

Appendix D - Schedule of Comments received in response to the Draft Cycling Strategy Consultation

Ref. No.	Strategy Ref.	Comment	LBS Officer Response	Proposed Change
Get Sutton Cycling				
1.	General	Disappointed with lack of ambition in practical terms, the limited proposals in the action plan and the very relaxed timescale.	The Strategy has to strike a balance between showing ambition and being realistic, given the limited budget and staff resources for cycling. The Action Plan will be updated annually and new proposals will be added, and the timescale will also be reviewed and where possible expedited.	No change
2.	General	A step-change in the approach the council takes to cycling is required. The Strategy is a step in the right direction, but there needs to be more recognition that cycling is for the many and not just for the few.	The Strategy seeks to establish the foundations for a step-change, and also to recognise that cycling is for the many. We will consider whether this can be made clearer.	Add a new sentence to para. 1.4 about making cycling attractive to the many and not just the few.
3.	General	Political support is paramount. We consider there to be lack of detail in the strategy on how the case will be made in garnering public support for the broader vision.	The Foreword from Cllr. Whitehead hopefully demonstrates the political support. Further quotes will be added from Cllr. Dombey and an opposition Councillor.	Quotes from Councillors to be added.
4.	General	24 aspects of the Strategy that they like are listed.	Noted	No change
5.	Page 5; Para. 2.2	There are no specific examples in the Draft Strategy of how reducing car dependency is to be achieved beyond vague suggestions around 'improving' and 'encouraging' the use of 'sustainable transport options'. If motorists are to be discouraged from using their cars, then both the justification for this, and the benefits that comes from it, have to be clearly stated.	Reducing car dependency is a more general objective of the Sustainable Transport Strategy which is covered there. The implementation of the Cycling Strategy will contribute to this objective by increasing the attractiveness of cycling as an alternative to the car.	No change
6.	Page 9; Para. 2.17	The stated targets for increasing cycle mode share (from the new Sustainable Transport Strategy) "from a baseline of 1% to 2.2% in the short term (2017) and to 4% by 2025" are abstract and difficult to understand. We would love to see cycling double in the next eighteen months, but consider that highly unlikely and unachievable. On the other hand, to take ten years to reach the target of 4% (already below the mode share of some inner London boroughs) appears to be unambitious.	These targets have been agreed in the new Sustainable Transport Strategy, but will be monitored and reviewed annually and can be adjusted if it is considered they are unrealistic or un-ambitious. We will seek to meet them sooner if possible. While the percentages are small the low modal share at present for cycling means these targets will require quite a substantial increase in the number of people cycling.	No change
7.	Page 12; Para. 3.6 <i>(new para.</i>	In relation to the development of the Quietways, we are surprised to read that these appear under the "what we do" subheading to the first objective, rather than "what we will do".	Agreed. We will move this to 'what we will do'.	Move Quietways 'what we will do' section under

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	3.10)	The development of these routes will be in the future, and we cannot see how these will be “delivered within the short to medium term” given the scope and magnitude of the project. Medium term perhaps.		medium term opportunities.
8.	Page 12; Para. 3.4 (new para. 3.10)	There is considerable disappointment to read that the “overarching principle for the Quietways infrastructure is ‘lines and signs’ rather than major new infrastructure”. This is not how the Mayor’s Vision for Cycling describes Quietways. New infrastructure will be required.	Agreed, although the Mayor’s Cycling Commissioner has referred to Quietways being largely ‘lines and signs’. We will amend this reference to recognise the need for some infrastructure improvements as well.	Amend para. 3.4 on Quietways to reflect need for some infrastructure improvements.
9.	Page 15; Para. 3.9 (new para. 3.6)	There is some concern over the caveat “as far as possible” in regards to how all new schemes or improvement works should be designed in accordance with the latest London Cycling Design Standards. To ensure that ‘as far as possible’ is not interpreted as meaning ‘too difficult’ the Strategy needs to qualify and expand on this, and cite likely examples of the circumstances under which exemption would be justified.	For the avoidance of doubt it may be preferable to remove the caveat ‘as far as possible’. TfL require all cycling schemes that they are funding to be in compliance with the LCDS and the Council should aspire to these standards in any other schemes it funds. The word ‘should’ provides sufficient get out if there are situations where it is not possible.	Remove the words ‘as far as possible’ in para 3.9.
10.	Page 15; Para. 3.9 (new para. 3.7)	“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” is welcome, but we would like to see this process start in the short term rather than in the medium term as specified. We understand that prior to Cycling Level of Service (CLOS) assessment being made, there is a requirement to review the existing conditions, develop analysis on route density (ideally no more than 400 metre separation), make a classification of streets against bikeability levels, and carry out area porosity analysis to identify gateways for routes. These are important and essential procedures and relatively simple actions to organise and implement.	The short term is defined in the Strategy as 2015/16. Given that the final Strategy will not be published until early 2016 it is recommended changing the definitions of the timeframes so that short term includes 2016/17. This means this action will start in the short term. However it is quite a labour and time intensive exercise so it could take some time and as it is not funded directly by TfL it will not be a priority, unless funding can be found to employ consultants to carry out this work.	Amend timeframes to include the year 2016/17 in the short term.
11.	Page 15; Para. 3.9 (new para.	Identifying “quick-win, short-term actions” is understandable. However, suggesting that “surface improvements, maintenance and signage” is amongst them does not seem appropriate for	Agreed. We will consider how to change this wording to include other ‘quick-wins’ that show more ambition. Surface improvements and maintenance are important	Remove reference to surface improvements and

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	3.8)	the Strategy. If Sutton was the pro-cycling borough it claims to be, such actions would be ongoing and street surfaces and signage would not be in need of repair.	but ought to be a given, and should be referred to elsewhere in the Strategy.	maintenance here and add alternative suggestions for short term quick-wins.
12.	Page 18; Para. 3.10 (new para. 3.13)	The development of “implementation-ready ... high-impact schemes” that can be taken forward “within the shortest possible timeframe” on occasions “when funding opportunities arise”, sounds, in theory, to be an extremely useful proposal. In practice, though, the process of delivering high-impact schemes is likely to meet with demanding and challenging resistance from some quarters. The Strategy needs to set out how such issues will be addressed, to ensure the case has been made, well ahead of receiving any financial commitment.	It is accepted that the case will need to be made for any cycling scheme and approval sought through the appropriate mechanism. We could add a paragraph under Objective 6 setting out how the Council will seek to gain public and political support for cycling schemes and overcome resistance from some quarters. We will start to develop a two-year rolling programme of schemes so that we can spend a year getting schemes designed and approved prior to implementation.	Add a new para. under Objective 6 about how the Council will build support and gain approval for cycling schemes.
13.	Page 18; Para. 3.11 and 3.15 (new para. 3.17)	The claim that interventions to “deliver packages of measures to reduce traffic volumes and speeds through residential areas to create environments suitable for cycling” is included under what we do, is interesting. The addition of the phrase “over the years” only seems to further emphasise the low priority that has been given to cycling. A stronger statement than “there are further opportunities that we wish to explore” is required to give more confidence that there is true commitment to actually do so.	The phraseology throughout the Strategy is that of the consultant and in some cases it is too vague or non-committal. We could strengthen this statement to provide more certainty and commitment.	Strengthen the wording in para. 3.15.
14.	Page 18; Para. 3.13 (new para. 3.21)	The Strategy needs to state precisely how the incorporation of measures to benefit “all users” in the corridor safety schemes will result in a landscape that will feel safe enough to entice more people to cycle. All of these projects must be taken as opportunities to attempt to reduce motor traffic volume and levels, and ideally incorporate cycling infrastructure.	Agreed. A number of examples will be provided of how such corridor and neighbourhood schemes will improve conditions for cycling. Further detail could be provided in a supporting document on designing for cycling.	Add more detail on how corridor and neighbourhood schemes will incorporate measures to improve conditions for cycling.

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15.	Page 18; 3.15 <i>(new para. 3.22)</i>	There is concern that the Council’s current policy, piecemeal approach, and method of implementation to 20mph is inconsistent and ineffective, with the result that many existing 20mph zones do little for cycling.	Noted. Policy on 20mph speed limits is outside the scope of the Cycling Strategy. It was covered briefly in the Sustainable Transport Strategy and a more detailed policy is currently being developed.	No change
16.	Page 16; Para. 3.15 <i>(new para. 3.19)</i>	Contraflow cycling is welcome, but something in addition to lines and signs may be required.	Noted. Where possible segregated lanes will be provided.	No change.
17.	Page 18; Para. 3.15 <i>(new para. 3.24)</i>	“Low traffic neighbourhood” is a concept to be greatly encouraged, but needs careful attention to detail. At the few locations in Sutton where these arrangements are currently in place, car parking often obstructs the route for cyclists and pedestrians.	Noted. Any new ‘low traffic zones’ zones will be carefully designed to prevent obstructive parking.	No change
18.	Page 19; Para. 3.16 and 3.21 <i>(new paras. 3.25 & 3.29)</i>	The requirement for cycle parking is welcome, but development plans should also review safe routes to the cycle parking and consider infrastructure changes to facilitate this.	Noted. Larger developments should be required to provide safe cycle routes within their sites and also to review cycle routes to the development as part of the Transport Assessment. Where appropriate the Council will expect the developer to fund improvements to cycling infrastructure through a Section 106 Agreement.	No change
19.	Page 19; Para. 3.18 <i>(new para. 3.27)</i>	We would like the Strategy to include details of funding that has been secured for each of the junior school expansions, and what this had actually delivered. Future projects need to focus on securing funding that provides improvements beyond “the immediate environment around the school”.	Providing such information is too detailed for this strategy but could be provided as an Appendix or supporting document.	Consider including information on school transport improvements as an Appendix or supporting document.
20.	Page 21; Para. 3.26 <i>(new para. 3.26)</i>	This sections of the Strategy details measures taken to educate cyclists and lorry drivers, but not the “average motorist”. We would like to see an initiative to encourage motorists to give	Noted. We could add an action to undertake a publicity and educational campaign about cyclists’ safety targeting all motorists.	Consider adding a new bullet in para. 3.26 about

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	3.34)	space to cyclists.		targeting all motorists.
21.	Page 21; Para. 3.26 (new para. 3.34)	While we welcome the commitment to training, we question the degree to which it is the key to “encouraging and instilling positive and safe interactions between cyclists and other road users”, especially compared to the contribution of good infrastructure.	Noted. We could consider rewording that sentence to reflect the importance of good design and infrastructure.	Change the emphasis of the first sentence of para. 3.26 by replacing the word ‘key’ with ‘important’.
22.	Page 24; Para. 3.32 (new para. 3.34)	Education, training and marketing are all welcome initiatives. However, the wording of this section needs to be amended in recognition of the fact that the major barrier to wider participation in cycling is poor cycling infrastructure.	Noted. This section relates to Objective 5 which is about promoting cycling. Objectives 1 and 2 relate to infrastructure and safety.	No change.
23.	General	The last occasion on which Sutton Council published intentions specifically for cycling in the borough was in a Cycling Action Plan produced in about 2006/2007. The document was not published at the time, and has not been promoted since. There is no reference to it, or details of any progress having been made on it, in the 2015 draft Cycling Strategy. This gives a lot of concern that the new Strategy will just end up on a shelf.	Noted. This is an old document that was never published or widely used.	No change
24.	General	The Sustainable Transport Strategy, approved at a meeting of the Environment and Neighbourhood Committee in March 2015, first appeared on the council’s website at the end of July 2015 through a link provided on the consultation page for the draft Cycling Delivery Strategy. As of early September, a search for ‘Sustainable Transport Strategy’ at sutton.gov.uk fails to return the document. As we stated in our response to the consultation on draft Sustainable Transport Strategy, the document requires full promotion. Without high visibility, there will be serious implications on delivery. There is concern that the Council is not giving sustainable transport sufficient priority.	The delay in publishing the Sustainable Transport Strategy (STS) was due to the purdah period for the General Election. Once the Cycling Strategy is finalised it will be published promptly and given due publicity alongside the STS.	No change.

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25.	General	One indicator of how seriously the Council takes cycling, is the degree to which existing infrastructure is maintained. Currently, whether it is the routine sweeping of paths, periodic checks on signage, or major repairs to path surfaces, this is to all intents and purposes completely lacking.	Noted. This is something that should be done routinely. We could include a paragraph on maintenance in the Strategy, stating the importance of this and the need for a more thorough maintenance regime for cycle routes.	Add a paragraph on maintenance in an appropriate place in the Strategy.
26.	General	Sutton needs a comprehensive, high quality, and properly joined up cycle network, where people do not have to cycle more than 400m to find a parallel route of similar quality. This will mean using filtered permeability to close rat runs and building segregated cycle paths on busier roads.	Reference could be made to the need to create a comprehensive cycle network with the aim that the majority of residents are no more than 400m from a cycle route (as with bus routes).	Add a reference to the need to create a comprehensive cycle route network in para. 3.7.
27.	General	The successful delivery of Sutton's first two Quietways is highly important, and there is a need to set a high standard from the outset. There is an expectation that route alignment will be direct, with the difference between route length and the straight-line distance kept to a minimum. Delivery must be in accordance with the London Cycling Design Standards, and there is an expectation that all sections of each route will achieve a score of at least 60% on the Cycling Level of Service assessment. The longer term aim for compliance of 70% or above.	Noted. Reference could be made to the principle of 'Cycling Level of Service' (CLOS) and the need for Quietways to be high quality and in accordance with the LCDS.	Make reference to CLOS and LCDS in the section on Quietways (paras. 3.4-3.10).
28.	Add O1.11	Suggest adding review of Space for Cycling 'ward asks' to the Action Plan.	It is not considered appropriate to include the Ward Asks in the Action Plan, but specific schemes arising from them could be added in the future.	No change
29.	General	Simply creating 20mph zones will not be enough – streets really need to look as though they are designed for lower speed, to get lower speed. Designing for lower speed will not be achievable on all streets at the outset, so enforcement will play a part initially. Area-wide, ideally borough-wide, implementation would bring costs down, give a clear message, and set the agenda. Meanwhile, a wider application of interventions such as closing roads to through traffic except for people on foot or on a	Noted. A new pilot neighbourhood 20mph zone as referred to in the Strategy would be an opportunity to adopt a more comprehensive and holistic approach to introducing such zones which would prioritise walking and cycling. It is not considered appropriate to spell out such measures in detail in this Strategy but arising from this and the Sustainable Transport Strategy the Council may develop some borough street design	No change.

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		bike, the use of contra-flow lanes, and making space for cycling, will help design-in lower speeds. All streets need to be fully accessible by people when they are walking or cycling, so all one-way streets need contraflow for cyclists.	guidance which would cover design issues in more detail.	
30.	General	Identifying locations to establish low traffic neighbourhoods is very much supported. Trial street closures, possibly through the Play Streets initiative, could help move debate forward.	Noted.	No change.
31.	General	It is often said that closing roads puts increased pressure on nearby streets, traffic congestion intensifies, and one street's gain is another street's loss. The reality is, when streets are closed, traffic adapts and life goes on. The most important aspect to recognise is that the need to unravel traffic modes is the key to the delivery of cycling.	Noted	No change.
32.	General	To achieve any meaningful shift from the car to bicycle, cycling must be made at least as easy as driving. Cycling is a true door-to-door form of transport, but when residents have nowhere to conveniently keep their vehicle at home a lot of the convenience disappears. One option could be on-street Bikehangars.	Agreed. Make reference to the need for convenient cycle parking at home and the Council's programme to install residential cycle parking in public housing estates, and the potential for Bike-hangars on street.	Add a reference to this in para. 3.20/3.21.
33.	General	Good physical design and high quality infrastructure is the key to designing out the potential for conflict between people on bikes and those in motor vehicles. Without dedicated fit-for-purpose infrastructure, cycling for day-to-day journeys will remain limited to those prepared to do battle with traffic.	Noted. This section relates to Objective 5 which is about promoting safer cycling. Objectives 1 and 2 relate to infrastructure and safety and cover infrastructure in more detail.	No change.
34.	General	It is essential that thorough assessments be made of the options for segregation on all the busy high-profile routes across the borough. Continuous liaison with Transport for London is imperative.	Noted. This is being carried out as part of our Roads Task Force work and the assessment of the London Cycling Campaign's Ward Asks.	No change.
35.	General	It is not clear why the measure to investigate segregated routes is included under this particular objective.	This relates to ensuring safe interactions between cyclists and heavy traffic, particularly HGVs, on main	No change.

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			roads and busy junctions. Whilst it relates to infrastructure it is appropriate to mention it here.	
36.	General	The role that walking and cycling can play in ensuring that people put active travel into their day-to-day routines, and so reduce the risk of an number of illnesses, is being seen as increasingly important factor.	Agreed. The Strategy does not refer to the health benefits of cycling, yet this is an important benefit that should be promoted.	Make reference to the health benefits of cycling, particularly for older people, under Objective 5.
37.	General	The commissioning of a comprehensive travel survey is very welcome. The survey process could be used to inform residents about the bigger vision for cycling in the borough. Targeting the survey to particular areas of the borough, perhaps to locations close to the route of a Quietway or an individual ward (e.g. Beddington South) could be an option to consider.	Noted. This will be borne in mind when the travel survey is commissioned.	No change.
38.	General	For this Cycling Strategy to successfully start the process of ultimately delivering a step-change for cycling in the borough, it will require: <ul style="list-style-type: none"> • Strong Political commitment locally • A recognition that things will be challenging and that the case, however difficult, needs to be made • A commitment on action, rather than just words 	Noted.	No change.
39.	General	The borough's new Sustainable Transport Strategy (June 2015) committed to a target of increasing cycle mode share from a baseline of 1% (average 2009/10 – 2010/11) to 2.2% by 2017 and to 4% by 2025. In other words, a four-fold (300%) increase in the number of trips by bicycle over about fifteen years (2010-2025). We recommend the 4% target date be brought forward to 2022 (equating to a four-fold increase over twelve years) and that a target of 6% is set for 2025 (more accurately reflecting, perhaps, a significant take-up in cycling aligned to the period during which high-quality infrastructure can be expected to be more widespread across the borough (2020-2025).	Noted. These targets have now been agreed in the new Sustainable Transport Strategy so cannot be changed. However, they could be revised when both the STS and the Cycling Delivery Strategy are reviewed and progress towards them monitored.	No change.

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40.	General	We would like the Strategy to provide details of how cycle use is monitored (whether by automatic traffic counters, manual counts, cordon and screenline counts, national data, surveys, etc.), and for regular updates on findings to be provided.	Noted. A paragraph on how cycle use is monitored could be included after para. 4.5 under Monitoring and Review.	Add a new para. on how cycle use is monitored after para. 4.5.
41.	General	The street environment in the borough is generally not conducive to attracting new people to cycling. Rather than claiming a lot has been achieved in the past, we recommend that the Strategy's focus be directed more on how a new approach will bring changes.	The focus of the Strategy is intended to be forward looking and setting out a new approach. The Strategy could be reviewed to ensure this is clearer.	Review wording / approach of Strategy to ensure it is forward looking and clearly sets out a new approach.
42.	General	The Strategy needs to give more recognition to the many challenges that are faced in the delivery of stress-free cycling, give the current propensity for even short journeys to be made by car. We would recommend closer liaison with Transport for London, closer co-operation with other agencies delivering cycling and with boroughs that are currently delivering their mini-Holland schemes, and for staff to visit other European countries to appreciate what can be done and learn from their lessons.	Noted. We could add something about the challenges of delivery and the need for close co-operation with TfL and other boroughs under Objective 6.	Add additional paras. under Objective 6 about the challenges involved in the delivery process and how these will be addressed, and the need for close co-operation with TfL and other boroughs.
43.	General	We recommend that an additional benefit resulting from the delivery of a step change in cycling. 'Better places for everyone', is added to the list detailed in the introduction, and that this be more strongly promoted throughout the document: <ul style="list-style-type: none"> • 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; 	Agreed. Include this additional bullet point.	Add this additional bullet point to the list in para. 1.6.

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		<ul style="list-style-type: none"> Encouraging greater use of local shops and facilities to support the local economy; and Better places for everyone (as detailed as one of four important outcomes highlighted for the Mayor's Vision for Cycling) 		
44.	General	We would like the Strategy to provide clear detail of how it will be used at Local Area Committee meetings, particularly in respect of transport and planning related decisions, and contentious issues including parking.	It is not considered appropriate to set this out in the Strategy but it will hopefully be used to influence decision making at a Local Committee and Borough-wide Committee level to ensure a higher priority for cycling.	No change
45.	General	We would like a commitment to the production of quarterly updates to compliment the 'live' nature of the Strategy.	It is considered that quarterly updates would be too onerous on scarce staff resources but an annual update report will be produced.	No change
46.	General	To give the Strategy immediate relevance, we would like the final version to include supportive quotes from a number of councillors across all political parties. These could include those who have shown support for Space for Cycling in their wards, and it would be helpful to have input from Ruth Dombey, Leader of the Council, too.	Noted. It has been agreed that such quotes will be included in the final Strategy.	Include quotes from Cllr. Dombey and Cllr. Garrett (opposition) in the final strategy.
47.	General	We would like to see the Strategy clearly state that all councillors will work together with the residents in their wards on a united front.	A new para. to this effect could be included under Objective 6 'what we will do'.	Consider including a new para. on the role of Councillors in assisting to promote the Strategy under Objective 6.
48.	General	At the moment in Sutton we seem to be planning facilities with the expectation that the current low levels of cycling will	Noted. The Strategy is intended to instigate a 'step-change' in provision and design standards, influenced	No change

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		continue. In the future, cycling needs to be treated as a grown-up form of transport and worthy of delivering the best schemes.	by the London Cycling Design Standards.	
49.	General	The final Strategy needs to be fully promoted – this is an absolutely fundamental requirement. We recommend that the Council ensures that every resident knows about it	Once it has been approved the final Strategy will be fully promoted both within and outside the Council.	No change
50.	General	A step-change in the approach taken by the Council to deliver on cycling is a key requirement. The Strategy needs to indicate that bold decisions will be made, set out how improvements for cycling can benefit society as a whole, and give some indication of what its legacy will be in twenty years time.	A new para. on 'Implementation' could be added either under Objective 6 what we will do, or in Section 4, Making it Happen, covering these issues.	Consider adding a new para. on 'Implementation'
51.	General	There needs to be recognition in the Strategy that a major barrier to wider participation in cycling is lack of infrastructure.	A reference to the importance of good quality cycling infrastructure to wider cycling participation could be added to para. 3.7.	Add such a reference to para. 3.7.
52.	General	A full audit of the current network needs to be identified in the Strategy as a short term, as well as medium term objective.	This audit will be carried out as soon as is practicable and resources allow. It is intended to amend the definition of short term to include the financial year 2016/17, when it is hoped to commence this audit.	No change
53.	General	The Strategy needs to provide a guarantee to undertake regular checks of existing cycling infrastructure, including the sweeping of paths, repairs to signage, and an undertaking to maintain and repair path surfaces and to report that this had been carried out.	A new bullet point could be added under Objective 6 setting out an action on inspections and maintenance of cycle paths and signage, which is an important demonstration of the Council's commitment to cycling.	Add a new bullet under Objective 6 on inspection and maintenance of existing cycle infrastructure.
54.	General	We would recommend a commitment in the Strategy for the Council to allocate a proportion of the LIP funding allocation for the coming year towards staff training on the London Cycling	LIP funding should not really be used for training, but other budgets may be available, and some training courses are free, such as the Urban Design London	No change

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		Design Standards, Network Analysis, and Cycling Level of Service assessments, as a priority over the production of many of the currently proposed cycle schemes that will have impact on cycling levels.	ones, to which the Council subscribes. Staff involved in designing and implementing traffic and cycling schemes will be encouraged to attend such training courses and be aware of current guidance and thinking. This is covered in para. 3.7.	
55.	General	If the Council genuinely wants to encourage cycling and walking, this of necessity implies some discouragement of driving.	Noted. The Council's new Sustainable Transport Strategy sets out the broader approach to promoting sustainable transport, which includes seeking to achieve a modal shift from the car to walking and cycling. This includes a 'Road User Hierarchy' setting out the relative priority of the modes. The Cycling Strategy supports this approach.	No change
56.	General	The ongoing major schools expansion project continues to provide a source of funding for local transport improvements, and these have generally focused on the immediate environment around the school. It would be useful to include one or more case studies in the final Strategy, highlighting what has been achieved.	Generally school expansion projects, which are largely Council-led, do not provide substantial funds for transport improvements. Any improvements are usually confined to the site and immediate vicinity. For new schools the Council can apply for additional funding from the Government's Education Funding Authority for transport improvements.	No change
57.	General	Where funding is available for the expansion of a school that is located on a residential street e.g. Dorchester Primary, we would like to see a commitment in the Strategy for an approach towards making all areas outside the school low traffic-volume 'cycle streets'. For major school developments, situated on busy roads, like that currently proposed for Hackbridge Primary School, London Road (A237), the Strategy could reflect the	A new sentence could be added in para. 3.18 under Objective 3 stating that the Council will seek to improve the cycling environment around schools as part of school expansions and new schools.	Include new sentence to this effect in para. 3.18.

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		opportunities that such projects provide for sustainable transport enhancements over a wider area.		
Transport for London (TfL)				
58.	General	TfL generally supports the strategy which aims to encourage cycling throughout the borough and complement Sutton's Sustainable Transport Strategy.	Noted	No change
59.	Para. 3.9 (new para. 3.6)	TfL welcome the borough's commitment to audit routes using the London Cycling Design Standards (LCDS). However, TfL suggests the borough networks are audited first rather than just relying on Quietways, to ensure there is a strategy to cover the whole borough. TfL welcomes further discussions on this and is able to assist analysing the routes.	Noted. The borough's existing cycle network will be audited at the earliest opportunity, and we welcome TfL's offer of assistance with this.	No change
60.	Para. 3.9 (new para. 3.6)	Sutton is encouraged to follow the LCDS template which uses the step by step process, shown in LCDS Chapter 2. TfL can provide examples of how this has been completed by other boroughs to produce a robust plan.	Noted. This approach will be considered.	No change
61.		Kingston was one of the successful boroughs to win the mini Holland bid, TfL encourages Sutton to work with the surrounding boroughs to ensure cycle routes link up through the areas. TfL believes routes 142 and 141 have the potential to join up with the mini Holland routes running through Kingston.	Noted. The Council is will soon merge its Highways and Transport service with Kingston and this will enable a closer working relationship with that borough. We also work closely with other neighbouring boroughs to ensure cycle routes are joined up.	No change
62.		Route 142 could be extended to link with the New Malden to Raynes Park scheme, whilst proposed Quietway 141 could link with the Cambridge Road / Kingston Road mini Holland scheme. TfL welcomes further discussions with the council on how these routes could be connected up to create an improved south London cycle network.	Noted. These opportunities for linking routes up can be discussed at the borough's forthcoming Quietways meeting with TfL.	No change

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WRITTEN QUESTIONNAIRE RESPONSES				
Q8 Do you have any other suggestions for improving the cycle network in Sutton?				
63.		Develop residential cycle parking for public housing, and assist private housing with residential storage.	The Council has been working with the Sutton Housing Partnership to implement secure cycle parking in a number of public housing estates, and requires cycle parking in all new residential developments. We can also assist with retro-fitting cycle parking in private developments.	Add a new para. under Objective 3 about provision of cycle parking in existing residential developments.
64.		The Quietways are fine but the one from Sutton to Morden is not very direct, by my calculations its about 25% longer and a bit more hilly than going the most direct and obvious route through Angel Hill to Rosehill roundabout.	The idea of Quietways is that they follow quieter roads so that less experienced cyclists can use them. In some cases this may mean that they don't follow the most direct route but are intended as more pleasant and safe routes. More experienced and confident cyclists can of course still use main roads and where possible the Council will also implement cycle lanes and facilities on these routes.	No change
65.		It would be a start if Sutton could integrate cycling infrastructure into town centre developments like Hackbridge and Sutton.	Noted.	No change
66.		Additional dedicated cycle lanes	This is something that will be implemented as part of the Strategy.	No change
67.		Rosehill Roundabout really needs re-thinking, to benefit cars and cycles, the "cycle lane" around the co-op shouldn't stop there but continue up to the high street. Quietway between Sutton and Morden should be a separate lane. 20mph zone in residential streets and decent/reliable signage showing miles and minutes like on the Cycle highways.	This roundabout is the responsibility of TfL but the Council will be working with them to try and improve this area for cyclists. The Quietway between Sutton and Morden will provide an alternative route to this roundabout. The Council will be seeking to extend the coverage of 20mph zones and limits in the borough. Signage will be reviewed and improved as part of the audit of the existing cycle network, and could include minutes.	No change

Ref. No.	Strategy Ref.	Comment	LBS Officer Response	Proposed Change
WRITTEN QUESTIONNAIRE RESPONSES				
Q8 Do you have any other suggestions for improving the cycle network in Sutton?				
68.		Rosehill Roundabout really needs re-thinking, to benefit cars and cycles, the "cycle lane" around the co-op shouldn't stop there but continue up to the high street. Quietway between Sutton and Morden should be a separate lane. 20mph zone in residential streets and decent/reliable signage showing miles and minutes like on the Cycle highways.	This roundabout is the responsibility of TfL but the Council will be working with them to try and improve this area for cyclists. The Quietway between Sutton and Morden will provide an alternative route to this roundabout. The Council will be seeking to extend the coverage of 20mph zones and limits in the borough. Signage will be reviewed and improved as part of the audit of the existing cycle network, and could include minutes.	No change
69.		Find ways of separating out cycle lanes and parked cars by the side of the road. Have to pull out to avoid the many cars parked on the designated cycle part of the road. More secure places in town centre/s and by offices et al, for locking bikes up.	This is something that will be addressed as part of the audit of existing cycle routes. There is often a conflict between parking and cycle lanes, and this issue will need a more robust solution going forward. The Council has an on-going programme to implement further cycle parking in town centres and other destinations and requires new offices to make provision in accordance with the cycle parking standards.	No change
70.		More cycle parking spots Safe cycling lessons	As above. The Council will continue to provide safe cycling lessons for adults and children.	No change
71.		Clear and continuous cycle routes though Sutton. Sutton to Croydon, Sutton to Wimbledon, Sutton to the Royal Marsden, Sutton to Box Hill. A joint cycle link from Sutton to Box Hill	Noted. The Council will continue to develop and extend its cycle network, including new and improved links to neighbouring boroughs and Surrey in conjunction with those Councils.	No change

Ref. No.	Strategy Ref.	Comment	LBS Officer Response	Proposed Change
72.		Make sure pot holes in roads are fixed.	Noted. This is an on-going maintenance issue, but a new para. will be added to the Strategy covering the importance of good maintenance of cycle routes.	Add a paragraph on maintenance in an appropriate place in the Strategy.
73.		Fully utilise the X26 route to stop at designated stops within the borough, e.g. Wallington Plough and Sutton Town Centre, night bus all week, faster, more reliable and higher capacity Thameslink and Southern routes.	Not a cycling issue.	No change
74.		No easy access from South Sutton to town centre via bike (island hopping only option). Determine where short car journeys are frequently made by car (i.e. town centre) and provide cycle routes to access these areas!	The Council will be looking at improving the Brighton Road corridor for cyclists as part of the Strategy as well as other routes into Sutton town centre and elsewhere.	No change
75.		Segregated cycle lanes like used in Oval/Stockwell.	The Council will look for opportunities to install segregated cycle lanes as part of the Strategy.	No change
76.		Bring in 20 mph speed limit borough wide.	The Council does not support a borough-wide 20mph limit, but will continue to roll out 20mph zones where there is resident support.	No change
77.		An easy cycling link between Cheam Village and Sutton. The crossroads at the junction of Cheam High St and the A217 is not at all cycle friendly to cross.	There is an existing London Cycle Network route following quiet roads and paths between Cheam village and Sutton. The Council has asked TfL to review cycle facilities on the A217 and make improvements, and we will press them to improve this junction.	No change
78.		More places to securely leave a cycle.	This will be addressed through the Strategy.	No change
79.		At the junction of Demesne Road, the green cycleway pavement marking has mostly worn away. Also Wallington's shop parade in Manor Road has become trickier to negotiate on a bike since the parking bays were altered.	These specific issues will be investigated and followed up.	No change

Ref. No.	Strategy Ref.	Comment	LBS Officer Response	Proposed Change
80.		Narrow and busy, i.e. Cheam Common Road, Malden Road.	These main roads are recognised as being narrow for cycling and we will look at them as part of the corridor studies and schemes that are being developed through the Local Implementation Plan.	No change
81.		Some cycle lanes stop with no indication of where to continue. The cycle routes must not end suddenly!	Issues such as this will be picked up as part of the audit of the existing cycle network.	No change
82.		A version of the 'Boris' bikes in Sutton would be useful.	This has been looked at but it is not considered that it would be commercially viable in Sutton or outer London.	No change
83.		A cycle and pedestrian crossing at the junction with the main road at the north end of Onslow Gardens.	This was looked at as part of the Wallington Integrated Transport Package about 5 years ago but was not implemented. It could be picked up in a future programme.	No change
84.		The existing cycle route via Carshalton is along roads with lots of parked cars and potholes; for a cyclist it is quite dangerous.	Issues such as this will be picked up as part of the audit of the existing cycle network. This route will also become one of the Quietways which would be an opportunity to improve it.	No change
85.		More free cycle training opportunities. Re-publish cycle maps showing back road 'safe' cycle routes.	The Council continues to offer free cycle training to adults and children. The Council has recently published a new cycle map and TfL continues to public detailed cycle maps showing quiet back street routes.	No change
86.		Remove parking bays from routes so they are continuous.	Issues such as this will be picked up as part of the audit of the existing cycle network.	No change
87.		Not assigned as sharing like the one between Gander Green Lane and Tesco on the A217.	The Council has asked TfL to review cycle facilities on the A217 and make improvements, and we will press them to improve this cycle track.	No change
88.		Re-visit existing cycle lanes for markings and orphaned sections. E.g. small and pointless cycle lane before the A217 bridge over the railway at Cheam station.	The Council has asked TfL to review cycle facilities on the A217 and make improvements, and we will press them to improve this cycle track.	No change

Ref. No.	Strategy Ref.	Comment	LBS Officer Response	Proposed Change
89.		Widening the main road red route from Worcester Park via Cheam to Sutton / Carshalton and installing cycle lanes to give direct and safe connections for cyclists.	The road between Worcester Park and Cheam is recognised as being narrow for cycling and we will look at it as part of the corridor scheme that is being developed through the Local Implementation Plan. The Council has asked TfL to improve cycle facilities on the A232 and make improvements.	No change
90.		Make Sutton station much more accessible by bicycle.	This area has recently been subject to a major integrated transport scheme funded by TfL.	No change
91.		Cyclists have no insurance, often have no lights at night and wear dark clothing too. They disregard the rules of the road, ride through red lights, ignore give way signs, have no regard for pedestrians while they hurtle through the streets of London and generally think they are above the laws of the land.	Noted. The Strategy addresses issues of cyclist behaviour and training. The Council will undertake education and safety campaigns as part of the Strategy aimed at cyclists and motorists, many of whom also disregards the rules of the road.	No change
92.		When resurfacing roads please consider repositioning gullies and drains. These and poor road surfaces are so dangerous and have often caused me to wobble into traffic or swerve.	A new bullet point could be added under Objective 6 setting out an action on maintenance of cycle paths and roads and the need to take opportunities to improve cycle facilities and surfaces as part of planned maintenance programmes.	Add a new bullet under Objective 6 on maintenance of existing cycle infrastructure and highways.
93.		More blue routes on 20 mph roads.	Noted. Blue routes are the Mayor's Cycle Superhighways, which do not extend to Sutton.	No change
94.		Extend safe cycle routes to Belmont region and link in with parks such as Nonsuch and Beddington.	These areas have already been looked at and will be considered again as part of the review and extension of the cycle network.	No change
95.		To re-mark all the bike lanes that are already laid down in Sutton.	See above comment 29.	

Ref. No.	Strategy Ref.	Comment	LBS Officer Response	Proposed Change
96.		<p>The consultative document, being merely strategic, contains a lot of pie-in-the-sky objectives and not many practical details. The practical things that I want relate to Sutton High Street and nearby shopping areas. They are as follows:</p> <p>Retention of the slip-path between Cedar Road and the pedestrian crossing in Brighton Road. I find this very helpful indeed.</p> <p>A cycle path along Sutton Court Road, eastwards from the Sutton Court Road/Grove Road/High Street traffic lights to Chalkpit Way (so that I can get safely to B & Q from the High Street and the reverse direction).</p> <p>A cycle path from the northern end of the pedestrianised area of the High Street at Marshall's Road to the traffic lights at Crown Road and thence onto the Sutton Green area (so that I can get safely to the Tesco Superstore on Oldfields Road, via Sutton Green and Stayton Road and the reverse direction)</p> <p>A new route for motor traffic between Sutton Station and Grove Road, so that the High Street pedestrianisation can be completed southwards to Sutton Station.</p>	<p>Noted. These specific suggestions will be looked at as part of the Strategy and considered for new schemes, in consultation with TfL where necessary.</p>	<p>No change</p>

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WRITTEN QUESTIONNAIRE RESPONSES				
Q10 Do you have any other suggestions for improving cycle safety in the borough?				
97.		My journey to work has been made less safe by the installation of pinch points in Sutton Common Road and Stonecot Hill. Work with TfL to sort out the dangerous Gander Green Lane/Oldfields Road junction, where cyclists and pedestrians are placed in danger on every traffic light phase.	Noted. These specific suggestions will be looked at as part of the Strategy and considered for new schemes, in consultation with TfL where necessary.	No change
98.		I think 20 mph zones and contraflow cycling would be much appreciated if done well.	Noted. These issues are included in the Strategy.	No change
99.		Rigorously enforce speed limits and/or introduce traffic calming measures. Foresters Drive, south of Mollison Drive, close to where I live is a particular problem area where a small minority of motor vehicles exceed the speed limit by a large amount.	Noted. The Council will be working closely with the Police in seeking stronger enforcement of road traffic laws, particularly speeding, through the Strategy. We will also consider the need for traffic calming measures in Foresters Drive.	No change
100.		<p>Strict enforcement of Highway Code for cyclists particularly round schools.</p> <p>Lights & HiVis for cyclists.</p> <p>Compulsory use of cycle paths in preference to roadway where they run in parallel.</p> <p>Speed limit 5mph for cycles on shared cycle pedestrian areas.</p> <p>Speed limit 10mph for cycles in 20mph zones.</p> <p>Removing many speed humps & chicanes which tend force cycles & cars together and create pinch points.</p> <p>Remove 20mph speed limits which cause cycles & cars to be in close proximity for longer than necessary.</p> <p>Consider left turn on red lights for cycles. Also bypass path for cycles on roundabouts</p> <p>Clear pavement to road demarcation for visually impaired.</p>	The Council will be working closely with the Police in seeking stronger enforcement of road traffic laws through the Strategy. The Council also offers cycle training and general road safety advice to school children. Cyclists are entitled to use the highway even where there is a cycleway, and there is no legal provision for separate speed limits for cyclists. The other suggestions will be considered as part of the Strategy and cycle network audit.	No change

Ref. No.	Strategy Ref.	Comment	LBS Officer Response	Proposed Change
101.		Speed humps certainly make a major contribution. What does not work is the almost random speed reduction between Woodcote and Coulsdon (presumably because of the school) that sees drivers reducing their speed from around 40MPH to around 25MPH only when they spot the single speed camera on that route. This achieves nothing at all by way of enhanced safety.	Noted, however this is in the borough of Croydon.	No change
102.		<p>It is not good enough to say that the LCDS will be implemented "as far as possible" - that is a completely meaningless promise. The current examples of 20 mph zones (e.g. West Street and adjoining roads in Carshalton) do nothing at all to make West Street more attractive as a cycling route - to pursue more 20 mph zones sounds good but, on present evidence, will not be effective.</p> <p>Contraflow cycle lanes have to be more than the odd sign: otherwise they are positively dangerous to cyclists.</p> <p>Every time a piece of road is reviewed or when a new development is proposed, better road design, in accordance with the LCDS, would achieve something tangible.</p>	Noted. It is proposed to remove the words 'as far as possible' in relation to the LCDS. The Strategy aims to introduce a new approach to 20mph zone and street design that gives a greater priority to cycling.	Remove the words 'as far as possible' in para. 3.9.

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WRITTEN QUESTIONNAIRE RESPONSES				
Q12 Do you have any other suggestions for encouraging a shift from the car to cycling?				
103.		Working with schools is a noble idea but without improved infrastructure a total waste of time.	Noted	No change
104.		Look at the results of the Smarter Travel Sutton experiment. Cycling should not replace the car but compliment it.	Noted	No change
105.		Ensure cycle parking provision is adequate at local supermarkets. Look at Tesco Direct at Angel Hill for an example of how not to do it.	Agreed. Unfortunately this development did not require planning permission so the Council had no say over its design.	No change
106.		More under-cover cycle parking to cater for inclement weather.	Agreed.	No change
107.		Make it hard for cars to move about quickly in built up areas.	The introduction of low traffic zones which could include spot road closures to stop rat-running through residential areas could form part of the Strategy.	No change
108.		To reduce the pollution levels and encourage a more active mindset.	This is a central element of the Strategy.	No change
109.		Improve Worcester Park High Street to be more cycle friendly.	This area was the subject of an 'integrated transport package' two years ago that made some improvements to the high street. Further measures to improve it for cyclists could be considered as part of any future scheme.	No change
110.		A need to continue individual marketing projects such as Smarter Travel Sutton or a Sustrans' Travel Smart project in which residents are contacted and information provided to enable them to cycle more according to their needs. Maps with the cycle routes, info about local clubs, road safety, cycling groups for adults, children and those with disabilities, older people and those recovering from injury or illness, who could be cycling on referral. Info as to where the nearest cycle shops are. New residents receiving cycling info when they move to the area.	The Council no longer has the resources for a large scale personalised travel planning campaign such as Smarter Travel Sutton. However, within its limited resources, it continues to promote and provide information on sustainable transport including cycling.	No change

Ref. No.	Strategy Ref.	Comment	LBS Officer Response	Proposed Change
WRITTEN QUESTIONNAIRE RESPONSES				
Q14 Do you have any other suggestions for encouraging safer and more considerate behaviour by all road users?				
111.		I think good quality infrastructure is key and training can help. People won't consider cycling until the roads feel safer and more appealing.	Noted. The Strategy seeks to address these issues.	No change
112.		Completely missing the point. If infrastructure was improved and cycling segregated from heavy and fast traffic then there wouldn't be conflict points. All the hi-vis, protective equipment and training in the world don't help when you get left hooked by an HGV or car doomed.	Noted. The Strategy seeks to address these issues.	No change
113.		Ultimately, the only way to improve behaviour is to increase enforcement action. i.e. by the police and authorities generally.	The Council will be working closely with the Police in seeking stronger enforcement of road traffic laws through the Strategy.	No change
114.		Driver education about cyclists rights to use the road and that cycle paths are not compulsory and the way in which non-strategic roads are funded through taxation rather than VED. Ensure they understand that cyclists use the roads as a right but drivers use them under licence.	The Council will undertake education and safety campaigns as part of the Strategy aimed at cyclists and motorists.	No change
115.		Segregated or improved routes that I would identify on my cycle would be Brighton Road and the one-way system in town. I know often in central London they have training for cyclists where they get to sit in a lorry cab and experience what the driver can see - I think this would be incredibly useful.	Noted. The Council intends to review cycle facilities on the Brighton Road corridor and the Sutton town centre gyratory and identify any improvements that could be made for cycling. The Council has arranged 'changing places' events with HGVs in Sutton town centre in conjunction with the Police.	No change

Ref. No.	Strategy Ref.	Comment	LBS Officer Response	Proposed Change
116.		<p>A clear definition of the rules of the road and enforcement so that they are respected.</p> <p>Road layouts should not give an unrealistic impression of safe path for cyclists or pedestrians.</p> <p>Vehicle driver education/enforcement on pedestrian/cycle priority on pavement crossovers.</p> <p>Enforcement of not driving while using a phone.</p> <p>Provision of free parking near small shops positioned such that it allows clear view at junctions.</p> <p>Variable speed limits e.g. 20mph at school starting/ending times. Must work such that it does not come on when not needed e.g. school holidays or it loses respect.</p> <p>Traffic lights adjusted to give as smooth as possible passage through borough to reduce stress & impatience.</p> <p>Clear road signs & road markings for those unfamiliar with the area.</p> <p>Unnecessary & out of date signs removed.</p>	<p>The Council will undertake further road safety awareness and educational campaigns as part of the Strategy and work with the Police on enforcement.</p> <p>The Council will audit all existing cycle routes and identify any improvements that could be made.</p> <p>This will be considered as part of the review of the Council's Parking Policy.</p> <p>This could be considered subject to funding.</p> <p>Signal timings and phasing are the responsibility of Transport for London but the Council will seek further linking of signals to smooth traffic flow where appropriate.</p> <p>This will be reviewed where necessary.</p> <p>This is generally done as part of 'de-cluttering' exercises and will be continued.</p>	No change
117.		20 mph zone around schools. Stop the insanity of drivers speeding down residential roads.	The Council will implement selective 20mph zones and limits where there is demand and a clear justification, with a focus on areas around schools.	No change
118.		Training in schools.	This will continue.	No change
119.		The danger from lorries is a key issue.	Noted. See comments above.	No change

Ref. No.	Strategy Ref.	Comment	LBS Officer Response	Proposed Change
Q16 Do you have any other suggestions for encouraging a wider range of people to cycle?				
120.		<p>Cycling should be seen as a natural choice for short journeys in the borough, this will take time but, with the right infrastructure and education in place, it could happen.</p> <p>In terms of infrastructure, I have recently moved to the borough and would like to continue cycling in the same way as I did when I was living in Lambeth. However here I cannot securely park my bike on the street and have no room in my flat for storing a bicycle - this may be a familiar story to a number of people living in my development and others in the Sutton borough. I feel that there should be opportunity for people to park their bicycles securely on the street outside of their homes, in the same way people can park their cars.</p> <p>This could perhaps be facilitated by the use of "Bike Hangars" as operated by Lambeth Council. These secure units are dotted all about residential areas in Lambeth, users pay a monthly fee to store their bikes in the units on the street.</p> <p>http://www.cyclehoop.com/product/bike-lockers-2/bike-hangar/</p>	<p>Noted. The Council will seek to improve cycling infrastructure in the borough as funding allows.</p> <p>The Council is also looking at opportunities to introduce Bike Hangars on-street and has recently introduced a number in public housing developments.</p>	No change
Q20 Do you have any other suggestions for the Action Plan?				
121.		<p>I think the action plan is quite unambitious. I hope the opportunity is taken with the Quietways to really improve safety at the junctions that they go through but if they are "lines and signs" as mentioned then I can't see them leading to any increase in cycling. Hopefully with the "quick win" part of the plan some easy improvements that will really help can be made.</p>	<p>Noted. The Action Plan is a 'live document' and will be updated each year.</p> <p>The Quietways should include measures to improve junctions and will be more than just 'lines and signs'.</p>	No change
122.		<p>Every junction in the borough should be reviewed and a comprehensive approach like the new super highways be designed. The focus should be on separation, and removing traffic from town centres like Wallington, Carshalton, and Hackbridge.</p>	<p>Noted. This could form part of the audit of existing cycle routes, and other work arising from the Mayor's Roads Task Force report.</p>	No change

Ref. No.	Strategy Ref.	Comment	LBS Officer Response	Proposed Change
123.		Sutton - Morden needs cycleway, not just Quietway Review Rosehill roundabout fully behind making more shared use signage such as O1.4 for quick wins - joining up routes without going on road is needed "O1.8 Identify opportunities for quick-win enhancements..." needs more measurable outcome for "O1.9 Further Quietways"	See above.	No change
124.		I think the idea of Quietways in Outer London is flawed. If people can't get from any A to any B without making a detour onto a Quietway that is longer than the drive, then they're not going to get out of their cars. Especially if it's a short journey.	The Quietways are intended as longer distance strategic routes. However, cyclists can use any roads and the borough has many quieter roads that are suitable for cycling. As part of the Strategy we will seek to make all roads more safe and convenient for cycling and encourage cycling for short journeys.	No change
125.		The action plan is very disappointing. The physical works proposed contain nothing new. The audit is medium term, i.e. by 2019 - so up to 5 years for an audit? If you wish this policy to be taken seriously, as opposed to being seen as hot air, something better is needed in an action plan.	See above.	No change
126.		Should include extensive infrastructure, lines and signs throughout Sutton to the LCDS and close off streets where possible. Calm streets with lots of cycle parking, facilities, green walls and plantings, gardens, trees, parks, seating create spaces where people wish to linger and increases pride and business to areas.	Noted. These measures will be considered as part of any cycling schemes and other major schemes.	No change
127.		O4.5 mentions the arterial routes - I would like more emphasis and more commitment. The Action Plan is too much about quiet ways and short routes, not enough about commuting.	Noted. The Action Plan will also focus on commuting and implement improvements for commuter cyclists.	No change
128.		Listen more and take advice from serious/experienced cyclists in Sutton (who also drive a vehicle). [Look at Hackbridge road plan fiasco - Council did not listen].	Noted. The Council liaises closely with local cycling groups and a number of officers and Councillors are regular and experienced cyclists.	No change

Ref. No.	Strategy Ref.	Comment	LBS Officer Response	Proposed Change
Cyclists' Touring Club (Cyclism)				
129.	General	Whilst the Strategy provides an indication of the Council's vision, objectives and proposals for cycling, there appears to be no definitive procedure for monitoring and checking of actions achieved with targeted dates for each. The document is not comprehensive. It is not complete.	The Action Plan will be monitored and progress reported annually. Indicative timings are given.	No change
130.	General	<p>Many local authorities across the country, including some London Boroughs, are recognising that the reduction of congestion will not create a safer environment until speeds are reduced to 20mph throughout residential areas and near all schools.</p> <p>It is disappointing, even unbelievable, that the need for a borough-wide 20mph limit does not appear in The Way Forward in the borough's Sustainable Transport Strategy published earlier this year. The fifth Objective mentions 20mph zones which are expensive to introduce whereas a general limit will cost very little and gradually achieve pleasant surroundings for all travellers and residents. It is the fear of speeding traffic which must be reduced first. The introduction of such a 20mph limit borough-wide, with extensive education for all residents and all road users, will gradually enable the achievement of all the Cycling Delivery Strategy Objectives inexpensively, all of which are essential to make cycling a natural choice for the majority of local people.</p>	The Council does not support a borough-wide 20mph limit but will consider further smaller 20mph zones and limits where there is resident demand and a clear justification. The Council is currently reviewing its policy on 20mph speed limits.	No change
131.	Figure 3.2	The attempt at a 'Mini-Holland' style improvement at the Heart of Hackbridge demonstrated how much education is still required to convey to all road users that roads are safer when each person takes their decision based on calmly observing the situation. Consider adding this junction to Figure 3.2.	Figure 3.2 will be deleted. However any future bids and schemes could include Hackbridge and the Council is considering further improvements to that scheme.	No change
132.	paragraph	In paragraph 3.8 we suggest the words 'is suitable for all' would	This wording occurs earlier in that para.	No change

Ref. No.	Strategy Ref.	Comment	LBS Officer Response	Proposed Change
	3.8 (new para. 3.5)	be clearer if amended to 'caters for the different kinds of cyclist.'		
133.	paragraph 3.9 (new para. 3.6)	In paragraph 3.9 the words 'as far as possible' should be omitted.	Agreed. It is recommended that this wording is removed.	Remove the wording 'as far as possible' from para. 3.8.
134.	paragraph 3.9; first bullet point (new para. 3.6)	The first bullet point must be 'Reduce the speed of motor traffic'. We then suggest that bullet points should be numbered / lettered to facilitate referencing and finding again.	These bullet points are taken directly from the London Cycling Design Standards and cannot therefore be amended. However, reducing the speed of motor traffic is an essential part of 'Safety'.	No change
135.	paragraph 3.9; second bullet point (new para. 3.6)	We suggest the item at the second bullet point would be clearer if reworded as follows: 'Directness: Routes must be logical and continuous and planned holistically as part of a network without unnecessary obstacles, delays and diversions.'	See above	No change
136.	paragraph 3.9; fourth bullet point (new para. 3.6)	In the fourth bullet point we suggest omitting 'legible'.	See above	No change
137.	paragraph 3.9; seventh bullet point (new para. 3.6)	Continuing in paragraph 3.9 in the seventh bullet point, add 'visibility' to emphasise the importance of sightlines, especially at junctions and where paths cross, and the need for signs to be easily read at a suitable distance before a decision has to be made about the direction to take.	See above. This point is covered by the bullet on 'Coherence'.	No change
138.	paragraph 3.9; ninth bullet point (new para. 3.6)	Continuing in paragraph 3.9 in the ninth bullet point, this ends with a colon but needs the statement: 'liaison between departments requires improvement.' We suggest both Traffic Planners and Highways Engineers must be in the same department and work together. The four bullet points which	Noted. The need for close working between departments is covered in this bullet. The Council generally seeks to introduce measures to reduce the speed of motor vehicles in roads safety and traffic schemes. However this list is of specific cycling	No change

Ref. No.	Strategy Ref.	Comment	LBS Officer Response	Proposed Change
		follow the colon at the end of the ninth bullet point must include - first - 'Reduction of the speed of motor vehicles.'	infrastructure measures.	
139.	paragraph 3.10 (<i>new para. 3.13</i>)	First bullet point in paragraph 3.10 We are puzzled that the LCN+ strategic long distance routes across the borough, parts of which are along busy roads, will be 'upgraded' to Quietways. Changing the name of these we believe is a 'downgrade' and destroys their strategic importance. Whilst signed cycle routes help those new to cycling, the borough has a remarkable number of quiet side roads which do not need to be signed as part of 'networks'. Care is needed to ensure assistance for new or timid cyclists riding along network routes is provided for crossing major roads comfortably. Super Highways currently do not affect riders within the borough but journeys East-West and West-East would benefit from Super Highway style designation of routes. This proposal is missing from the document.	Most of the two former LCN routes that will be converted to Quietways are already on quieter 'back' streets and where they are on or cross main roads these sections will be made safer and more convenient. The use of the term 'up-graded' implies that there will be some improvements to these routes but they will remain part of a strategic London-wide network. It is the responsibility of TfL to designate cycle superhighways and at present they do not have any proposals for any in Sutton borough. However Quietway 142 to Morden could be extended to link with Cycle Superhighway 7 at Colliers Wood.	No change
140.	paragraph 3.11 (<i>new para. 3.17</i>)	We disagree with the statement in paragraph 3.11: 'These interventions, such as traffic calming and 20 mph zones, deliver packages of measures to reduce traffic volumes and speeds through residential areas to create environments suitable for cycling.' Chicanes and build-outs can be treacherous for cyclists and humps and cushions redirect cyclists from their chosen line for positioning correctly at the next turning. We believe TfL will be unwilling to fund such works. Calming must be achieved, in accordance with the DfT recommendations, simply with signs and education. The word 'zone' must be replaced with 'limit' for the safety of vulnerable road users and the residents.	Noted. However, the Council remains of the view that physical traffic calming features are necessary to achieve meaningful reductions in speeds and the enable 20mph zones to be 'self-enforcing'.	No change
141.	paragraph	In paragraph 3.15, first bullet point, we strongly recommend the	See above	No change

Ref. No.	Strategy Ref.	Comment	LBS Officer Response	Proposed Change
	3.15 (new para. 3.22)	exchange of the word 'zone/zones' with the word 'limit/limits' as explained above.		
142.	paragraph 3.16 (new para. 3.25)	The requirement in paragraph 3.16 to review cycle parking needs is welcome. However, there are two types of need i.e. short term parking and secure storage are essential both at new developments and at existing accommodation. We ask that this should be specified more clearly.	Agreed. A sentence could be added to make clear that there is a need for both short and longer term cycle parking in new developments. This will also be made clearer in the Cycle Parking Standards section of the new draft Local Plan.	Add a sentence to para. 3.16 specifying the need for both short and longer term cycle parking.
143.	paragraph 3.17 (new para. 3.26)	As regards paragraph 3.17 School Travel Plans, we suggest insertion of the words 'for pupils and staff' at the end of the first sentence.	Agreed	Add the words 'for pupils and staff' at the end of the first sentence.
144.	paragraph 3.21 (new para. 3.29)	At the end of the third bullet point under paragraph 3.21 we ask that the statement should read 'We will adopt TfL's cycle parking standards to ensure that supply always meets demand' i.e. omit 'review the case for'.	TfL's cycle parking standards reflect cycling levels in central / inner London, which are much higher than in Sutton so it is not considered appropriate to introduce	Amend the wording to read 'We will adopt TfL's
145.		Please add to the fourth bullet point: 'ensuring stands are to TfL standards not the pattern purchased for Sutton High Street nor 'M' stands which can present a trip hazard.'	This issue will be addressed in the Council's Cycle Parking Standards in the revised Local Plan and also possible future streetscape design guidance for the borough. The council's preferred stand is the TfL type of Sheffield stand.	No change
146.	paragraph 3.25 (new para. 3.33)	The research described in paragraph 3.25 is being undertaken nationally. Sutton will benefit when results are published and should not be using limited funds duplicating this work.	Agreed. The Council is not carrying out this research so the wording should be changed to reflect this.	Change wording to reflect the fact that the Council is not carrying out this research directly.
147.	paragraph	In paragraph 3.26 we believe the first sentence should refer to	This Strategy is about Cycling so needs to refer	Change wording

Ref. No.	Strategy Ref.	Comment	LBS Officer Response	Proposed Change
	3.26; first sentence (<i>new para. 3.34</i>)	'all road users' not be restricted to 'cyclists and other road users'. Grammatically, 'good physical design and high quality infrastructure' should be followed by 'both have roles to play'	specifically to cyclists' interaction with other road users. Agreed – change wording to read more correctly.	to 'both have roles to play'.
148.	paragraph 3.26; fourth bullet point (<i>new para. 3.34</i>)	With reference to the statement in the fourth bullet point, we would stress that all junctions are problems. The term 'any locations' does not make this clear.	Agreed. The wording 'particularly junctions' could be added.	Add the words 'particularly junctions' after 'any locations'.
149.	general	Add a bullet point to the effect that training of all drivers is needed to ensure they slow when passing cyclists and leave greater space than many do at present. The borough should work with the driving schools who teach throughout our area.	Agreed. We will consider adding a bullet to this effect, although it is more difficult to reach all drivers.	Add a new bullet stating that the Council will seek to work with the police and driving schools and undertake road safety campaigns targeting all drivers about cyclist safety.
150.	paragraph 3.28 (<i>new para. 3.36</i>)	In paragraph 3.28 the point should be made - in order to encourage not discourage cycling - that doctors have proved that cyclists breathe out pollution whereas it generally remains in the lungs of motor drivers.	This para. is about 'what we do' so it is not appropriate to make this point here.	No change
151.	paragraph 3.31; first bullet point (<i>new para. 3.39</i>)	In paragraph 3.31, first bullet point, the reference to the Cycling in Sutton guide is not helpful as this guide is disappointingly incomplete. The comprehensive TfL Local Cycling Guides are excellent and preferable.	Noted. The Council considers it is useful to have a specific borough cycle map, but also distributes and promotes the TfL maps.	No change
152.	paragraph 3.31;	The second bullet point should refer to the 'Living Wandle' project. 'Cycling for sport' such as racing must not be	The Living Wandle project has now finished. It is agreed that cycling for sport as in racing is	Change the word 'sport' to 'leisure'

Ref. No.	Strategy Ref.	Comment	LBS Officer Response	Proposed Change
	second bullet point (new para. 3.39)	encouraged along the Wandle trail. Please amend to 'leisure' and add 'utility' or 'commuting'.	inappropriate along the Wandle trail. The word 'sport' will be changed to 'leisure'.	in the second bullet of para. 3.31.
153.	paragraph 3.32; sixth bullet point (new para. 3.40)	Modify the note in the sixth bullet point of paragraph 3.32 that renovated cycles should be given to a deserving new owner to the effect that gifts which have been earned by working on secondhand bicycles are likely to be respected whereas a machine 'given' might not.	Agreed. The wording will be changed accordingly.	Change the wording in the sixth bullet to the effect that bikes will be given to people who have worked on them, not just to anyone on a low income.
154.	paragraph 3.32; seventh bullet point (new para. 3.40)	Conflict with pedestrians described in the seventh bullet point will be reduced if fewer 'shared use' footways are introduced across the borough. Lowering the speed of motor traffic is by far the most effective way in which to discourage pavement cycling. Some traffic calming measures such as severe humps make riders prefer the footway. The borough's practice of installing traffic calming measures such as humps and chicanes increases difficulty, even hazards, for cyclists without slowing most motor vehicles. Slowing must be achieved by signs, extensive education and enforcement. No more humps and chicanes are required - as per DfT instructions.	Noted. The Council has implemented a limited number of shared use paths, including through parks, where there is no alternative. They can work effectively where flows of pedestrians and / or cyclists are low and will be only used in these locations. Traffic calming features will, in future, be designed to be as cycle-friendly as possible, in accordance with the LCDS and DfT guidance.	No change

ID No.	Respondent	Comment	LBS Officer Response	Proposed Change
Natural England				
155.		Given that the Wandle Trail passes through the borough it would be crucial to use this strategy to help promote this link	Noted. Reference is made to the Get Active Wandle project in the Action Plan but there appears to be no	Make reference to the Wandle

	<p>and its use as well as to make provision for potential improvements to the route itself as this is a key strategic route in this part of London for walking, running and cycling.</p> <p>Greening the routes along cycle routes will also provide an opportunity for increasing the borough's Green Infrastructure (GI) provision and thus improving the green chains and network of links for biodiversity to spread through in London. The benefits of a good network of GI are manifold but primarily they will provide for increased resilience to adverse weather conditions and also improve the health and wellbeing of the local residents.</p>	<p>mention of the Wandle Trail cycle route, which forms part of a National and International cycle route, in the Strategy. Reference should be made to the Wandle Trail and plans for it in the Strategy.</p>	<p>trail and plans to improve it under Objective 1 in Section 3.</p>
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Resident by letter

156.	<p>I was hoping the Strategy would include something to address the failure of what seems to be an increasing number of cyclists to respect the rights and interests of both pedestrians and drivers. The use of pavements by adult cyclists has been very noticeable for a long time. This increasing practice represents a serious risk to all pedestrians but most especially the elderly, disable and children.</p>	<p>Noted. The Strategy contains an objective on Encouraging Safe and Considerate Behaviour by all Road Users which addresses cyclists' behaviour. However, there is no specific reference to cycling on the footway. We could add a reference to this.</p>	<p>Add a reference under Objective 4 in para. 3.26 to the need to encourage better cyclist behaviour particularly with regard to pedestrians and cycling on footways.</p>
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ID No.	Respondent	Comment	LBS Officer Response	Proposed Change
Questionnaire respondent				
157.		<p><i>Q8 Do you have any other suggestions for improving the cycle network in Sutton?</i></p>	<p>Noted. TfL have a scheme to improve this junction which will include better provision for cyclists.</p>	<p>No change</p>

ID No.	Respondent	Comment	LBS Officer Response	Proposed Change
158.		<p>An alternative to using Fiveways + Stafford Road</p> <p><i>Q12 Do you have any other suggestions for encouraging a shift from the car to cycling?</i></p> <p>More places to lock up bikes in Wallington town centre. All schools to have.</p> <p>Oblige all new buildings + developments to provide them</p>	<p>Noted. The Strategy includes proposals for additional cycle parking facilities and we will continue to work with schools and developers on this.</p>	<p>No change</p>
159.		<p><i>Q14 Do you have any other suggestions for encouraging safer and more considerate behaviour by all road users?</i></p> <p>More prosecutions for dangerous driving related to cyclists + publicity about it.</p> <p>Change the law to be like the NL!</p>	<p>Noted. The Strategy contains an objective on Encouraging Safe and Considerate Behaviour by all Road Users.</p>	<p>No change</p>
160.		<p><i>Q16 Do you have any other suggestions for encouraging a wider range of people to cycle?</i></p> <p>This would happen naturally if it was safer.</p>	<p>Noted</p>	<p>No change</p>
161.		<p><i>Q18 Do you have any suggestions for actively promoting cycling and the wider benefits of cycling?</i></p> <p>Bring back 'cycling proficiency' in all schools.</p>	<p>Cycling proficiency has been replaced by 'Bikeability' which is an equivalent training programme which the Council provides to schools.</p>	<p>No change</p>
162.		<p><i>Q20 Do you have any other suggestions for the Action Plan?</i></p> <p>Make neighbouring boroughs (like Croydon) safer too.</p> <p>More off-road cycle paths and tracks. One through Roundshaw</p>	<p>Noted. The Council will continue to work with neighbouring boroughs to achieve a joined-up cycle network. Croydon was a 'Biking Borough' and has recently implemented a range of cycling schemes.</p>	<p>No change</p>

ID No.	Respondent	Comment	LBS Officer Response	Proposed Change
		Downs	More off-road paths and track will be developed, possibly including one through Roundshaw Downs.	
163.		<p><i>Q21 Do you have any comments about cycling in Sutton?</i></p> <p>I have cycled my whole life but feel unsafe taking my children on the roads in Croydon and Sutton.</p> <p>Off-road paths are best.</p>	Noted. These issues will be addressed through the Strategy.	No change
Questionnaire respondent				
164.		<p><i>Q8 Do you have any other suggestions for improving the cycle network in Sutton?</i></p> <p>Cycle lane on Park Lane has parking spaces on which are always in use. Cycle lanes are rarely suitable for longer distance routes as they are full of obstacles and do not go anywhere.</p>	Noted. There was a proposal to remove these parking spaces several years ago but it was rejected. Future cycle lanes will be designed so as to prevent obstructive parking.	No change
165.		<p><i>Q10 Do you have any other suggestions for improving cycle safety in the borough?</i></p> <p>Cycle lanes on the pavement especially on major roads and junctions.</p>	Noted. Cycle lanes on the pavement will only be considered where safe and protected provision for cyclists cannot be made on the carriageway.	No change
166.		<p><i>Q12 Do you have any other suggestions for encouraging a shift from the car to cycling?</i></p> <p>Expansion of Boris Bike network to Sutton and other parts of London. Safe routes between Sutton and East London. Places to lock up bikes on every destination, not just lamp posts.</p>	<p>Noted. It is not considered that the 'Boris Bike' scheme would be viable in Sutton. TfL's Quietways network will provide safer routes across London, in addition to the Cycle Superhighways for longer distance commuting.</p> <p>The Strategy aims to expand cycle parking provision.</p>	No change
167.		<p><i>Q14 Do you have any other suggestions for encouraging safer and more considerate behaviour by all road users?</i></p>	Noted. The Strategy contains an objective on Encouraging Safe and Considerate Behaviour by all	No change

ID No.	Respondent	Comment	LBS Officer Response	Proposed Change
		Reminding drivers of motor vehicles to keep safe distance away from cyclists when behind them and when overtaking.	Road Users.	
168.		<p><i>Q16 Do you have any other suggestions for encouraging a wider range of people to cycle?</i></p> <p>Segregation of cycle lanes with physical barriers-low walls on kerb stores</p>	Noted. Greater levels of segregation will be considered for future schemes where there is space.	No change
169.		<p><i>Q18 Do you have any suggestions for actively promoting cycling and the wider benefits of cycling?</i></p> <p>Identify accident hot spots for cyclists and alter the road layout in these locations.</p>	Noted. This is something that is already done.	No change
170.		<p><i>Q21 Do you have any comments about cycling in Sutton?</i></p> <p>The Wandle Trail is good for cycling but there are not enough routes of this quality.</p>	Noted. The Strategy aims to create a more extensive network of safer off-road cycle routes.	No change