough. Charles Martin read the first paragraph of this prepared statement:

For many years, the cycle group Cyclism has represented the interests of cyclists in Sutton. Cyclism has ensured that the London Cycling Campaign and the CTC have had a continued and sustained presence in the borough for around 30 years. During this time, Cyclism has maintained useful and important links with the Council, has held countless Dr Bike sessions of great benefit to numerous cyclists, and has organized, with great dedication, beginners' rides from Nonsuch Park every Saturday, week in, week out all year round. Monthly rides continue to be held in Beddington Park too, and no one gets left behind! But whilst the rides have attracted hundreds of riders over the years, and hopefully will continue to do so for many years to come, there remains the need to attract more grassroots campaigners.

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<sup>3</sup> Space for Cycling, Beddington South (accessed 13 November 2014) <http://action.space4cycling.org/data/ward/1292>

Late in 2013 the London Cycling Campaign launched Space for Cycling, one of the organisation's most important initiatives ever. Space for Cycling brought campaigning for cycling into every neighbourhood, and every street, in London. It engaged with every single candidate in the local elections in May 2014, and it continues to engage with the elected representatives now. For these reasons, along with the announcement in 2013 of the biggest funding programme there has ever been for cycling in London, it is even more important that any organisation purporting to represent the LCC needs to be collectively clear about what it is trying to achieve. This requires a change of thinking, and heightened ambition. This is where Get Sutton Cycling comes in.

Get Sutton Cycling will endeavour to strengthen the London Cycling Campaign's presence in Sutton, and ensure the borough climbs London's cycling league table. The London Cycling Campaign is clearly a campaigning organization, and Get Sutton Cycling is all about taking forward the aspirations and policies of the LCC locally in our borough. This includes most definitely, of course, Space for Cycling. One reason why there is now the need for a dedicated, hard working, campaign team here is because, unlike some other boroughs in London, Sutton has not had a particularly great track record on delivery for cycling. It was, arguably, a lack of ambition and political-will that contributed to the borough being unsuccessful with its mini-Holland bid in 2013. It needs to be recognized that to deliver strong growth in cycling there is need for strong, clear, political and technical, pro-cycling leadership, through all parts of the organisations tasked with delivering it. The Mayor of London is doing his part, but what about our councillors, our transport planners, and our traffic engineers? Given that our borough continuously promotes the virtues of sustainability (in the 'green' sense, we think), it is especially important that Get Sutton Cycling receives an answer to this question.

Ever since the ambitious LCC Love London, Go Dutch campaign in 2012, there has been talk of a step-change in provision. It's beginning to happen elsewhere in London, and it is important that Sutton to get left behind. Therefore, we need a step-change in how we campaign locally and what we campaign for. It is important to recognize that Get Sutton Cycling's part in helping to deliver Space for Cycling here, is not just about improving Sutton for cyclists. It is about enabling everyone, of whatever age or background, to have, in the not too distant future, the ability to choose cycling as an everyday form of transport without feeling stressed, marginalised or in constant danger. It is about trying to alleviate problems we all have as we go about our day-to-day activities, and it is about making Sutton a better place to live. Get Sutton Cycling will do everything it can to help make these outcomes a reality.

Charles Martin, 14 November 2014