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Liveable Neighbourhoods bid a step closer

A series of engagement activities are starting in September 2019, including the online survey [Sutton Liveable Neighbourhoods – funding bid](#), in support of Sutton's proposed first Liveable Neighbourhoods bid. Please make sure that you provide the council with your views by completing [the survey](#). The bid, which has to be submitted to Transport for London (TfL) by 29 November 2019, is focussing on areas close to, and around, Sutton town centre. Our expectations for the bid are discussed in [Anticipating Sutton's first Liveable Neighbourhoods funding bid](#), and include

- **Clear political buy-in and support from the Council Leader, Committee Members and ward councillors**
- **A commitment to develop high-quality cycling infrastructure around, and through, the core of Sutton town centre, and for this infrastructure to be continuous, joined-up and highly visible**
- **Extensive 'low traffic neighbourhood' and filtered permeability proposals (similar to Lambeth's successful bid for Brixton, and Waltham Forest's mini-Holland) as part of a joined-up network of safe, direct, Cycleways (to current TfL Quality Criteria minimum) throughout the surrounding residential areas**

This is the third year that boroughs have had the opportunity to bid for funding through the [Liveable Neighbourhoods programme](#), which offers grants of between £1m and £10m for long-term schemes, supported by the community, that encourage walking, cycling and the use of public transport. Twenty-eight, of thirty-three, London Authorities submitted a bid in either 2017 or/and in 2018, and eighteen of these have been successful. The five London Authorities that did not submit a bid in either of the first two rounds are Barking and Dagenham, Bexley, Kensington and Chelsea, Merton and Sutton. We are optimistic that Sutton's first bid will be worth the wait.

Healthy Streets schemes announced for 2020/21

The 'Local Implementation Plan (LIP) – Traffic Schemes for 2020/21' report was presented to five of Sutton's six Local Committees, as appropriate for their area, during June or July 2019. (Members of the Sutton Local Committee had to wait until September to receive their report, as the June meeting agenda gave priority was given to the all-important feedback to residents on the second phase of the parking strategy informal consultation). The proposed schemes for 2020/21, the vast majority of which are a continuation of those [proposed a year ago](#), are detailed in ['Healthy Streets for Sutton year two \(2020-2021\)'](#).

Cycleways – Morden to Sutton and Worcester Park to Sutton

According to the 'Scheme Update' documentation, presented to the [Cycle Forum](#) in September 2019, TfL signed off designs for the Morden to Sutton Quietway in February 2019. Of course, the Quietway will now be known as a Cycleway, and it is hoped that the signed off designs will be reviewed to ensure they comply with [new cycle route quality criteria](#) published three months later in May 2019. Sutton Council met with TfL in July 2019, when it was agreed to split the delivery of the Sutton borough section of this Morden route into two phases. The first phase is to focus on the northern section (about 1km in length) between [Bishopsford Road](#) (St Helier), situated at the borough boundary with Merton, and [Grennell Road](#) (Sutton North). There is the expectation that consultation on this section of the route will commence before the end of September. Consultation on the southern section of route, from Grennell Road to [Sutton town centre](#) (Sutton Central), a distance of around 2 km, will follow on shortly afterwards. Meanwhile, details of the proposed Cycleway linking Sutton with Worcester Park are expected soon, and a ride with officers along the proposed alignment (essentially the LCN route 75) is to be arranged.

New: London Boroughs Healthy Streets Scorecard and Cycling Infrastructure Database

LCC, London Living Streets, CPRE London, RoadPeace, Sustrans and Campaign for Better Transport London published a new scorecard to measure London boroughs' progress towards the Mayor's Transport Strategy 'healthy streets' targets on 15 July.

The new [London Boroughs Healthy Streets Scorecard](#), which will be updated annually, shows the health of each borough's streets by looking at four 'output' indicators (including the proportion of trips made by 'sustainable modes'), and shows to what extent councils are putting in place four key measures, the 'input' indicators (including Low

Traffic Neighbourhoods) which can help to deliver Healthy Streets.

On 1 August [TfL launched a Cycling Infrastructure Database](#). To ensure the integrity of the database, Sutton Council has given the assurance that TfL will be informed of any additions or changes to the borough's cycling features as and when changes are made. The LCC is working in partnership with TfL to update the database with the project [London Cycling Data](#), and a dedicated website [londoncyclingdata.org.uk](#) will soon be launched for this purpose.

In other news

The annual review of the borough's [Sustainable Transport Strategy](#) (including a report on the [Cycling Strategy](#)), which has been expected at the [June E&N committee](#), is not an agenda item for the [October E&N committee](#) either. This has been raised with the Cycle Forum and the Chair of the E&N.

On 29 August we met with representatives of Network Rail, Govia Thameslink Railway (GTR) and Sutton Council to discuss ongoing safety concerns with the cycling contraflow on the [Carshalton Station approach road](#). The meeting was largely positive, with assurance given that a number of improvements would be made in the short-term, including changes to signage (responsibility of GTR) to soften, or reduce, the current emphasis given to one-way operation. In addition, plans are now in place to investigate more substantial improvements to the junction layouts (responsibility of Sutton Council). For more on this, see [Carshalton Station approach road - safety improvements expected soon](#).

An experimental order for [Tharp Road](#), Wallington, to become one-way (westbound) with cycling contraflow (eastbound) is expected to come into effect in mid-October. A road safety audit, commissioned by the council, reported in August. This audit approves the proposed signage, but makes no mention on the suitability of the carriageway width to accommodate vehicles and cycles. There had been the hope that a modal filter would have been consulted on here, [as reported by us in January 2017](#).

The recently formed [Internal Cycling Advisory Group](#) is in 'hiatus'. Apparently, low attendance at the first (and only) meeting of the group, held in April, had helped to seal its fate. Despite this set back, another internal group has been established to oversee progress relating to the recently published '[Air Quality Action Plan](#)'. It is hoped that the working group, to be chaired by the Director of Public Health, will provide the opportunity to channel actions relevant to active travel. Unfortunately, sustainable transport, as just one of four focus areas, will only be the main discussion point of meetings once a year. There is some further good news though. A [Healthy Streets officer](#) is to be appointed by TfL for the boroughs. Sutton will share with Kingston. It is hoped that the Healthy Streets officer (expected in post before the end of the year) will help improve communication and cross-departmental working.

New crossings at Belmont have been installed, but [will they encourage \(let alone enable\) people to cycle?](#)

A proposal to include a point-closure on [Lavender Vale](#) (Wallington South / Beddington South) near the busy Sandy Lane, Sandy Lane South, Foresters Drive junction was not supported by residents. To what degree the council made the case, to open the street to people, is not known.

Sutton Council's Beddington Park '[Bike Fest](#)', which delivered pedal powered fun on Saturday 21 September, has been declared a great success.