



London Borough of Sutton Cycling Delivery Strategy

Draft Strategy for
consultation
July 2015



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Foreword

The Council is pleased to launch this Cycling Delivery Strategy for Sutton which complements our new Sustainable Transport Strategy and sets out our approach to encouraging cycling in the borough over the next few years.

Sutton has a long history of promoting cycling, from developing a comprehensive cycle route network in the 1990s to encouraging greater cycle usage through the Smarter Travel Sutton initiative in the late 2000s.

This strategy sets out how the Council is responding to the renewed focus on cycling in London being promoted by the Mayor in his Vision for Cycling, by the All Party Parliamentary Cycling Group's Get Britain Cycling report.

Over 50% of car journeys in Sutton are less than 3 miles (5km) – a distance that could easily be undertaken by bicycle by most people. The benefits of cycling are well documented, including the benefits to air quality, climate change, public health and well-being, productivity, travel cost savings, congestion and traffic noise and the local economy.

Through this strategy we aim to make cycling the mode of choice for short local journeys, by improving the quality and legibility of cycle routes, addressing safety concerns through road safety measures, improving cycle parking facilities, and ensuring the wider road network is as cycle-friendly as possible.

The Council looks forward to working with stakeholders and residents in implementing this strategy and working towards a more sustainable and cycle-friendly Sutton.

Councillor Jill Whitehead

Chair – Environment and Neighbourhood Committee

1 Introduction

Our vision is to make cycling a natural choice for people of all ages, backgrounds, and ethnicities, for more of their trips in and through the borough.

- 1.1 The London Borough of Sutton has a good track record in taking positive action on cycling. We published our first Sustainable Transport Strategy in 1999, and between 2006 and 2009 we were proud to be at the forefront of active travel through the Smarter Travel Sutton project. The project aimed to promote travel by walking, cycling and public transport instead of the car, and delivered a 75% increase in cycling over the course of the project.
- 1.2 These earlier successes are foundations on which we can build. We must look forward and set out a plan for delivering a step-change in cycling starting now, and extending into the next 10 years and beyond.

Delivering a step-change in cycling

- 1.3 In March 2013 the Greater London Authority published the Mayor's Vision for Cycling in London, widely reported as a 'game changer' for cycling in the capital. In his foreword, Transport for London's Commissioner, Sir Peter Hendy, stated that TfL is committed to funding and delivering the ambitions set out in the Vision, noting that implementation of the Vision is not just about cycle routes but about realising the "huge health and economic benefits that greater cycling can bring."
- 1.4 Now is an exciting time for cycling in London. There is now, like seldom before, the political will, ambition and funding to get more people cycling, more safely and more often. Londoners want to try cycling or to cycle more, and are demanding better networks, and so ensuring that funding for cycling is used in the best possible way.
- 1.5 The Council fully supports the Mayor's Vision for Cycling, and we are keen to help deliver our own part of the cycling revolution in outer London.
- 1.6 We are ambitious about increasing cycling in the borough and we are committed to taking the practical, innovative steps that will allow us, with the help of our stakeholders and support of our residents, to deliver a step-change in cycling and fully realise the benefits of increased levels of cycling, including:
 - A fitter, healthier and happier population;
 - Improved air quality and reduced CO₂ emissions;
 - Reduced congestion and enhanced transport efficiency;

- Improved and enhanced mobility for those without access to cars, and better social inclusion; and
- Encouraging greater use of local shops and facilities to support the local economy.

Draft Cycling Delivery Strategy

- 1.7 Our new Sustainable Transport Strategy (2015) committed to a target of increasing cycle mode share to 4% by 2025. This Draft Cycling Delivery Strategy is a daughter-document of the Sustainable Transport Strategy, and its purpose is therefore to set out a plan for achieving the cycling mode share target and making best use of the funding available.
- 1.8 This draft Cycling Delivery Strategy has six objectives:
- 1. Make Sutton a more attractive borough for cycling and create a high quality cycle route network**
 - 2. Make Sutton a safer borough for cycling**
 - 3. Encourage a shift from the car to cycling for shorter journeys**
 - 4. Encourage safe and considerate behaviour by all road users**
 - 5. Create a cycling culture by promoting cycling to a wider range of people**
 - 6. Actively promote cycling within the Council's Sustainable Transport Strategy**
- 1.9 These objectives are designed to provide a tangible plan for the delivery of the Sustainable Transport Strategy's objectives, providing further detail as to how aspirations for cycling will be achieved. The links between the Sustainable Transport Strategy objectives and the Draft Cycling Strategy objectives are shown in Table 1.1.
- 1.10 This Strategy is a live document and will be reviewed and updated at regular intervals by the Council to ensure the forward plan remains relevant, and fully aligned with our vision and aims. We envisage that the Strategy will grow in size as we develop further guides, standards and best practice principles to enable and support its delivery.

Table 1.1: Sustainable Transport Strategy and Cycling Delivery Strategy Objectives

Sustainable Transport Strategy Objectives						
	1. Make Sutton a more attractive borough for cycling and create a high quality cycle network	2. Make Sutton a safer borough for cycling	3. Encourage a shift from the car to cycling for shorter journeys	4. Encourage safe and considerate behaviour by all road users	5. Create a cycling culture by promoting cycling to a wider range of people	6. Actively promote cycling within the Council's Sustainable Transport Strategy
1. Ensuring that the transport network supports the local economy and meets the current and future needs of the borough in a sustainable way.	✓		✓		✓	
2. Reducing car use and the need to travel through the appropriate location of new development, travel planning and awareness campaigns.			✓			✓
3. Enabling smarter travel choices, particularly by improving and encouraging walking, cycling and public transport.	✓	✓	✓	✓	✓	✓
4. Reducing the harmful effects of transport on health and the environment and its contribution to climate change.	✓	✓	✓	✓	✓	✓
5. Improving the safety and security of road users, particularly pedestrians, cyclists and public transport users.	✓	✓		✓		
6. Enhancing transport accessibility for all and improving the public realm and street design.		✓	✓			✓

2 Context

Policy

- 2.1 This section outlines key aspects of policies relevant to this Draft Strategy at national, regional and local levels.

National

National Planning Policy Framework (2012)

- 2.2 Sustainable development is at the heart of current government planning guidance. As such, encouraging cycling and reducing car dependency are important goals for Local Authorities when they are developing planning policy and assessing applications for new developments.

Draft Cycling Delivery Plan (2014)

- 2.3 In 2014 the Department for Transport (DfT) published a Draft Cycling Delivery Plan, a 10 year plan for cycling in England, designed to communicate the government's "vision for cycling and walking and the role everyone – government, the wider public sector, stakeholders, business and individuals – has to play in the vision." The Plan responds to the All Party Parliamentary Cycling Group's (APPCG) 'Get Britain Cycling' report, which included 18 recommendations to government. The final plan is expected to be published in autumn 2015.
- 2.4 The Draft Cycling Delivery Plan includes actions that must be taken in order to achieve the vision of "walking and cycling becoming the natural choice for shorter journeys – or as part of a longer journey – regardless of age, gender, fitness level or income." It is structured around four broad themes, outlined as the 'building blocks' for achieving more walking and cycling in England:
- Vision, leadership and ambition
 - Funding
 - Infrastructure and planning
 - Safety and perceptions of safety

Regional

Mayor's Vision for Cycling (GLA 2013)

- 2.5 The Mayor's Vision for Cycling is an important influence on this Strategy as this is about local delivery of its city-wide vision. The Vision contains four important outcomes, all of which have relevance to the London Borough of Sutton:
- **A Tube network for the bike:** London will have a network of direct, joined up cycle tracks, made up of the proposed Quietways and Cycle Superhighways;

- **Safer streets for the bike:** measures will be taken to improve cyclist safety at key junctions and around large vehicles;
- **More people travelling by bike:** cycling will be normalised, open to anyone, wearing whatever, regardless of their previous cycling experience;
- **Better places for everyone:** moving towards a 'village in a city' with more trees, better pedestrian environment and less traffic.

London Cycling Design Standards (TfL 2014)

2.6 The London Cycling Design Standards (LCDS) set out best practice design for cyclists in line with the Mayor's Vision for Cycling. To meet the standards, any newly designed cycle facility should adhere to the following outcomes: Safety; Directness; Comfort; Coherence; Attractiveness; Adaptability. The standards also include a set of guiding principles:

- Cycling is now mass transport and must be treated as such;
- Facilities must be designed to accommodate a large number of cyclists;
- Bicycles should be treated as vehicles, not pedestrians;
- Cyclists need separate space from volume motor traffic;
- Separation can be achieved using low traffic streets;
- Routes must be direct, logical and intuitive;
- Provision must be consistent and planned as part of a network; and
- Reallocating road space can influence mode choice.

South London Sub-Regional Transport Plan (TfL 2014 Update)

2.7 The South London Sub-Regional Transport Plan is an overarching document produced by TfL to draw together the committed transport schemes made in the TfL Business Plan and in boroughs' Local Implementation Plans. It brings together developments in the last 12 months as well as future opportunities. The Plan identifies key challenges and priority work areas for the Sub-Region. The key challenges are:

- Improving air quality;
- Transforming the role of walking and cycling;
- Meeting CO₂ targets;
- Reducing public transport crowding;
- Improving access to and within key places;
- Improving connectivity along identified corridors;
- Reducing highway congestion.

2.8 Priority work areas for the sub-region include implementing the South London Cycling Charter (2012) and developing options for enhancing cycling across south London, as well as implementing the Quietways and mini-Hollands programmes.

South London Cycling Charter (South London Partnership 2012)

2.9 This document sets out a collaborative vision for promoting new and increased travel by bicycle across south London. It sets out potential cycle investment schemes in south London, including improvements to LCN 75 through the London Borough of Sutton to enhance orbital connectivity, better integrating modes of transport, e.g. through improved cycle parking at stations and fostering cycling to town centres to help them thrive.

Borough

Core Planning Strategy (2009)

- 2.10 Sutton's Core Planning Strategy sets out our long term spatial strategy and core development policies, creating a framework to realise the Borough's vision to "create a sustainable suburb in London". The strategy contains key strategic objectives, of which one is directly relevant to this Draft Strategy:
- To reduce car dependence, congestion and the impacts of air pollution on the borough's environment and improve health and wellbeing.
- 2.11 Within the Core Planning Strategy there are two core policies which specifically aim to meet this objective. They are:
- **Core Policy 9: Enabling Smarter Choices – an Area Based Approach.** This policy focuses on improving sustainable transport options and integration in and around each of the borough's town centres and strategic industrial areas.
 - **Core Policy 10: Transport - Strategic and Borough-wide proposals.** Sutton Council will seek to improve public transport in the borough working in partnership with central government, Transport for London and others. This policy includes improving walking and cycling facilities across the borough.

The Council is currently producing a new Local Plan.

Local Implementation Plan 2011-2031

- 2.12 All London boroughs have a statutory duty to complete a Local Implementation Plan (LIP) which details a borough's policies and spending programme for delivering the Mayor's Transport Strategy (MTS). Promoting active modes and modal shift, including cycling, is an important aspect of Sutton's Local Implementation Plan. Sutton's Local Implementation Plan sets out six strategic transport objectives for the borough.
- Ensuring that the borough transport network supports the local economy and meets the current and future needs of the borough;
 - Reducing the need to travel through effective spatial planning;
 - Enhancing transport accessibility and opportunity for all;
 - Improving the safety and security of all road users, particularly users of sustainable transport;
 - Reducing dependence on the private car and enabling smarter travel choices, particularly by improving and encouraging greater use of sustainable transport;
 - Reducing the harmful effects of transport on health and the environment and mitigating its impact on climate change.
- 2.13 Improvements to cycling facilities in the borough and increased numbers cycling will contribute to the London Borough of Sutton meeting these objectives.

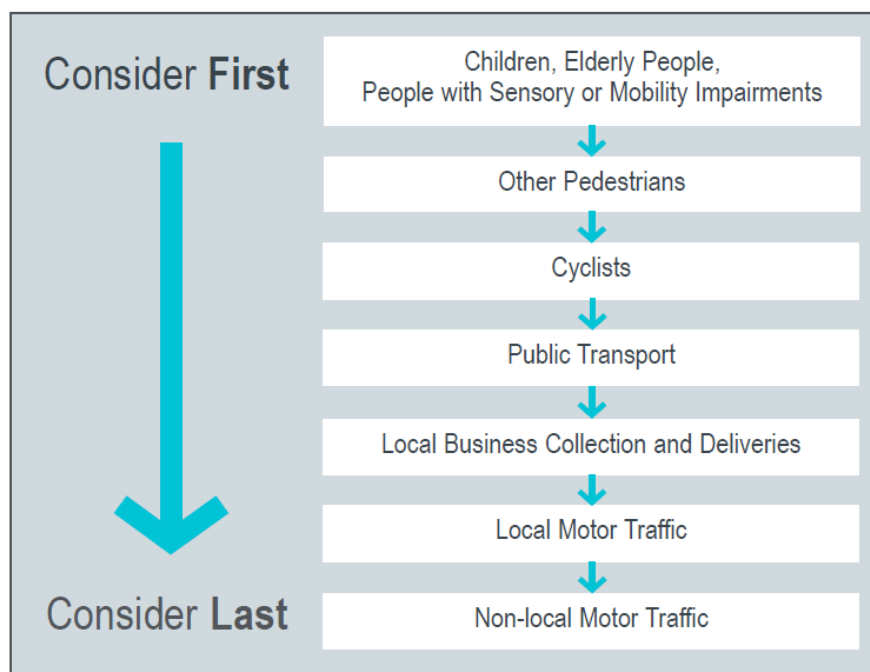
Sustainable Transport Strategy (2015)

- 2.14 Sutton's Sustainable Transport Strategy (STS) sets out the following Transport Vision for the borough:

Transport policy and provision within the borough should contribute to a more sustainable future, a better and safer environment, economic prosperity, improved quality of life and greater equality.

- 2.15 The STS identifies key transport challenges for the borough. Those which are particularly relevant to cycling include:
- High car ownership and car dependency;
 - Traffic congestion;
 - Parking stress;
 - Traffic dominance and poor pedestrian environment in town centres;
 - Relatively low levels of walking, cycling and public transport use despite the short distance of many journeys.
- 2.16 In order to address those challenges, the STS sets out a series of objectives. The following are particularly pertinent to this Draft Strategy:
- **Objective 3:** Enabling smarter travel choices, particularly by improving and encouraging walking, cycling and public transport;
 - **Objective 4:** Reducing the harmful effects of transport on health and the environment and its contribution to climate change;
 - **Objective 5:** Improving the safety and security of road users, particularly pedestrians, cyclists and public transport users.
- 2.17 The STS includes a target to increase cycling mode share from a baseline of 1% to 2.2% in the short term (by 2017) and to 4% by 2025.
- 2.18 The STS also defines a road user hierarchy, which sets out how road users and associated transport schemes should be prioritised within Sutton. The hierarchy prioritises consideration of pedestrians and cyclists above local and non-local motorised traffic, as shown in Figure 2.1.

Figure 2.1: Road User Hierarchy (source L.B. Lambeth)



One Planet Sutton

Sutton has committed to becoming a one planet borough by 2025. If everyone in the world lived as we do in Sutton, we would need almost three planets' worth of resources to maintain our lifestyle (our ecological footprint). We need to change this and reduce our footprint down to a one planet level. We will be working to deliver this vision using the five One Planet Sutton themes below:

- Cutting Carbon Emissions
- Cutting Waste
- Valuing Our Natural Environment
- Supporting Healthy Communities
- Supporting the Local Economy

The Cutting Carbon Emissions theme includes sustainable transport targets. This is one of the key commitments under the council's 'One Planet Sutton' programme. These targets are focussed around being as environmentally friendly and fuel efficient as possible, with associated targets (monitored and revised each year) to:

ST 1.1 A Priority: Increase the percentage of Council staff commuting by sustainable transport from a baseline of 42% in 2011, to 52.5% in 2017.

ST 1.2 A Priority: Increase the percentage of children travelling to school by sustainable transport from 76% (2009) to 80% in 2017.

ST 1.3 A Priority: Increase the use of sustainable transport from a 2009/10 - 2011/12 average baseline of:

1% cycling to 2.2% cycling, 28% walking to 29.6% walking, 16% public transport to 17.6% by 2017.

ST 1.4 A Priority: Reduction in NO₂ annual mean concentrations and annual exceedances, and reduction in PM¹⁰ annual mean concentrations across all monitoring sites. Sutton has the lowest level of NO₂ (which largely comes from diesel engines) of all the London Boroughs.

ZCB 1.3 Priority: Annual reduction in council scope 1 and 2 CO₂e emissions (this includes transport emissions).

Increasing levels of cycling in the borough will contribute substantially towards the One Planet Sutton sustainable transport targets.

Cycling in the London Borough of Sutton

- 2.19 Sutton has relatively low levels of cycling at present, with only 1%¹ of all journeys made by bicycle. This compares to an Outer London average of 2%, while the same figure for Inner London is 4%. 1.5% of journeys to work are made by bicycle, which is around the same as the Outer London average.
- 2.20 The car is the dominant mode of transport in the borough. Over three quarters (77%)² of households own at least one car, compared to the Outer London average of 69% and the London average of 58%. For comparison with the journey to work figure above, 33.1% of such

¹ Travel in London, Report 7, Transport for London, 2014

² 2011 Census

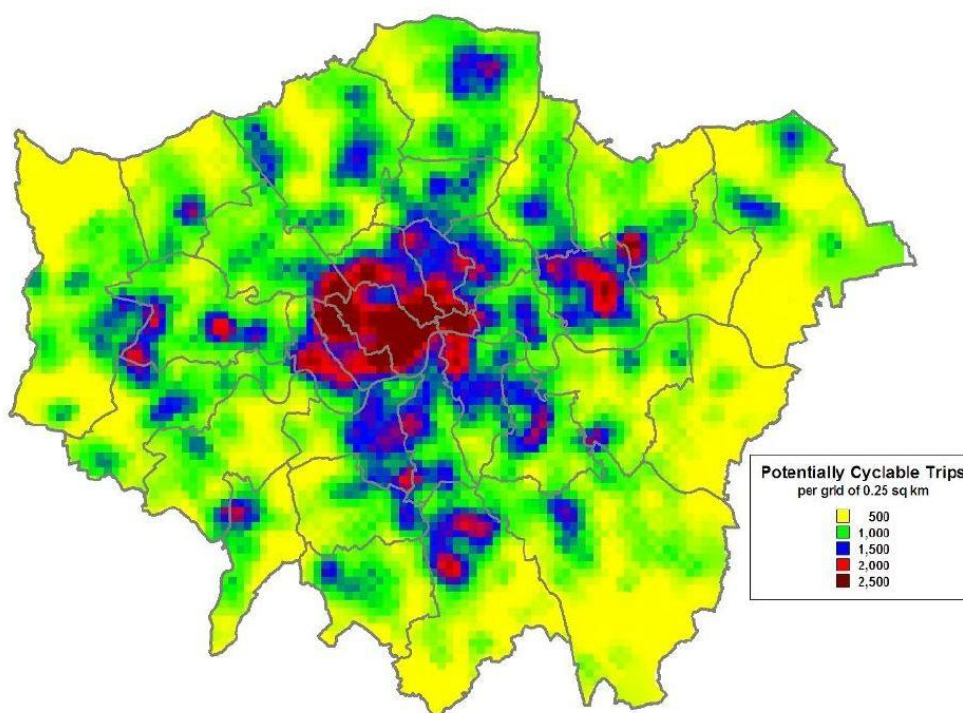
journeys are made by car, with 12.9% by train. The Outer London average for car journeys to work is 24.8%.

- 2.21 There is a low number of recorded collisions involving cyclists on the borough's roads, albeit overall levels of cycling are also low. Over the three years from 2011 to 2013, there was one pedal cycle fatality within the borough (2011)³. Over the same period there were 149 recorded collisions involving cyclists. There were five 'serious' casualties, six in 2012 and two in 2013.

Cycling potential

- 2.22 The low levels of current cycling represent a considerable opportunity for the London Borough of Sutton to grow cycling substantially and quickly. TfL's 2010 Cycling Potential report identified 118,200 potentially cycle-able trips (based on their length, time of day, age or disability of person, whether they are carrying bulky items). Only 2,800 cycle trips were recorded at the time – so in theory only 2% of Sutton's cycling potential has been realised.
- 2.23 Figure 2.2 shows the geographical pattern of potentially cycle-able trips in London. Sutton compares quite favourably to many other outer boroughs – it has similar 'hot spots' (particularly around North Cheam and West Sutton) of cycling potential as the mini-Holland boroughs⁵ of Kingston, Enfield and Waltham Forest.

Figure 2.2: Potentially Cycle-able Trips by Trip Origin, London Residents



Source: Analysis of Cycling Potential, London Travel Demand Survey 2005/06 to 2007/08

³ Collisions and Casualties on London's Roads, Transport for London, 2011, 2012 and 2013

⁵ Boroughs awarded 'Mini-Holland' funding by the Mayor of London for a major cycling transformation

3 Our plan for cycling

- 3.1 This section outlines our current programme for encouraging cycling in the London Borough of Sutton, as well as the opportunities we will take to increase cycling in the medium and long term. We have structured our overall plan for cycling according to our cycling objectives.

1. Make Sutton a more attractive borough for cycling and create a high quality cycle route network

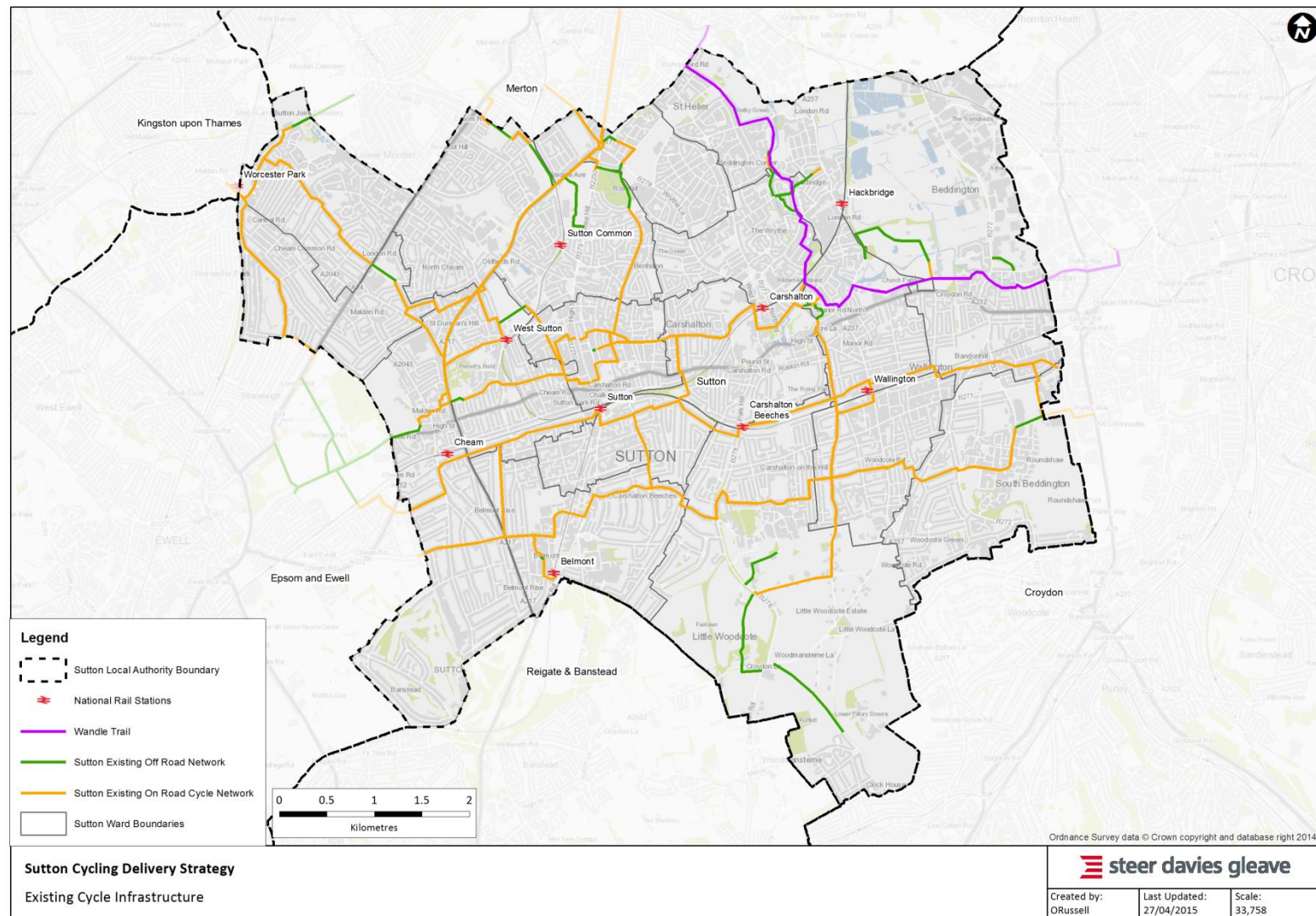
What we do

- 3.2 The existing network of on- and off-road routes in the London Borough of Sutton is shown in Figure 3.1. The majority of the current network is on-road, particularly those routes which provide east-west and north-south links. Off-road routes are primarily those within parks and through green spaces.
- 3.3 Funding from the borough's annual Local Implementation Plan grant from TfL is used to investigate and implement improvements to the existing cycle network and create new routes. There are a number of proposed improvements and expansions to the existing cycle network in the borough which will improve east-west and north-south connections, as well as wayfinding along those routes.

Quietways

- 3.4 Quietways was one of the major programmes announced in the Mayor's Vision for Cycling. Quietways are defined as a cross-London network of high-quality guided routes on low-traffic back streets. The new Quietways build on the former London Cycle Network (LCN), but aim to offer more direct routes, and links to other networks as appropriate. The overarching principle for the Quietways infrastructure is 'lines and signs' rather than major new infrastructure, identifying the best, most direct but in some places least known routes, making these visible and appealing to all kinds of cyclists.
- 3.5 Sutton has had two Quietway routes confirmed by TfL: Route 141, from Croydon to Worcester Park, following the route of the former LCN 75 for most of its length, and Route 142, from Sutton to Morden. These routes are shown in blue in Figure 3.2.
- 3.6 Indicative timescales for delivery of the two Quietway routes have now been confirmed, and it is anticipated that they will be delivered within the short to medium term. We will continue to work with TfL to determine the best routes for the Quietways and to support their delivery.

Figure 3.1: Existing Cycle Network in London Borough of Sutton



What we will do

- 3.7 There are several opportunities for Sutton to enhance and extend the current cycle network and deliver better, more visible and continuous routes for cyclists.
- 3.8 We will continue to improve existing routes, create further routes, link existing routes and ensure that the network caters for different kinds of cyclists and different kinds of trips; not all cyclists will have the confidence to negotiate main roads and major junctions, and it is important that we deliver a network that is suitable for all. This could include further leisure routes around parks and alongside rivers as well as good quality on-road cycle facilities.
- 3.9 All new schemes or improvement works should, as far as possible, be designed and delivered in accordance with the latest London Cycling Design Standards (LCDS), with clear adherence to the guiding principles, delivering the ‘good design outcomes’⁴ of:
- Safety: Good infrastructure should help to make cycling safer and address negative perceptions about safety, particularly when it comes to moving through junctions.
 - Directness: Routes must be logical and continuous, without unnecessary obstacles, delays and diversions, and planned holistically as part of a network.
 - Comfort: Riding surfaces for cycling, and transitions from one area to another, should be fit for purpose, smooth, well constructed and well maintained.
 - Coherence: Infrastructure should be legible, intuitive, consistent, joined-up and inclusive. It should be understandable by all users.
 - Attractiveness: Infrastructure should not be ugly or add unnecessarily to street clutter. Well designed cycling infrastructure should enhance the urban realm.
 - Adaptability: Cycling infrastructure should be designed to accommodate users of all types of cycle, and an increasing number of users over time.

Medium term opportunities

- We will conduct a full audit of our current cycle network to investigate how specific infrastructure for cycling and the network as a whole performs against the LCDS. We will assess the network using the six LCDS ‘good design outcomes’ of safety, directness, comfort, coherence, attractiveness and adaptability.
- We will identify quick-win, short-term actions such as surface improvements and maintenance and signage. In addition, we will use this audit to identify locations and links at which more focused, longer-term interventions are required to improve the quality of the network. We are keen to invite local stakeholders to support us in these audits so that we achieve a comprehensive user-perspective and maximise the opportunities for collaborative working. However, there may be specific local circumstances where the LCDS cannot be met, and the standards allow some flexibility.
- We will identify opportunities for quick-win enhancements and extensions to the cycle network that could be delivered as part of routine or planned highway maintenance works, and other transport and regeneration schemes. This will require early and continued engagement with our colleagues responsible for highway maintenance and transport improvements, from scheme conception to implementation. We will help to ensure that all transport and regeneration projects deliver improvements for cyclists through identifying opportunities for:

⁴ London Cycling Design Standards, Transport for London, 2014

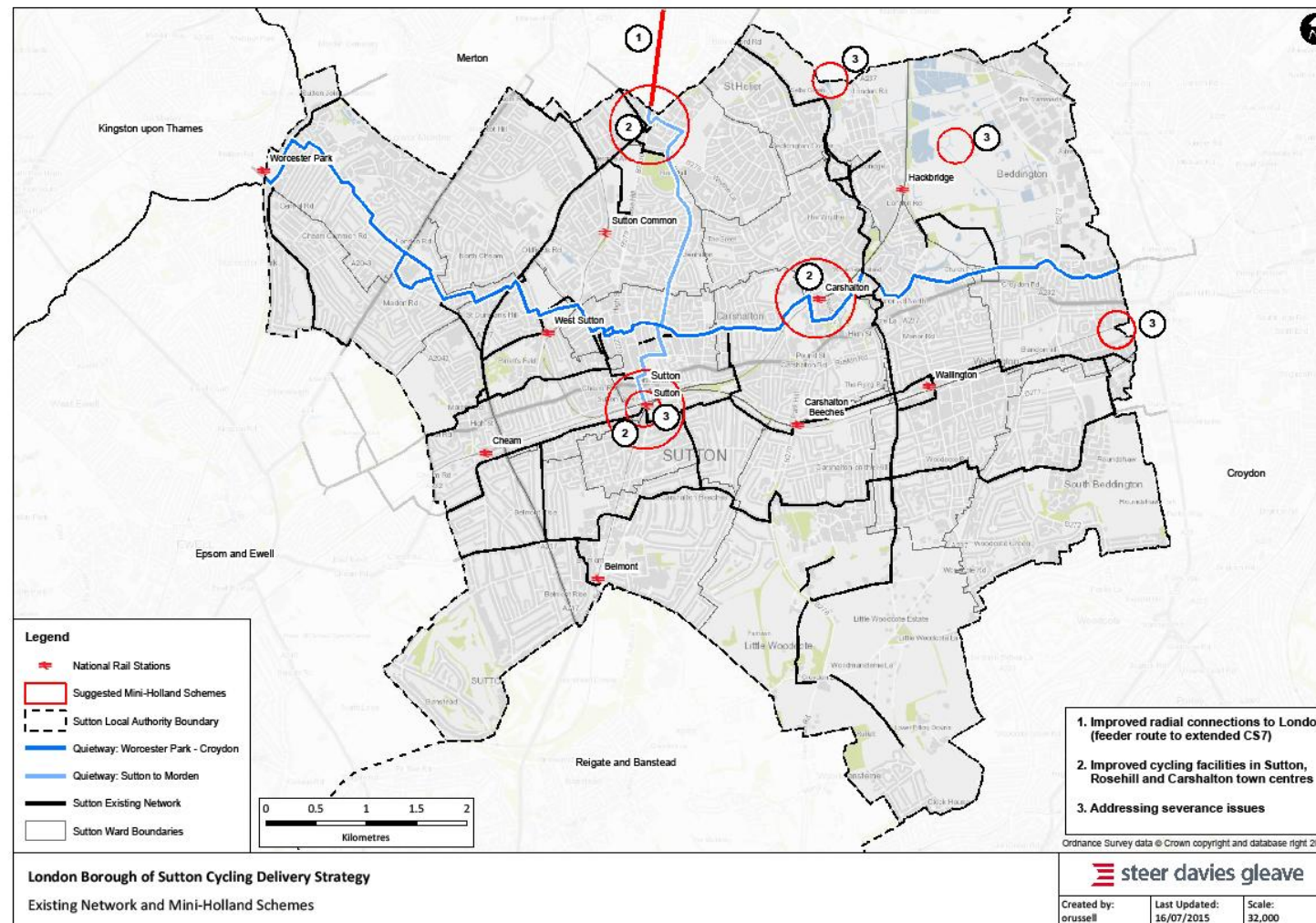
- Junction improvements (including Advanced Stop Lines (ASLs) and advisory cycle lanes as a minimum);
- Protected space for cyclists (light-touch segregation or full segregation may be appropriate on some routes);
- The rationalisation of car parking and loading bays; and
- More cycle parking.

Longer-term opportunities

3.10 Ultimately, we want to deliver more quality space for cycling in the borough, protecting and segregating this space where there is opportunity to do so. Our longer-term opportunities for delivering more space for cycling are:

- **Quietways:** TfL has confirmed that two of the borough's former LCN routes will be upgraded to Quietways in the near future. We would welcome the opportunity to identify further Quietway routes within the borough in order to provide direct, high-quality and navigable routes for cyclists. We are clear however that any further Quietways should be seen as a real opportunity to build upon our current network, providing new routes or addressing quality or alignment issues where required, and should not simply be an opportunity to reinvigorate the former LCN.
- **Major cycling schemes:** We developed outline-level proposals for a number of major cycling schemes as part of our Mini-Holland bid. We will review these proposals against assessment criteria that prioritise cost-effectiveness / impact on cycling levels and develop the best-performing proposals to feasibility stage designs. We want to develop an implementation-ready list of high-impact schemes so that when funding opportunities arise we are clear about what we want to take forward, and can take those schemes forward within the shortest possible timeframe. The site-specific schemes suggested as part of the Mini-Holland bid are shown in Figure 3.2.
- There are opportunities to seek additional funding for cycling and we will work with TfL and other key stakeholders to ensure that our enthusiasm for delivering a step-change in cycling provision is communicated..

Figure 3.2: Existing Network and Schemes Proposed in the Council's Mini-Holland Bid



2. Make Sutton a safer borough for cycling

What we do

- 3.11 The Council is working to create safer environments for everyone in residential areas. Over the years we have introduced area based interventions within neighbourhoods. These interventions, such as traffic calming and 20mph zones, deliver packages of measures to reduce traffic volumes and speeds through residential areas to create environments suitable for cycling.
- 3.12 We are also working to create safer environments for everyone on main road corridors. In recent years we have incorporated measures for all users in our corridor safety schemes.
- 3.13 We are reviewing the existing one-way streets in the Borough and in recent years we have introduced contra-flow cycling where it is safe to do so.

What we will do

- 3.14 It is not only the formal cycle network that should offer quality spaces for cycling. We want to make sure that all streets help new and existing cyclists feel safe and welcome.
- 3.15 Our existing work to implement a programme of corridor and neighbourhood schemes aimed at making streets safer for all road users will help us achieve this objective. However, there are further opportunities that we wish to explore:
- We believe that 20mph zones are most effective when they are complemented by physical traffic calming measures, and we will continue to identify zones in which a 20mph limit plus associated physical measures is appropriate. However, there is an opportunity to learn from the implementation of more extensive 20mph limits in inner London boroughs, and identify how they could be effectively applied in certain locations. We will identify one pilot location for a 20mph neighbourhood zone, subject to funding being made available, and, if the pilot is a success, identify further locations subject to resident support and a funding source being found.
 - There is an opportunity to enhance links between neighbourhoods and make the highway network more accessible by bike by introducing or upgrading contra-flow cycle lanes on one-way streets. We will continue to work with local stakeholders and residents to identify locations where improvements are needed and links through which better access for cyclists could be provided.
 - We will also work with local stakeholders to identify opportunities for further 'low traffic zones' where through-access by car is restricted and low traffic neighbourhoods are created, which maintain cycle and pedestrian access.

3. Encourage a shift from the car to cycling for shorter journeys

What we do

- 3.16 The Council requires cycle parking to be provided as part of new developments to enable employees, residents and customers of the development to cycle, and to store their bicycle securely on arrival. The minimum quantities of cycle parking provided by land use type are outlined in Sutton's Site Development Policies Development Plan Document (DPD). Travel plans for new developments must include an action to review the need for additional cycle parking at regular intervals, and to increase provision if further capacity is required.
- 3.17 The Council works with all schools in the borough to develop a School Travel Plan. School Travel Plans aim to promote safe and sustainable travel to schools. The School Travel Plan programme is linked to and supported by the Safer Routes to School project, which designs and implements quick-win, local infrastructural measures to make routes to school safer. Most schools have cycle parking provision within their grounds.
- 3.18 A major schools expansion project is currently underway, with 23 junior school expansions already complete. Funding for local transport improvements (focused on improvements in the immediate environment around the school) have been secured for each expansion.
- 3.19 The Council submitted a bid for funding from TfL for their Cycle to School Partnership programme in 2014. The project involved an infrastructure element, through which cycling routes to a cluster of schools within the borough are identified and improved, and the second phase focused on an awareness raising initiative to encourage use of the improved infrastructure and cycling to school in general. Unfortunately TfL decided not to fund the Cycle to School Partnership.
- 3.20 We install cycle stands around the borough outside shops and other locations where there is public demand. We work also with the rail companies to install cycle parking at stations.

What we will do

- 3.21 We want to deliver improvements that mean it is easy to make journeys by bike and therefore achieve a modal shift from the car to cycling. Many of the trips that could be made by bike are trips within the borough, meaning that our area of focus should be on making it easy to cycle for short, everyday trips to destinations such as town centres, stations and schools.
- New major developments within the borough present an opportunity to secure funding for improvements to the local transport infrastructure, including improved provision for cyclists. Use of funding secured via the Community Infrastructure Levy (CIL) is strictly limited to schemes defined in the CIL programme which is reviewed every year. The opportunity in this case is to identify those schemes which will enable cycling to key destinations such as town centres, stations and schools, and ensure that those schemes are included in the CIL programme for the year ahead.
 - We will identify suitable locations in town centres for improved infrastructure such as contra-flow cycle lanes on one-way streets to ensure that town centres are easily accessible and permeable by bike.
 - Cycle parking and on-site provision for cyclists (including showers and changing facilities where appropriate) will be required for all new developments, in line with the current minimum standards. We will review the case for adopting TfL's cycle parking standards to ensure that supply always meets demand.

- We will undertake a review of cycle parking across the borough to determine where there is a shortfall in supply, issues around quality, or potential to pre-empt demand. Where further stands or improvements to existing stands are required we will work to address the need.
- We will continue to work with station operators to ensure that it is as simple as possible to make bike-rail journeys. This will include reviewing with operators the supply and demand for cycle parking at stations in the borough, and cycle access to stations.
- The schools expansion project presents a further opportunity to secure funding to encourage cycling to school, making sure that good quality facilities for cycling are there from the outset. We will work with new schools and schools undergoing major expansions to ensure that safe cycling routes to schools are implemented, as well as secure, well-sited and covered cycle parking.

4. Encourage safe and considerate behaviour by all road users

What we do

- 3.22 Bikeability is the national cycle training scheme, giving trainees the skills and confidence to cycle on today's roads. The Council currently offers free Bikeability training to all those who live, work or study in the borough, with approximately 1,500 children trained through their primary school each year. The Bikeability programme is currently funded through the Transport for London Local Implementation Plan and Borough Cycling Programme grants.
- 3.23 To help facilitate positive and safe interactions between cyclists and drivers in the borough, Sutton's fleet drivers receive Safer Urban Driver (SUD) training. SUD training includes a classroom module followed by a practical session in which drivers receive on-road cycle training. This helps drivers to better understand cyclist behaviour and the risks faced by cyclists when cycling on-road. SUD training is also offered to fleet drivers based at businesses located in the borough, and to those who regularly drive through the borough as part of their route. The SUD programme is funded through the Borough Cycling Programme.
- 3.24 From September 2015, HGVs without cycle safety equipment will be banned from London as a result of the 'Safer Lorry Scheme'. Vehicles of more than 3.5 tonnes travelling on any road within Greater London (except motorways) must be fitted with side guards to protect cyclists from being dragged under the wheels in the event of a collision, along with Class V and Class VI mirrors giving the driver a better view of cyclists and pedestrians around their vehicle.
- 3.25 We are researching the technology currently available to highlight the presence of cyclists in the vicinity of HGVs.

What we will do

- 3.26 Training is key to encouraging and instilling positive and safe interactions between cyclists and other road users, but good physical design and high quality infrastructure also has a role to play in designing out the potential for conflict. As referenced previously, we are committed to designing and delivering new schemes in accordance with the latest London Cycling Design Standards (LCDS).
- We will continue with our existing training programmes for new cyclists and drivers, including Bikeability and the Safer Urban Driving (SUD) training schemes.
 - We will deliver more Level 3 Bikeability training, which teaches skills for cycling in more complex road-environments. Level 3 is particularly suited to cycling in urban environments. We are keen to offer Level 3 training to both children at secondary school (or those making the transition to secondary school, where there is a need for children to learn more advanced skills before the transition is made) and adults.
 - We will investigate and trial new technology to highlight the presence of cyclists in the vicinity of HGVs.
 - We will identify any locations on heavily trafficked arterial routes within the borough at which segregation is the most viable option for ensuring safe interactions between cyclists and traffic, and identify what kind of segregation is required. We will work with TfL to recommend and deliver segregated routes where those routes are on the Transport for London Route Network (TLRN).

5. Create a cycling culture by promoting cycling to a wider range of people

What we do

Education and Training

- 3.27 The Council is currently delivering a project in conjunction with its Youth Centres to help young people learn basic bike maintenance skills. The aim of this project is to encourage young people to get involved in cycling. Those attending the basic course who demonstrate a particular enthusiasm and aptitude for the skills taught will be invited to take part in the Cytech course: the internationally recognised training and accreditation scheme for bicycle technicians. This project is currently funded through Local Implementation Plan funding, but opportunities to secure match-funding from other Council departments are being explored.
- 3.28 The Pollution Control team is leading on a project in Beddington Lane with funding from the Mayor's Air Quality Fund (MAQF) to encourage the businesses and employees based in the Beddington Lane industrial area to take positive action on local air quality issues. This includes an awareness raising initiative to highlight how individuals contribute to air quality issues, and the action that they can take to minimise their exposure to poor air quality. One of the final phases of the project will involve the distribution of information to local businesses showing local cycle routes and cycle parking locations, as well as information about mobile applications that support or encourage cycling.
- 3.29 The Clean Air 4 Schools programme is another example of a Mayor's Air Quality Fund project being delivered in the borough. The project involves an intensive air quality education project in local schools (the project is being delivered in partnership with the London Borough of Croydon), through which primary school children learn about air quality issues, and the actions they can take as individuals to reduce local pollution issues. This will include the promotion of active travel modes.
- 3.30 Sutton Council is also currently seeking funding from TfL to provide a range of transport interventions for Beddington Lane (including cycling) as part of the Beddington Project. Beddington Lane is one of the borough's two premier industrial areas.

Marketing

- 3.31 The London Borough of Sutton delivers a comprehensive programme of travel awareness initiatives that aim to encourage people to walk or cycle through 'soft' awareness raising measures. These initiatives include:
- Cycling roadshow events in town centres and workplaces to support existing cyclists and to generate interest in cycling amongst those who don't cycle, or those who want to cycle more regularly. The roadshow events include Dr Bike sessions (basic bike maintenance), bike security marking (supported by the Metropolitan Police) and the distribution of the Cycling in Sutton guide (including a map of local cycle routes).
 - The Get Active Wandle project, a project supported and match-funded by Sutton's Public Health team as well as the London Boroughs of Croydon, Merton and Wandsworth. The project has been initiated by Sport England, and aims to encourage cycling for sport along the River Wandle.

What we will do

- 3.32 We want to present a clear case for cycling to those who work, live, study or travel through the borough, and to make information about cycling in the borough accessible, engaging and convincing. To encourage more cyclists on to the network and to encourage existing cyclists to cycle more, we will:
- Continue with our current education, training and marketing (travel awareness) projects, including Dr Bike sessions, Bikeability and cycling roadshows at workplaces.
 - Develop an events calendar for cycling, with the aim of delivering events that help to instil and cultivate a cycling culture within the borough. Events could include a led cycle ride of Sutton's parks, car free event days in town centres, workplace cycle challenges and cycle races in partnership with British Cycling.
 - Review our existing cycle maps with reference to the quality of the cycle network and ensure our maps are available to a wider audience by putting them online.
 - Consider the marketing opportunities associated with all new improvements or additions to the cycle network: for example, maps highlighting new or extended routes could be distributed to all residents near the route prior to or immediately after launch.
 - Gain better insight into the barriers to cycling for vulnerable and harder to reach groups such as women, the elderly, ethnic minorities and the less affluent through commissioning a comprehensive residents' travel survey focussing on cycling, and develop an associated action plan to increase cycling rates amongst these groups.
 - Seek to re-introduce a bicycle recycling and maintenance scheme in the borough which renovates old and unwanted bikes and gives them away to those on low incomes, while also providing cycle maintenance training to young people.
 - Promote safe and considerate cycling to reduce the conflict with pedestrians, especially by discouraging cycling on the footway, and foster consideration for other road users.
 - Ensure the borough's cycle network is accessible to all types of bikes and cyclists, including those with disabilities and users of mobility scooters, and is designed to avoid conflict with those with visual or physical impairments.

6. Actively promote cycling within the Council's Sustainable Transport Strategy

What we do

- 3.33 The responsibility for the planning and delivery of cycling projects sits within various different Council departments. This is to be expected, given the different themes under which cycling sits and the different benefits associated with cycling. There are many different ways in which increased cycling can be facilitated and many reasons why increased cycling is important.
- 3.34 Sutton does have cross-departmental working and cross-referencing of policies. Public health and pollution control and Smarter Travel and the Transportation Section have identified opportunities for cross-departmental working.
- 3.35 The Council hosts a Cycle Forum meeting four times a year to work with external stakeholders to better understand their suggestions for cycling in the borough and to ensure that the available funding is being used in the best possible way.
- 3.36 We consult with London Cycling Campaign and Cyclists Touring Club local representatives on all new highway and transport schemes

What we will do

- 3.37 We want to make the planning and delivery of cycling projects a more collaborative process so that we identify opportunities to maximise funding, quality and synergies at an early stage, thereby delivering better projects which have greater and more wide-ranging outcomes. To do this, we will:
- Set-up an internal Cycling Advisory Group within the Council, bringing together those from across the Council who have an involvement in cycling projects. It is clear that there are links between cycling projects and wider outcomes such as air quality and public health, and we propose convening a forum through which ideas and progress on cycling and related projects can be discussed. This group will be championed by an elected member.
 - Ensure that all officers involved with the commissioning and designing of highways, transport and public realm schemes are fully aware of current cycling design standards and best practice, and where appropriate a cycle audit of schemes is undertaken to assess the impact on and maximise the benefits for cyclists.
 - Work with external stakeholder groups to identify further opportunities for collaborative working and the exchange of ideas. This could involve moving the quarterly Cycle Forum Meeting to the evening so more people could attend.
 - We will identify alternative funding options for local projects and support organisations or residents in the preparation of bids for projects to encourage cycling where projects must be community-led.

4 Making it happen: Action Plan

- 4.1 This section includes the action plan for achieving our aims and objectives, delivering our vision and achieving a cycling mode share of 4% by 2025. The action plan is structured according to our objectives, and includes our short term committed programme for cycling, as well as the actions we will take forward in response to the identified opportunities in the medium and longer-term.

Funding

- 4.2 The action plan includes a column to identify the committed or potential funding source for each action. The majority of actions will be funded by TfL and the Council, but we are keen to explore alternative sources of funding where there is potential to do so, for example working in partnership with developers, businesses, train operating companies and central government departments; indeed, we see this as an important step in helping to maximise investment in cycling and deliver our programme. All the proposals and actions in the Strategy are subject to funding.
- 4.3 Our aim is to achieve a modal shift to increase the number of those cycling (also walking and using public transport) and so reduce the dependence on car borne methods of transport. As the dependence on the use of the car is greater in Outer London, we will seek funding from TfL and others that allows improvements in cycling that support public transport improvements generally.

Timeframes

- 4.4 The action plan identifies a timeframe for the implementation of each action in terms of short, medium and long term. These timeframes are defined as follows:
- Short term: 2015/16
 - Medium term: 2016/17 – 2018/19
 - Long term: 2019/20 – 2024/25

Monitoring and review

- 4.5 Implementation of this strategy will be monitored on a regular basis, with the support of internal and external stakeholders. This Draft Strategy should be considered a 'live' document and should be subject to regular review.

Table 4.1: Action Plan

Ref.	Item	Action	Action Owner	Funding Source	Timeframe		
					Short	Medium	Long
Objective 1: Make Sutton a more attractive borough for cycling and create a high quality cycle route network							
O1.1	Quietway 141: Worcester Park to Croydon	Work with TfL to plan and deliver Worcester Park to Croydon Quietway route.	TfL/LBS	TfL	✓	✓	
O1.2	Quietway 142: Sutton to Morden	Work with TfL to plan and deliver Sutton to Morden Quietway route.	TfL/LBS	TfL	✓	✓	
O1.3	Extension of the cycleway from Boscombe Road to Green Lane	Deliver a cycleway between North Cheam and Worcester Park.	LBS	TfL LIP 2015/16	✓		
O1.4	Convert Pyl Brook path to shared use for cyclists and pedestrians	Sign the Pyl Brook path as shared use to link up existing cycle routes.	LBS	S106	✓		
O1.5	Improve the cycleway through Oaks Park to Woodmansterne Road	Improvements to NCN 20 and Avenue Verte route	LBS	TfL LIP 2015/16	✓		
O1.6	Green Wrythe Lane pedestrian and cycle facilities	Clarify details and aims of the scheme with TfL and local stakeholders, and progress as appropriate.	LBS	TfL LIP 2015/16	✓		
O1.7	Audit of existing network and infrastructure	Audit network and infrastructure using LCDS good design outcomes to identify links and junctions at which provision for cycling could be improved.	LBS, with support from stakeholders	LBS		✓	
O1.8	Identify opportunities for quick-win enhancements and extensions to the cycle network (informed by audit)	. Quick-win enhancements to network, including junction improvements, protected space for cyclists, rationalisation of car parking and loading bays and more cycle parking.	LBS	LBS/TfL/ S106/CIL	✓	✓	
O1.9	Further Quietways	Work with TfL to support implementation and delivery of initial Quietways within London Borough of Sutton, and identify additional routes to be considered for following phase of Quietways delivery,	LBS/TfL	TfL		✓	✓
O1.10	Additional major cycling schemes	Review Mini-Holland planned schemes to prioritise schemes that will deliver a substantial impact on cycling levels.	LBS	LBS		✓	

		Develop prioritised schemes to feasibility stage designs and identify suitable funding opportunities for implementation .	LBS	TfL/LBS/S106/CIL/Other		✓	✓
Objective 2: Make Sutton a safer borough for cycling							
O2.1	20mph zones	Continue to implement 20mph zone, subject to fundings.	LBS	TfL	✓	✓	
		Identify location for pilot 20mph neighbourhood zone and develop consultation and delivery plan. Implement as appropriate and review effectiveness.	LBS	LBS/TfL		✓	
O2.2	Contra-flow cycle lane in the one way section of Manor Lane, Sutton	Deliver contra-flow lane to improve permeability.	LBS	TfL LIP 2015/16	✓		
O2.3	Contra-flow cycle lanes	Identify additional locations where contra-flow cycle lanes are appropriate, or require improvements, and deliver more and improved contra-flow cycle lanes to enhance cycle access in residential areas.	LBS	LBS/TfL		✓	
O2.4	Filtered permeability	Identify locations where it is appropriate to create reduced or traffic free environments in residential areas.	LBS	LBS/TfL		✓	
Objective 3: Encourage a shift from the car to cycling for shorter journeys							
O3.1	Cycle parking	Review current provision and quality of cycle parking across borough and identify where improved or additional cycle parking is required through the Borough Cycling Programme.	LBS	TfL		✓	
		Require secure cycle parking and provision for cyclists as part of new developments, including residential developments. Review minimum cycle parking quantities associated with new developments and consider case for adopting TfL's cycle parking standards and developing borough-specific cycle parking design guidance.	LBS	S106/CIL		✓	
O3.2	Town centre cycling improvements	Identify suitable infrastructure improvements such as contra-flow cycle lanes and implement contra-flows.	LBS	LBS/TfL/S106/CIL	✓	✓	✓

O3.3	School travel plans	Work with developers to secure additional or improved provision for cyclists within town centres.	LBS	LBS/TfL/ S106/CIL	✓	✓	✓
		Internal collaboration to ensure cycling infrastructure schemes are on the CIL list	LBS	LBS	✓	✓	✓
		All London Borough of Sutton schools to continue to be supported in the development, review and update of their travel plans. School travel plans should include actions to encourage and facilitate cycling to school.	LBS	TfL	✓	✓	
		Continue with Safer Routes to School programme to improve cycling provision on routes to schools.	LBS	TfL	✓	✓	
		Secure developer contributions as part of planning process for schools expansion for enhanced and extended cycle network, and provision of facilities for cyclists at schools.	LBS	S106/CIL		✓	
O3.4	Cycle to School Partnership	Work with TfL to deliver Cycle to School Partnership programme in London Borough of Sutton, subject to confirmation of funding secured and delivery timescales.	LBS	TfL	✓	✓	
O3.5	Cycling to stations	Continue to work in partnership with station operators to support cycling to stations and bike-rail journeys, including a review of cycle parking at stations and work to identify required improvements on key routes to stations.	LBS/Rail and Station Operators	Rail and Station Operators	✓	✓	
Objective 4: Encourage safe and considerate behaviour by all road users							
O4.1	Bikeability cycle training	Continue to deliver programme of cycle training for adults and children, and extend Level 3 / intensive offer.	LBS	TfL	✓	✓	
O4.2	Safer Urban Driving (SUD) training	Continue SUD training.	LBS	TfL	✓	✓	
O4.3	Safer Lorry Scheme	Implement Traffic Regulation Order (TRO) in accordance with TfL Safer Lorries Scheme.	LBS	TfL	✓		
O4.4	Technology to assist safety	Investigate technology to assist safety of cyclists	LBS	TfL	✓	✓	✓

O4.5	Segregated routes	Identify locations on heavily trafficked arterial routes within the borough where segregation is appropriate, and work with local residents and stakeholders to propose and implement solutions. Where these locations are on TLRN (TfL routes) we will work with TfL on the recommendation and implementation of improvements.	LBS/TfL	TfL/LBS/S106/CIL	✓	✓	
Objective 5: Create a cycling culture by promoting cycling to a wider range of people							
O5.1	Bike maintenance for young people (Cytech qualification)	Deliver this project in 2015/16 and investigate opportunities for match-funding and continuation in future years.	LBS	TfL	✓		
O5.2	Beddington Lane air quality / cycling business engagement project	Deliver this project in 2015/16 (will include design and distribution of information about air quality and cycling to businesses in Beddington Lane).	LBS	TfL (Mayor's Air Quality Fund)	✓		
O5.3	Clean Air 4 Schools	Deliver this project in 2015/16 and investigate opportunities for match-funding and continuation in future years.	LBS	TfL (Mayor's Air Quality Fund)	✓		
O5.4	Travel awareness initiatives	Work with major employers to encourage employees to cycle to work. This will include workplace events such as Dr Bike and cycle training opportunities.	LBS	TfL	✓		
O5.5		Deliver town centre cycling events – Dr Bike, bike marking.	LBS	TfL	✓		
O5.6	Get Active Wandle project	Deliver this project in 2015/16 with the London Boroughs of Merton, Croydon and Wandsworth.	LBS	Sport England/LBS	✓		
O5.7	Develop cycling events calendar/programme of travel awareness events	Develop a calendar of events to promote cycling and instil a cycling culture within the borough. Events could include led cycle rides through the borough, car free event days, workplace cycle/active travel challenges and cycle races in partnership with British Cycling.	LBS	TfL/LBS/S106/CIL/Other		✓	
O5.8	Cycle route maps	Make cycling maps available online.	LBS	LBS	✓		
Objective 6: Actively promote cycling within the Council's Sustainable Transport Strategy							
O6.1	Improved working with internal stakeholders	Set-up internal Cycling Advisory Group to identify opportunities for collaborative working, particularly between transport and pollution control (air quality), and public health.	LBS	LBS	✓		

O6.2	Working with external stakeholders	Engage with external stakeholders (i.e. Get Sutton Cycling/London Cycling Campaign) to identify how a more collaborative approach to cycling projects could be achieved. This will include a commitment to meet at least quarterly.	LBS, with support of external stakeholders	LBS	✓		
O6.3	Commission a travel survey	Commission a comprehensive residents' travel survey with a focus on cycling to ascertain current cycling levels and propensity to cycle	LBS	LBS	✓		

