

Sutton's Environment Strategy FAQ

Topic: Transport

The council consulted on its Environment Strategy for eight weeks in August 2018. As well as answering the questions, participants were invited to provide comments. We received nearly 700 comments, all of which were reviewed and influenced the final draft of the strategy. A lot of the comments were very similar, and we have curated these comments into a comprehensive FAQ documents giving the answers for the public to view.



1. The Mayor of London's ambitions to penalise car users, particularly those with older vehicles will affect those less well off. It's important that this strategy is accessible for all.

We want to increase access to Car Clubs so that people do not have to own cars. Pay as you go and membership options are available to suit the user's budget and pattern of usage. We are working with London Councils to ensure our Car Club strategy and Supplementary Planning Document (SPD) are fit for purpose for the future.

2. What action are you taking to ensure buses in the borough are electric?

Sutton has been selected for a trial of smaller demand responsive buses to improve accessibility in parts of the borough. From 2020 all new TfL single deck bus contracts where new vehicles are specified will need to use electric buses, and this will be extended to double deck buses in subsequent years. All existing buses either meet or have been upgraded to meet Euro VI emissions standards.

3. Have you considered school buses for young children and cycle training programmes or a green bus for out of borough children?

Unfortunately there is not sufficient funding for green school buses. Bikeability cycle training is offered free to all Year 5 and 6 pupils in the borough. Successful walking buses usually rely on DBS checked volunteers and are organised by schools.

4. Better cycling infrastructure is needed to encourage cycling, e.g continuous cycle lanes. What action are you planning to take on this?

We will continue to improve the connectivity and safety of the borough's extensive network of signed cycle routes, much of which form part of the wider London Cycle Network. There are a number of highway schemes that are progressing which will provide better cycling infrastructure. For example the Wallington north-south cycle route. There are also numerous safety schemes currently being delivered and 20 mph zones are being considered for some locations which will help to create a safer environment for all road users. It is our aim that all transport and regeneration projects deliver improvements for cyclists. Furthermore, we are also continuing to work with Transport for London to implement delivery of Quietway routes which are defined as high quality guided routes on low-traffic back streets.

5. Being close to a strategic cycle network doesn't mean everyone will cycle. The roads in Sutton and surrounding areas aren't safe for cycling.

We are working to ensure that improvements for cyclists are factored into all transport and regeneration projects so that the highways surrounding the strategic cycle network are made safer. This will be through the identification of opportunities for junction improvements, segregation of cyclists on some routes and the rationalisation of car parking and loading bays.

6. Cycling is a hazard for people with mobility issues as often cyclists ride on pavements.

Cycling on the footway is prohibited unless adequate signing has been installed to show there is a cycle facility. We will work to ensure that prohibited cycling on the footway does not occur and that cyclists cycle considerately. Where appropriate, this may well include the provision of appropriate signage. Cyclist training is also provided by the borough's Shared Environment Service to the majority of schools in Sutton in Year 5 and Year 6. The council wants all road users to follow the law and act responsibly towards each other. This includes cyclists and car drivers.

7. Not everyone can cycle. It can also be a hazard for those with mobility issues as cyclists often ride on pavements.

We recognise that not everyone is able to cycle and we are working hard to ensure that the environment is a pleasant and safe one for all users. Improvements to accessibility for pedestrians are considered in all highway schemes. We will also work to ensure that prohibited cycling on the footway does not occur and that cyclists cycle considerately. See answer to question above for more detail.

8. What action are you taking to improve road safety for pedestrians? Cyclists and pedestrians should be prioritised over cars.

Through working with schools on their travel plans, we actively promote walking and cycling. This can include a number of activities including Walking to school resources, year 6 pupils acting as Junior Travel Ambassadors and secondary students taking part in Youth Travel Ambassadors. We provide scooter training which goes over road safety principles, as well as etiquette and dealing with other road users. We offer cycle training free of charge to all primary schools and secondary schools, as well as anyone who lives, works or studies in the borough. We also provide secondary and college visits from the SAME (Safety Awareness Mentoring Education) academy which primarily deals with driver and passenger road safety and have recently trialled younger year 7-9 activity where distractions while walking around play a big role in this education. We work with the police on reducing speeding around residential areas with a scheme called Community Road Watch. There is now a Junior Road Watch

scheme which involves local schools. All of our highway improvement schemes aim to follow the Mayor of London's Healthy Streets principles which are aimed at prioritising sustainable modes and making streets more liveable.

9. Traffic pollution in part seems to be a result of calming measures such as speed humps which often cause more congestion (and pollution). What are your plans to tackle these issues?

Action 2 - Promote speed control measures, and Action 3 - Increasing the proportion of electric, hydrogen and ultra low emission vehicles in Car Clubs, of the Air Quality Action Plan are intended to address some of these issues. Encouraging a reduction in traffic speeds can help make a safer and more pleasant environment for pedestrians and cyclists. However, the measures to achieve this need to be designed in such a way that they encourage smoother driving and not increase congestion.

10. A limited number of parking bays should be available for large goods vehicles and they should be charged more if they are diesel vehicles.

The availability of parking and loading bays for commercial vehicles in Sutton Town Centre is currently being reviewed and options are being considered for improvements to the management of the kerbside space. If successful, funding will be sought to extend the scheme to other areas in the future.

Provision of loading in the town centre (bays, loading in pedestrian zone during permitted times, yellow line loading) is currently free (as it is in all Boroughs). It will be required to remain free, however we are considering whether charges could be levied, to secure a dedicated space - if so, differential charging by different emission types may be possible.

11. The travel targets are not realistic. Not everyone has either the inclination to leave their car at home or the physical ability to walk, cycle or use public transport.

LB Sutton has one of the highest levels of households with access to a car in London. It is important to ensure that suitable options are made available for those with genuine need to access transport while encouraging a switch to more sustainable modes of transport in order to tackle poor air quality and congestion which are big factors in improving the quality of life of our residents.

12. The council should put its own house in order before telling other people how to travel.

LBS encourages staff to walk, cycle or use public transport to their workplace where possible. We offer secure cycle parking to those who cycle as well as facilities such as showers, drying room and

personal lockers. We offer a Cycle to Work salary sacrifice scheme to staff so they can buy a bike to use for work commutes. We also lend out bikes on loan for staff required to make local work journeys. We offer season ticket loans to staff. We also have a number of staff who use the local Zipcar car club based in Sutton town centre to make work journeys instead of their own vehicles.

13. More electric vehicle charging points are needed and at affordable prices for people to use. Other boroughs are piloting incentives for people to use electric vehicles, Sutton should do the same.

As per the council's Ultra Low Emission Vehicles strategy, we are working on determining the right mix of charge point types in Sutton which is likely to include rapid chargers, working with Source London to expand the fast chargepoint network and a possible lamp column charging pilot, partly funded by government OLEV (Office for Low Emission Vehicles) funding via GULCS (Go Ultra Low City Scheme) when bidding opens again in 19/20.

14. What action are you taking to ensure buses in the borough are electric?

Sutton has been selected for a trial of smaller demand responsive buses to improve accessibility in parts of the borough. From 2020 all new TfL single deck bus contracts where new vehicles are specified will need to use electric buses, and this will be extended to double deck buses in subsequent years. All existing buses either meet or have been upgraded to meet Euro VI emissions standards.

15. Why is there nothing specific about reducing car use?

The Sutton Local Implementation Plan sets out the Mayor of London's Transport Strategy targets and outcomes for reducing car usage and promoting sustainable travel modes, including walking, cycling and public transport. The aim is to increase the number of journeys for these modes of travel to 63% of all journeys by 2041, against an 80% target for London as a whole.

16. Cars, cyclists and pedestrians should all be kept separate.

The Council does provide segregated cycle lanes on some routes in the borough and we recognise that in some areas segregation of road users is safest and the correct option for all road users.

17. The strategy should include extending the tram to Sutton.

We are consulting on proposals for a new, direct and quicker transport link between Sutton and Merton. We have called this the Sutton Link. More information can be found on our consultation page:

<https://consultations.tfl.gov.uk/trams/sutton-link/?cid=sutton-link>

18. Public transport improvements are needed to deliver the ambitions of this strategy

The council acknowledges that the public transport infrastructure requires improvements, and continues to lobby and work with TfL, the GLA and rail operators to improve capacity, frequency, reliability and accessibility of buses and trains operating within the borough. The council also continues to work with TfL on the business case for the Sutton Link tram extension.

The borough will continue to work with rail operators, the Department for Transport and Network Rail to deliver step free access to railway stations. Works are currently underway to provide lifts at Carshalton Station and the borough has nominated other key stations such as Wallington, Carshalton Beeches and Hackbridge through the Access for All scheme, to be upgraded to allow step-free access between platforms.

19. It's hard to comment on the cleaner air targets without knowing the baseline.

A summary of the current levels of air quality in the borough is set out at the beginning of our Air Quality Action Plan. This document forms the main part of the chapter on air quality in the Environment Strategy. Details on where further information can be found is also referenced in this section. For the actions, we have set new targets against which we can report on future progress.

20. The council should be taking action against people who leave their cars idling outside schools, shops etc.

The Council is proposing to work with other boroughs on a campaign that will be implemented across London which aims to raise awareness of the impacts of engine idling and discourage the practice. The option to carry out enforcement of the regulations will be considered as part of this initiative. A small number of signs are already in strategic locations, including outside some schools and a banner competition in 2018 was run in some schools to raise awareness of the health implications of engine idling.

21. The borough should be lobbying for the Mayor's Ultra Low Emission Zone (ULEZ) to be extended to Sutton

This is included as an action in the Air Quality Action Plan and the council will continue to indicate its support for the extension to the Mayor of London.

22. How much pollution does commercial traffic produce and how will that be dealt with?

It is impossible to determine the amount of air pollution that is specifically attributable to commercial vehicles. Our Air Quality Action Plan includes a number of measures aimed at working with businesses on reducing emissions from their fleets. This may be through changing their vehicles, consolidating deliveries and/or better planning of their routes.

23. Lorries should be banned from driving down commercial roads during the day as the braking adds to air pollution.

Through development control and business engagement programmes, the Council will discourage the use of residential roads by HGVs through logistics plans. There are occasions where residents require a delivery to be made to their home by a large vehicle so a complete ban is unworkable. However, consolidation of deliveries, collection hubs and width restrictions can all be used to achieve a reduction in the number of HGVs using residential roads.

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25. What action will you be taking to ensure that buses in the boroughs aren't polluting the air?

From 2020 all new TfL single deck bus contracts where new vehicles are specified will need to use electric buses, and this will be extended to double deck buses in subsequent years. All existing buses either meet or have been upgraded to meet Euro VI emissions standards.

26. There should be a diesel levy placed on commercial vehicles.

The Council is exploring options for reducing the number of diesel vehicles on our streets. A 'diesel levy' could be implemented through parking policy or the introduction of a low emission zone. The introduction of restrictions on areas in order to create a Low Emission Zone will impact the whole community so the views of all those affected need to be considered.

27. What plans do you have for car free days or zones?

This action was proposed in the air quality action plan that was consulted on in winter 2018/19. This received negative net agreement in the consultation on the Air Quality Action Plan. Therefore, we have proposed that it be amended to reflect people's concerns and only run temporary car free days where communities are supportive of the action and where there are proposals to make improvements to the road in the near future.

28. Reducing cars alone is not sufficient to tackle air quality

The Air Quality Action Plan includes a package of measures aimed at tackling the range of sources of air pollution and not just cars. However, road traffic is the biggest contributor to local emissions which leads to poor air quality and as such a reduction in car use needs to be a key aim if air quality is to meet the required levels.

29. How did you choose the active travel target, 36% seems like an unusual figure.

The target and trajectory are set by the Mayor's Transport Strategy and based on figures gathered from the London Travel Demand Survey. The target is 36% by 2021, rising to 63% by 2041.

30. Reduce car usage. Reduce car parking spaces. That will reduce energy use and greenhouse gases. Amazing you do not mention this.

The borough's Local Implementation Plan is focused on encouraging travel by means other than the private car. The focus will be on providing the appropriate infrastructure to give people the choice to cycle and walk more for shorter journeys, and better public transport provision.

31. Commuters have a large role to play; I strongly encourage supporting flexible working. This reduces the need to travel and reduces air pollution.

LBS liaises regularly with local large employers to promote and encourage active travel to work and encourage flexible working using remote work and teleconferencing. We also work with workplaces to promote walking and cycling to work. Regarding commuters the problems with Southern Rail in 2017 and the new timetable in 2018 resulted in a lower than normal use of rail during those times.

32. More car parks are needed to prevent parking in residential streets.

The Mayor of London's Transport Strategy identifies the need to shift away from the reliance on private vehicles for commuting and short journeys where other modes of transport could be used. As such, and given Sutton's position as a borough with one of the highest levels of car ownership in London and with relatively poor public transport provision, the focus is on improving public transport accessibility and capacity, cycling and walking measures to provide viable alternative means of travel. The expected growth in population over the next 10-20 years will mean that the road network cannot accommodate an increase in car traffic if it grows in line with the population.

A parking study has identified a surplus of parking spaces in Sutton town centre car parks. Outside Sutton town centre the demand for development land and stretching housing targets proposed in the London Plan, together with MTS outcomes and targets to reduce car ownership and increase sustainable travel mode share, means that there is no identified need, intention or opportunity to provide more car parks.

33. Parking on residential streets and in shopping areas is becoming more difficult, what are your plans to help people with cars?

The parking issues in the borough are well documented, and in September 2016 the council introduced a boroughwide Parking Strategy. This was developed to allow a more holistic approach to the consideration of parking issues on an area by area basis, and the first phase of the strategy is currently underway. The problems caused by non-resident parking is identified as one of the borough's residents biggest issues in a Resident Survey.

The current Mayor of London's Transport Strategy identifies that we need to see a shift away from the reliance on private vehicles for commuting and for those short journeys, where other modes of transport could be used. With this in mind, new transport infrastructure will be focussed on improving cycling and walking measures, rather than encouraging car travel. The expected growth in population

over the next 10-20 years will mean that the road network cannot accommodate an increase in car traffic if it grows in line with the population.

34. A school/nursery cycle scheme is needed.

We promote both cycling and scooting at nurseries in the borough. We have more success with scooting to nurseries as parents are more comfortable with this. For cycling, free Bikeability cycle training lessons are offered to all Year 5 and 6s and individual training is available to other year groups depending on capacity.

35. How will you be working with TfL to ensure all areas of the borough are served well by public transport? Areas needing more coverage include Carshalton Beeches and Carshalton station.

As part of the London bus review work we are in discussion with TfL about changes to the network to support travel to school and improving accessibility. TfL will also trial new demand responsive buses in Sutton in 2019. The new service will let people or groups use an app to book seats on a minibus that will stop at more convenient locations, including areas not currently served by public transport. The on-demand service is proposed to run from 6.30am to 9.30pm, seven days a week and would carry up to 14 passengers. They would benefit from a guaranteed seat, free WiFi and USB charging points and flexible stops within a certain area. More information is found on the [TfL website](#).

36. Why aren't the targets higher, only a 2% improvement in journeys made by walking, cycling or public transport seems low.

The MTS (Mayor's Transport Strategy) target for sustainable mode share (walking, cycling, public transport) is 63% by 2041. Sutton's target is reduced due to recognition of low public transport accessibility levels.

37. What is 'active travel?'

Active travel is the term given to travel modes that involve activities such as walking, cycling and scooting.

38. There should be a target for running too, if people could run they would be more likely to do this than use cars or taxis.

'Daily mile' or 'Active for 10' is promoted in many schools in Sutton. Running is usually promoted by schools themselves but many work with Sutton Schools Sports Partnership based in Carshalton to promote uptake of running by pupils.

39. Cycle networks should be installed as part of developments, without this we end up with the current disjointed cycle routes and pedestrian paths.

The council has a number of options to fund cycleway and pavement improvements. Section 106 agreements between the council and developers are legally limited to improvements in the vicinity of a new development to ensure the connectivity of the new development to existing cycle and pedestrian routes. The council has recently revised its Community Infrastructure Levy (CIL) 123 List (spending schedule) and this now means that CIL spending can go towards borough-wide highways and pavement improvements. Further funding streams come from the GLA and TfL. For example, the council has secured funding for a Quietway scheme in the borough from TfL and is planning a second Quietway in the near future.

40. What is a strategic cycle network?

A [map](#) of the Sutton Cycle Route Network can be found as Map 11.6 of the Sutton Local Plan Appendix. It includes London-wide, strategic routes, such as the Avenue Verte and Quietways, and local cycle routes.

41. How can you expect people to walk when the pavements aren't in a good condition. What are your plans to improve them?

We have an annual rolling programme of planned footway resurfacing, the aim of which is to bring the asset condition up to a good general standard. The programme is approved each year by the Council's Environment and Neighbourhood committee, with the 2019/20 programme being approved recently on 7th March 2019. We also undertake reactive maintenance in line with nationally recognised standards and procedures to address any defects that are judged to pose a risk to pavement users. Reactive maintenance is undertaken following reports we receive of damage in addition to that arising from regular checks that are carried out by our team of highway inspectors as part of their day-to-day patrols across the borough.

42. You should be working with the schools to ensure children walk or to school rather than travelling by car.

Walking, scooting and cycling to and from schools is promoted across the borough. Many schools take an active role in activities and initiatives such as Walk to School campaigns, Bikeability cycle training and scooter training, and many ask their parents/carers not to drive, drive less or at least park considerately. The council will continue to work with as many schools as possible willing to develop an active travel culture in Sutton schools.

43. What will you be doing to tackle the high car ownership in the borough?

We are continuing to encourage people to consider alternative options including active travel and public transport. We also want to increase access to Car Clubs so that more people do not feel they have to own cars. We are working with London Councils to ensure our Car Club strategy and Supplementary Planning Document are fit for purpose for the future.

44. What will be done to encourage people to walk to school / work?

Walk to school campaigns are run at many schools across the borough. LBS supports and promotes Walk to Work initiatives at large employers across the borough.

45. Achieving the targets requires a dramatic reduction in vehicles, what action will you be taking to achieve this?

The borough's Local Implementation Plan (LIP) sets out how the Council will deliver the targets in the London Mayor's Transport Strategy (MTS), and as per the MTS our LIP is targeted particularly on encouraging travel by means other than the private car. The focus will be on providing the appropriate infrastructure to give people the choice to cycle and walk more for shorter journeys, and better public transport provision.

46. Car clubs are best placed in blocks of flats where there is a dedicated parking space.

The Local Plan requires that all new residential developments with 35 or more homes, or 50 car parking spaces, are required to enter into an agreement with a car club operator to provide vehicles, with allocated spaces.

47. Vehicle access to Sutton town centre high street should be restored but only for hybrid of fully electric vehicles and buses.

There are no plans to alter the current traffic arrangements in the High Street.

48. The target of 20 minutes active travel will not be achievable by all and why should the council dictate this to us?

The ambition is to encourage residents and provide infrastructure on the public highway to give people the opportunity to exercise. This helps address sustainability, transport, and public health policies in the borough.

49. Not everyone can walk, cycle or use public transport. The strategy should support people with disabilities.

It is acknowledged that not everyone will be able to walk, cycle or use public transport and the strategy will look at ways to support people with disabilities. Any schemes on the public highway will aim to make accessibility a key consideration so that the needs of people with mobility issues are taken into account in line with our public sector equality duty. Improving access to public transport is also a fundamental transport objective with access to buses normally being easier to deal with than train stations, but we will continue to press for more and better accessible stations, building on the improvements currently being put in place at Carshalton Railway station.
