

## Appendix C

### Sutton Sustainable Transport Strategy Proposed changes to the document following public consultation

Section	Page and para	Feedback	Alterations
Members Foreword	Page 5	Update foreword for adoption version of the strategy.	Foreword revised in line with developments since the previous committee meeting.
Introduction	Page 11, New paragraphs 1.16, 1.17 & 1.18	include reference to government decarbonisation plan - <a href="https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1002285/decarbonising-transport-a-better-greener-britain.pdf">https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1002285/decarbonising-transport-a-better-greener-britain.pdf</a>	<p>Other guidance</p> <p>1.16 In July 2021 the Government released 'Decarbonising Transport: a better, greener Britain' [footnote link] setting out the government's commitments and the actions needed to decarbonise the entire transport system in the UK. It includes: increasing cycling and walking; zero emission buses and coaches; zero emission cars, vans, motorcycles and scooters, and; plans for decarbonising freight, including shifting from road to rail and improving 'last mile' deliveries.</p> <p>1.17 The commitments for cycling and walking include the creation of a new funding body and inspectorate "Active Travel England" to enforce the standards and raise performance generally and which will become a statutory consultee on planning applications for developments above a certain threshold. There is also a clear steer toward implementing schemes such as School Streets, and recognising the benefits of local measures to reduce the impact of traffic on neighbourhoods. " There is clear evidence that the provision of segregated cycle lanes and other measures such as low-traffic neighbourhoods drives significant increases in cycling and – after an initial period of adjustment – reductions in motor traffic, both locally and more widely. If cycling and walking are made safer and more pleasant,</p>

			<p>more people who previously drove choose to cycle and walk, particularly for short trips."</p> <p>1.18 It is too early to see how some of the measures, and funding streams, will be applied to London boroughs. However, the knock-on effects of this will be felt across the capital and the principles will apply to all vehicles and systems regardless of where they are registered.'</p>
LIP Funding	Page 9, paragraph 1.11	Amendment required to reflect updates in funding position following publication of new TfL guidance	<p>Replace final two sentences with: " LIP funding for boroughs in 2020-21 was frozen in light of the impact of Covid-19 on Transport for London. At the time of publishing this Strategy there is not yet clarity about the longer term funding position for London boroughs, and the short term focus is on ongoing schemes, key projects and programmes including bus priority and borough cycling, and active travel projects. The uncertainty over funding provision reinforces the need for the borough to seek alternative means of funding and scheme delivery, and highlights further the importance of contributions from developers."</p>
Road User Hierarchy	Pages 13-16, paragraphs 3.1 - 3.7	<p>The Road User Hierarchy attracted many comments, most of which suggested that the text was unclear in what the hierarchy would be used for. Important to explain uses more effectively, and to update the terminology used in the key of Figure 1 (borough road network map) to be more in keeping with the TfL Healthy Streets Guidance</p> <p>Comments that local and non-local motor traffic are not always distinguishable, and so should be treated as one need to be separate.</p>	<p>replacement section, para 3.1 on</p> <p>Figure 2 updated to merge last two categories</p>

Street Typology and Road User Hierarchy	Page 16, new paragraphs 3.11 - 3.13	<p>“Streetspace for London - Learning from an unexpected situation” - updated to reflect new Neighbourhood Place Shaping approach outlined in June 2021</p>	<p>New Para 3.11 - “We have learned from the temporary measures introduced under the Streetspace programme in 2020, particularly those which link to potential schemes and measures already identified later in this Strategy or within the Sutton LIP and Local Plan. The impetus for the experimental Traffic Management Orders in August and September 2020, which Sutton and many other boroughs made, had been encouragement and funding provided by the Mayor through TfL. There was pressure associated with the offer as it was clear that the funding would cease to be available if the orders had not been made by the end of September 2020.</p> <p>New para 3.12 - While this gave the council the opportunity to address historical concerns based on data and feedback from residents and schools regarding safety concerns, high traffic volumes, high speeds and residential roads being used as unnecessary cut-throughs, the guidance on such schemes required that boroughs implemented their programmes of works whilst simultaneously consulting with residents rather than consulting fully prior to implementation. In taking up the offer, Sutton, like many other boroughs, relied on the Mayor’s guidance and believed that the TfL timetable had been well thought out. However by applying Experimental Traffic Management Orders this did not allow early informal engagement with residents and stakeholders.</p> <p>New para 3.13 - Because of these issues, in February 2021 we adopted a new approach to consultation on engagement and neighbourhood schemes, with a particular focus on a full and meaningful dialogue with local residents and stakeholders. With less stringent timescale restrictions, proposals for future LIP schemes and major interventions will ensure residents, businesses and other key local interested parties are involved from the outset through to the implementation of proposals to improve their local area.”</p> <p>Replaced old para 3.14.</p>
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Cycling	Page 37, paragraph 6.8	Updates required to list of recent and pipeline schemes	<p>New bulleted list:</p> <p>(all schemes correct at time of publication)</p> <ul style="list-style-type: none"> <li>• A Cycleway route between Colliers Wood to Sutton is in development, with phase 1 covering the St Helier area completed and phase 2 to link the St Helier section to Sutton Town Centre to be consulted on.</li> <li>• A Cycleway route between Worcester Park to Croydon is being developed with TfL and expected to be consulted on soon</li> <li>• Worcester Park to Sutton alongside The Hamptons and Pyl Brook - completed</li> <li>• Green Wrythe Lane route from borough boundary to Wrythe Green is complete</li> <li>• North Cheam to Sutton route via Pyl Brook - completed</li> <li>• A Wallington North / South route - ongoing.</li> </ul>
Cycling	Page 41, Figure 14	Updates required to borough cycle network	New Figure 14 map produced with amended key
Cycling	Page 42, paragraph 6.16	The strategy would greatly benefit from references to the cycle infrastructure design publication Local Transport Note 1/20 (DfT, 2020).	<p>New bullet point -</p> <ul style="list-style-type: none"> <li>• the evolution of the borough network over many years means that infrastructure, particularly for cycling and walking, can be very inconsistent in its design and effectiveness depending on its age and location. Future cycle schemes and improvements will benefit from the most recent standards set out in the most recent Department for Transport Local Traffic Note (1/20), released in July</li> </ul>

			2020.”  Footnote - LTN 1/20 - <a href="https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120">https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120</a>
Cycling	Pages 42-44, paragraphs 6.17-6.25	Section on e-bikes needed. Section on e-scooters needed to reflect public comments and the commencement of rental e-scooter trials in some London and UK boroughs.	New section 'e-bikes and e-scooters' para 6.17 onwards
Bus	Renumbered page 48, paragraph 7.4	Consultees requesting that the Go Sutton demand responsive bus service be reinstated	New para with footnote: 'In May 2019, TfL commenced a 12-month trial of small demand responsive buses. The Go Sutton service used a smartphone app for users to book services and track their bus in real time. The trial proved to be popular, with over 80,000 trips made before the trial was ended early in March 2020 due to the Covid-19 pandemic and subsequent lockdown. In July 2021 TfL issued a report on the outcome of the trial, which found that the cost of demand-responsive services of this type are not viable without significant and unsustainable continued investment. While the Council is disappointed that the service could not continue, we know that the technology and other findings from the trial will be used to help inform future flexible transport systems across London, particularly the Dial a Ride service.'  Footnote - <a href="https://tfl.gov.uk/modes/buses/demand-responsive-bus-service">https://tfl.gov.uk/modes/buses/demand-responsive-bus-service</a>
Bus	Renumbered pages 48 & 49, paragraphs 7.5, 7.6, 7.7 & 7.8	TfL bus consultation report due to be published 3 September 2021 with final decisions on changes to services  No decision made on buses to serve New Mill Quarter	Edited paragraphs to reflect new S2 service, changes to 470.  Para 7.7 - edited para to reflect options.  New Para 7.8.

Rail	Renumbered page 53, Table 4	Since the STS was drafted, the Office for Rail Regulation has released new passenger footfall data for rail stations.	Updated figures to latest available.
Rail	Renumbered page 55, paragraph 8.14	Request from Elliot Colburn MP to reiterate commitment to the Croydon Area Remodelling Scheme	Amend final sentence to read “The Borough strongly supports the Croydon Area Remodelling Scheme, which includes plans to replace the at-grade crossings with a series of flyovers and dive-unders to allow continuous movement, as well as additional platforms to remove capacity constraints at East and West Croydon. These changes will bring to an end a long period of delays and inconvenience to Sutton residents, workers and commuters.”
P2Ws	Renumbered page 63, para 12.1	Refine definition to exclude e-scooters and e-bikes	Add a sentence to para 12.1 to read “this section refers to motorcycles and motor scooters/mopeds and does not include electric bikes and e-scooters. These are discussed in section 6”
Car Clubs	Renumbered page 67, G14.a	G14a commits to "Providing on-street spaces for use by approved car club operators" but doesn't commit to doing the same in Sutton council car parks (i.e. no mention of either retaining existing provision in car parks or increasing it).	Delete 'on-street' from G14a to include option for car parks where agreed.