



Supplementary Planning Document

Sutton Town Centre Public Realm Design Guide for Developers and Infrastructure Providers

January 2020





Sutton Town Centre Public Realm Design Guide

December 2019

Contents

1 Introduction	1
Why is this guide being produced?	1
Who is it for?	1
When will the changes be made?	2
Who will pay for the public realm changes?	2
Who will make the changes?	2
Who will pay for the maintenance?	3
Structure of the Document	3
<hr/>	
2 Guiding Principles	4
<hr/>	
3 Place-based Projects	9
1 St Nicholas to Manor Park	10
2 Trinity Square	12
3 The Cock Sign	14
4 Grove Road	16
5 Southern Gateway	18
6 High Street	20
7 Lodge Place	22
8 Gyrotory - St Nicholas Way	24
9 Gyrotory - Manor Park Corner	26
10 Benhill Avenue	28
11 Manor Place	30
12 Laneways	32
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4 Town Centre Wide Projects	35
Introduction	35
Parks and Playspace	35
Street Furniture Zones	36
Landscaping	37
Signage	38
Sustainable Urban Drainage	40
Cycling	42
Street Activity and Tactical Urbanisation	43
Meanwhile Projects	45
Active Frontages	46
Lighting	48
Public Art	49
Safety	51
Smart Technology	53
Disabled Parking	54
.....	
5 Palette	55
General Guidance	55
Materials Palette	55
.....	
6 Delivery	71
.....	
Appendix 1: Street Audit Key Issues	75
.....	
Appendix 2: Transport Gateways	79
.....	
Appendix 3 Glossary	80

1 Introduction



Why is this guide being produced?

1.1 Sutton Town Centre is expected to undergo significant change over the next 10 to 15 years. The Local Plan, adopted in 2018, identified 41 sites for redevelopment within Sutton Town Centre. These redevelopment sites will undoubtedly affect the public realm. The introduction of a tram in the form of the Sutton Link project and necessary changes to road junctions identified by Transport for London will further disrupt the current public realm. Transport for London is planning review of the bus service within Sutton. The Mayor of London is likely to release funding for improvements which encourage walking and cycling. Finally, the Government and the Mayor of London and other national agencies, such as Historic England, periodically release funds for town centre and High Street improvements and it is important that the council has a project-ready guide for when these funds are released.

1.2 The council is concerned that these changes to pavements and streets undertaken by the private sector and public sector bodies could lead to a 'patchwork quilt' effect which would not enhance the centre. Therefore, this guide has been produced to ensure that everybody knows what public realm design and materials would be acceptable to the council and a harmonious effect is achieved.



Who is it for ?

1.3 This guide is aimed at:

- Developers - so they are aware of how the public realm around their development sites should be treated.
- The Mayor of London and Transport for London - who will deliver Sutton Link, road junctions improvements, the bus service review and walking and cycling enhancements.
- Other agencies who distribute funding.
- Council officers.

1.4 However, it is also a document for residents. Resident involvement will be welcomed through the consultation period and, should the document be adopted, it will be a reference for what residents should expect in terms of public realm changes.



When will the changes be made?

1.5 The changes will be incremental and are likely to take place over the next 15 years. Therefore, residents will not experience sudden changes but a gradual improvement of the public realm in Sutton Town Centre.

Who will pay for the public realm changes?

1.6 Funding for changes to the public realm will come from three principal sources:

- **Section 106 Agreements**

These are agreements between the council and a developer to make the development acceptable in planning terms. They are intended to cover public realm improvements in the vicinity of a development site.

- **Community Infrastructure Levy**

The council has adopted a Community Infrastructure Levy, which is a tax on new development for infrastructure that will be built in a wider area. This can include public realm improvements across the borough, not just in the vicinity of the development.

- **Sutton Link Funding**

Sutton Link is proposed to be funded by Transport for London, London Borough of Sutton and London Borough of Merton.

- The **Government**, the **Mayor of London**, the **London Borough of Sutton** and **other agencies** through any town centre and public realm funding that becomes available.

Who will make the changes?

1.7 The same bodies who pay for the public realm changes or their contractors will make the changes.

Who will pay for the maintenance?

1.8 The public realm changes will be durable and easy to maintain. The long-term management and maintenance of improvements should be clear ahead of any investment. It is assumed that projects delivered by private entities will be maintained by them and in accordance with any agreement entered into with the council.

The Structure of the Document

1.9 Chapter 2 sets out the overriding factors that need to be considered when redesigning the public realm in Sutton Town Centre. **Chapter 3** sets out principles for various places around the town centre that could be improved or re-designed to meet the factors to consider. **Chapter 4** identifies some town centre wide themes that should be considered within the public realm. **Chapter 5** provides a palette of approved materials so that all those involved in public realm redevelopment are using the same materials. **Chapter 6** provides more information on delivery.



2 Guiding Principles



2.1 When considering the scope of public realm improvements, the council has identified 12 guiding principles to take into account beyond the general urban design principles that should underpin any public realm project. The 12 guiding principles contain a number of common elements and are as follows:

1 Celebrating Successful Schemes

- Take the urban design principles and materials used at the successful Sutton Gateway project, outside Sutton station, and apply them throughout Sutton Town Centre.
- Take the urban design principles and materials used at the successful Sainsburys redevelopment, at the north of the High Street, and apply them throughout Sutton Town Centre.

2 Promoting the Heritage of Sutton

Sutton Town Centre was designated London's first Heritage Action Zone which is a partnership project comprising the council, Historic England and the Carshalton and District Historical and Archaeological Society to deliver heritage enhancements. The physical enhancements include shopfront improvements.

- Enhance the characteristics, key heritage assets and key visual landmarks of the Sutton Town Centre Conservation Area, as set out in the Sutton Town Centre Conservation Area Character Appraisal and Management Plan.
- Make more of the Victorian facades along the High Street.
- Enhance links to Manor Park.
- Highlight the heritage value of the three churches: **St Nicholas Church** on St Nicholas Way, **Trinity Church** on St Nicholas Way and the **Baptist Church** on Cheam Road.
- Showcase more of Sutton's unheralded heritage.

3 Highlighting the Characteristics of Sutton

- Identifiable centre by way of its linear nature.
- Traffic-free High Street.
- Historic grain (plots) remains.
- Long vistas.



4 Learning the Lessons of the Street Audit

See Appendix 1.

- The gyratory has a severance effect on the centre.
- Cars dominate at junctions.
- Many east-west links have been lost.
- Lack of a focal point at Trinity Square.
- Poor shop frontages and back of shops.
- Poor connections and views to Manor Park and the churches.
- Poor disabled access.
- Excessive hard landscaping.
- Excessive street clutter and signage.
- Sparse public seating.
- Inconsistent materials and furniture palette.
- Lack of maintenance of individual properties.
- A Public Realm Access Audit of the Sutton Town Centre Northern Gateway (Inclusive Access and Training Services, 2015) is also available on request.

5 Incorporating TfL's Healthy Streets Indicators

TfL has adopted a Healthy Street policy to improve air quality, reduce congestion and help make London's diverse communities greener, healthier and more attractive places to live, work, play and do business. These are the indicators against which TfL will measure a scheme:

- Welcoming pedestrians from all walks of life.
- People choosing to walk, cycle or use public transport.
- Streets which are easy to cross.
- Places providing shade and shelter.
- Places with options to stop and rest.
- Not too noisy.
- People feel safe.
- Things to see and do.
- People feel relaxed.
- Clean air.
- Schemes will also be considered against TfL's Vision Zero principles which aim to reduce deaths and serious injuries from road collisions to zero by 2041.



6 Implementing Sutton's Local Plan Transport Policies

- Make walking and cycling more attractive, particularly from the immediate suburbs and east and west.
- Ensure the centre is served by numerous and frequent buses.
- Integrate Sutton Link.
- Make the gyratory less of a car collar.
- Reduce car domination at junctions.

7 Introducing Culture and Street Activity

- Make more of markets.
- Introduce temporary arts and heritage activities to promote longer term street activity.
- Enhance existing and introduce more public art provided it does not hinder public access.

8 Ensuring Climate Change Resilience

- Create more soft landscaping.
- Plant more trees where appropriate.
- Introduce sustainable urban drainage measures.

9 Creating a Safe Environment

- Limit the opportunity for crime and disorder.
- Reduce the fear of crime and disorder.
- Design for defence.
- Apply Secured by Design principles (www.securedbydesign.com)

10 Making Sutton a Dementia Friendly Town Centre*

- **Familiarity** - functions of places and buildings are obvious and changes are small and incremental.
- **Legible** - a hierarchy of street types, which are short and fairly narrow. Clear signs at eye level at decision points.
- **Distinctive** - a variety of landmarks, with architectural features in a variety of styles and materials, and a variety of practical features, for example trees and street furniture.

* From the RTPI's 'Creating Better Environments for People Living with Dementia'.



- **Accessible** - land uses are mixed with shops and services within a 5-10 minute walk from housing. Entrances are obvious and easy to use and conform to disabled access regulations, most notably BS8300: Design of Accessible and Inclusive Environments.
- **Comfortable** - open space is well defined with toilets, seating, shelter and good lighting. Background and traffic noise to be minimised through planting and fencing. Street clutter is minimal to not impede walking or distract attention.
- **Safe** - footpaths are wide, flat and non-slip, development is orientated to avoid creating dark shadows or bright glare.

11 Making Sutton an Age Friendly Town Centre*

- Clean and pleasant public areas.
- Green spaces and outdoor seating are sufficient in number, well-maintained and safe.
- Pavements are well-maintained, free of obstructions and reserved for pedestrians.
- Pavements are non-slip, are wide enough for wheelchairs, and have dropped kerbs to road level.
- Pedestrian crossings are sufficient in number and safe for different levels and types of disability, with nonslip markings, visual and audio clues and adequate crossing times.
- Cycle paths are separate from pavements and other pedestrian walkways.
- Outdoor safety is promoted by good street lighting.
- Services are situated together and are accessible.
- Buildings are well signed outside and inside, with sufficient seating and toilets, accessible lifts, ramps, railings and stairs, and non-slip floors.
- Public toilets indoors and outdoors are sufficient in number, clean, well-maintained and accessible.

12 Making Sutton a Family Friendly Town Centre

- Create integrated play spaces.
- Install smart technology.
- Provide toilets and baby-changing facilities.

2.2 These 12 guiding principles all relate back to the themes in the council's corporate plan 'Ambitious for Sutton'. **Principles 1 to 8 and 12** relate to 'Being Active Citizens', **9** explicitly addresses 'Keeping People Safe' and **10** and **11** implement one of the principal themes of 'Living Well Independently'.

* From the RIBA's 'An Alternative Age-Friendly Handbook', Age UK, Age Friendly Manchester and others.



3 Place-based Projects



3.1 This section identifies 12 areas where the public realm could be altered to meet the factors set out in the previous chapter. Each project identifies the area, lists the interventions to make and then considers recently completed projects from around the world and how they would fit within the context of Sutton Town Centre and the 12 Guiding Principles in the previous chapter.

3.2 All of the projects assume the introduction of new street furniture and hardscaping in line with the guidance contained in Chapter 5: Palette. All projects are conceptual and will require public consultation and detailed design development.

3.3 The 12 place-based projects are:

1	St Nicholas to Manor Park
2	Trinity Square
3	Cock Sign
4	Grove Road
5	Southern Gateway
6	High Street
7	Lodge Place
8	St Nicholas Way
9	Manor Park Corner
10	Benhill Avenue
11	Manor Place
12	Laneways from the High Street
12.1	Side of Halfords car park
12.2	Elm Grove
12.3	Side of Times Square car park
12.4	Church Street
12.5	Off Throwley Road

1 St Nicholas to Manor Park

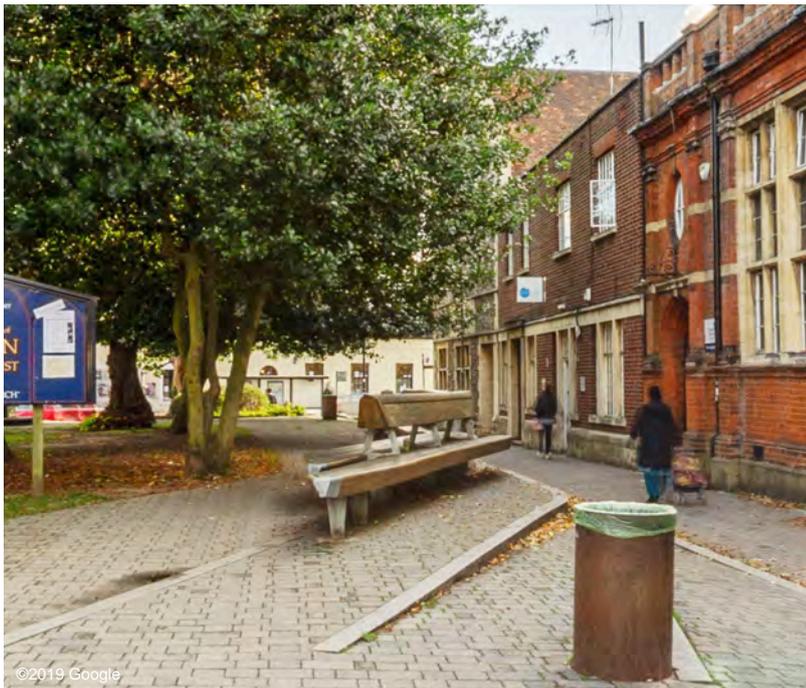
To create green boulevards to bring green spaces to the High Street.

- 1 Create a 'Green Boulevard' from Manor Park through Trinity Square, Hill Road and St Nicholas Road to St Nicholas Way and St Nicholas Church.
- 2 Rationalise and replace street furniture.
- 3 Improve entrances to Manor Park and St Nicholas to make them more inviting.
- 4 Unify ground surfaces with High Street to strengthen visual links and wayfinding.
- 5 Landscape crossing refuges.
- 6 Improve gyratory crossings by widening and raising pedestrian routes across.
- 7 Reduce traffic speeds.
- 8 Remove or enhance existing underpass. Removal will require the relocation of the bus stop.

Guiding Principles	
Celebrating Successful Schemes	✓
Promoting the Heritage of Sutton	✓
Highlighting the Characteristics of Sutton	✓
Learning the Lessons of the Street Audit	✓
Incorporating TfL's Healthy Street Indicators	✓
Implementing Sutton's Local Transport Policies	✓
Introducing Culture or Street Activity	
Ensuring Climate Change Resilience	✓
Creating a Safe Environment	✓
Making a Dementia Friendly Town Centre	✓
Making an Age Friendly Town Centre	✓
Making a Family Friendly Town Centre	



Lessons from Other Projects



Chipping Barnet Church Gardens, Barnet

The new hard landscaping and seating have created an attractive pedestrian route and opened up the churchyard as an accessible public amenity, but the stepped change in levels is not appropriate for residents with dementia or mobility problems. However, the concept of opening up a churchyard for greater public use would be appropriate to St Nicholas Churchyard, which contains unheralded heritage assets and is already on a pedestrian desire line.



Leonard Circus, Hackney (before and after)

The transformation of this junction included significant tree planting. The tree pits are wide which is important as tree roots grow more laterally than deeply and the wider the tree pit, the less likelihood of damaged paving. The metal tree protectors could be designed appropriately to reflect Sutton Town Centre's Victorian heritage. Tree planting could create a 'Green Boulevard' from the Civic Centre at St Nicholas Church to Manor Park.



2 Trinity Square

To establish Trinity Square as a prominent, active and attractive public space.

- 1 Rationalise and replace street furniture.
- 2 Introduce more informal seating and opportunities for play.
- 3 Respond creatively and safely to ground level changes to create focal points.
Unify ground surfaces with High Street to strengthen visual links and aid wayfinding.
- 4 Unify ground surfaces with High Street to strengthen visual links and aid wayfinding.
- 5 Continue the 'Green Boulevard' through Trinity Square.
- 6 Ensure level changes are clearly defined and visually contrasting.

Guiding Principles

Celebrating Successful Schemes	✓
Promoting the Heritage of Sutton	✓
Highlighting the Characteristics of Sutton	
Learning the Lessons of the Street Audit	✓
Incorporating TfL's Healthy Street Indicators	✓
Implementing Sutton's Local Transport Policies	
Introducing Culture or Street Activity	✓
Ensuring Climate Change Resilience	✓
Creating a Safe Environment	✓
Making a Dementia Friendly Town Centre	✓
Making an Age Friendly Town Centre	✓
Making a Family Friendly Town Centre	✓

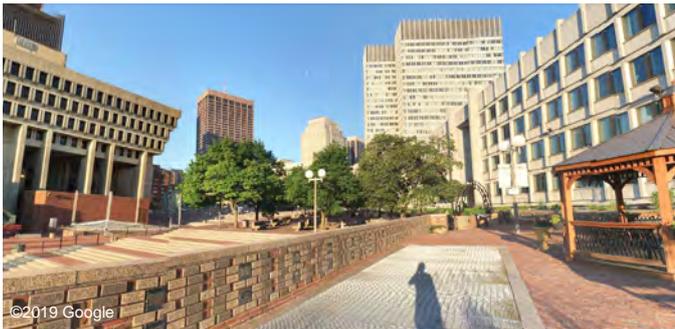


Lessons from Other Projects



City Hall Plaza, Boston, Massachusetts

The steps and tree planting work with the existing site gradient to create focussed amenity spaces. The grouping of trees offers a strong definition of the edges of the plaza and softens the wider expanse of the paved space. The existing terraced steps were replaced with sloped granite walks, resulting in improved access. However, these step changes or sloped gradients would need to be sensitively designed for Trinity Square to safely accommodate the needs of residents with dementia or reduced mobility.



Jubilee Square, Leicester

A former car park transformed to provide an attractive gateway to the City's Cathedral Quarter and the site of the discovered burial place of Richard III. This redevelopment included new planting, seating and was stepped to work with the existing site gradient to aid orientation. The introduction of appropriate paving at Trinity Square which respects the conservation area, would significantly improve on the current bitmac finish, which is in a poor condition and patchy.

3 The Cock Sign

To signify the prominence of this historic Grade II listed sign.

- 1 Repair and restore the sign (planning application submitted March 2019).
- 2 Remove visual clutter.
- 3 Emphasise that the area around the sign is a public space and not just a crossing point.
- 4 Widen the crossing on the eastern side to further highlight the pedestrian crossing.

Guiding Principles

Celebrating Successful Schemes	✓
Promoting the Heritage of Sutton	✓
Highlighting the Characteristics of Sutton	
Learning the Lessons of the Street Audit	✓
Incorporating TfL's Healthy Street Indicators	
Implementing Sutton's Local Transport Policies	
Introducing Culture or Street Activity	✓
Ensuring Climate Change Resilience	
Creating a Safe Environment	
Making a Dementia Friendly Town Centre	✓
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Making a Family Friendly Town Centre	



Lessons from Other Projects



The Round Foundry, Leeds

New ground surfaces and inlaid metal artwork that respects the evidential heritage significance of the old Rotunda, creates a focal point and draws attention to the heritage of the immediate area. The vast scale and shape of the Rotunda is simply captured, adding a sense of intrigue and excitement to an otherwise ordinary area of parking.



Boston Market Place, Boston, Lincolnshire

The reinstatement of the historic lamp in Boston Market Place provides new seating and is highlighted by new paving. Appropriate paving in the vicinity of the Cock Inn sign could add emphasis to this popular heritage asset. However, the Cock Inn sign is now listed, so any paving would need to be sympathetic to its setting and the wider conservation area.

4 Grove Road

To create an inviting, green-lined main street, create a better balance between vehicle and pedestrian movement and improve the setting of historic buildings.

- 1 Remove visual clutter.
- 2 Introduce street trees or planting where space is available.
- 3 Reallocate space for pedestrians where possible.
- 4 Increase pedestrian crossing opportunities and improve existing ones.
- 5 Replace existing raised planter with landscaped pedestrian refuge.
- 6 Consider the feasibility of introducing a cycle lane which would continue west further down Grove Road.

Guiding Principles

Celebrating Successful Schemes	✓
Promoting the Heritage of Sutton	✓
Highlighting the Characteristics of Sutton	
Learning the Lessons of the Street Audit	✓
Incorporating TfL's Healthy Street Indicators	✓
Implementing Sutton's Local Transport Policies	✓
Introducing Culture or Street Activity	
Ensuring Climate Change Resilience	✓
Creating a Safe Environment	
Making a Dementia Friendly Town Centre	✓
Making an Age Friendly Town Centre	✓
Making a Family Friendly Town Centre	



Lessons from Other Projects



Boulevard Saint-Germain, Paris

This is the archetypal tree-lined Parisian boulevard and offers inspiration for the town centre section of Grove Road, which is substantially tree-lined beyond the Sutton Park Road junction. Grove Road is currently a wide and rather harsh environment and would benefit from softening, and an avenue of trees on such a wide expanse is a logical solution.



Clapham Old Town, Lambeth

The addition of street trees has resulted in a less harsh environment. However, the planting of street trees needs to be carefully considered, especially with regard to underground utilities and, in the case of Grove Road, obscuring the historic buildings on the road, namely the Masonic Hall and the Post Office. This example also provides a solution to one of the two main barriers to pedestrian movement on Grove Road: the entrance / exit to Morrisons car park. It features a 'Copenhagen Crossing' when the pavement continues across the road and pedestrians have priority. A Copenhagen crossing would provide improved pedestrian movement at the car park entrance / exit and, while this could lead to a tailback of vehicles, there is scope to manage this as the car park effectively has a dedicated lane for at least 100 metres prior to the entrance / exit.



Passeig de St Joan, Barcelona

The other main barrier to pedestrian movement is the brick planter in the middle of Grove Road, which prevents pedestrians from crossing the road. This example from Barcelona shows how the brick planter could be replaced by a scheme which retains the soft landscaping but aids pedestrian movement, however benches would not be appropriate at Grove Road. There is a significant desire crossing point in front of the Post Office which is not met by crossing points at either Sutton Park Road or the High Street.

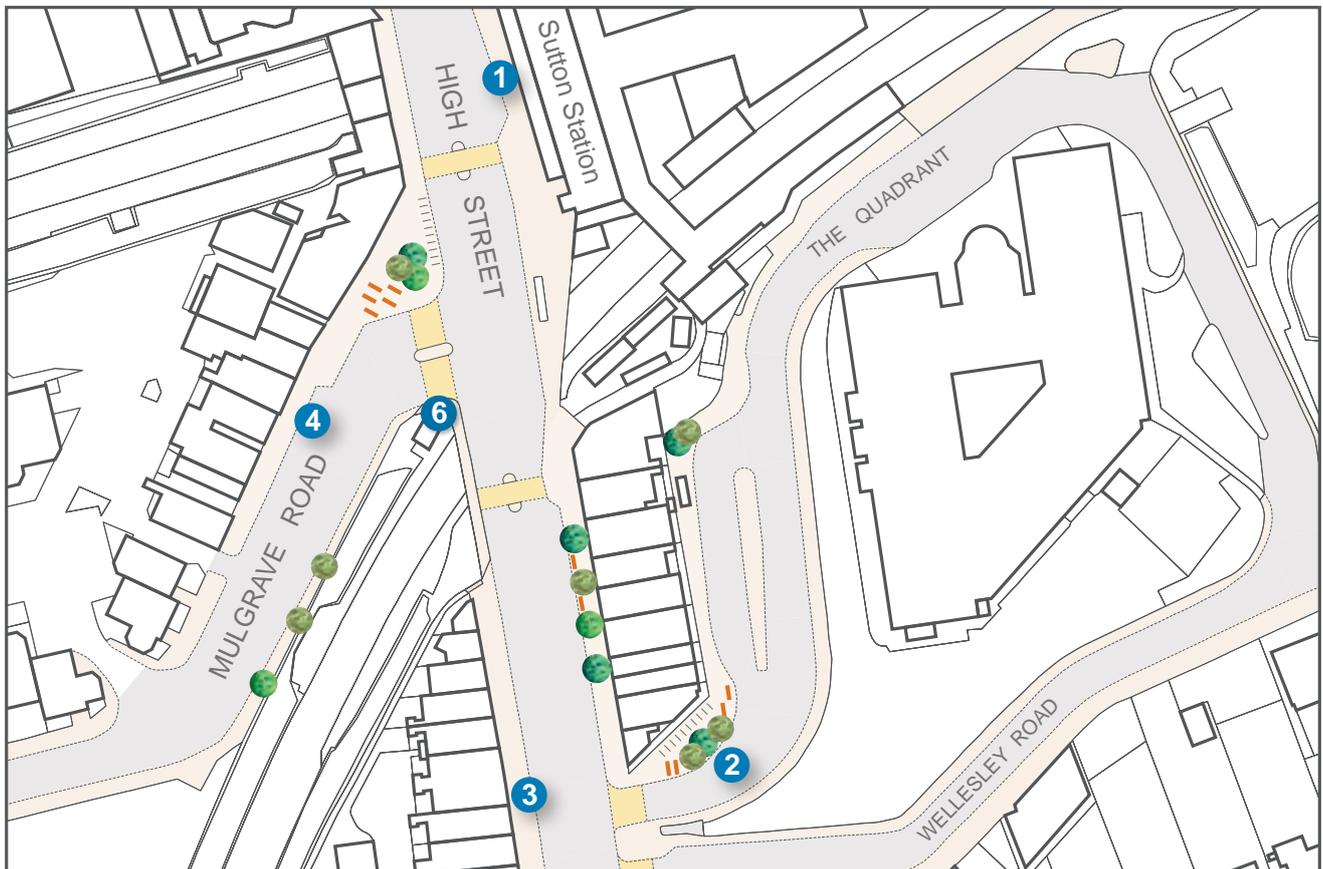
5 Southern Gateway

To create a pedestrian friendly principal gateway at the southern end of the town centre along Brighton Road and Mulgrave Road, and building on the successful public realm improvements around Sutton Station.

- 1 Reduce visual clutter on the station side.
- 2 Introduce more planting, seating and cycle parking.
- 3 Reallocate space for pedestrians where possible to increase area of public realm.
- 4 Reduce or reallocate existing parking.
- 5 Introduce sustainable drainage measures.
- 6 Reintroduce water fountain.

Guiding Principles

Celebrating Successful Schemes	✓
Promoting the Heritage of Sutton	
Highlighting the Characteristics of Sutton	
Learning the Lessons of the Street Audit	✓
Incorporating TfL's Healthy Street Indicators	✓
Implementing Sutton's Local Transport Policies	✓
Introducing Culture or Street Activity	
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Creating a Safe Environment	✓
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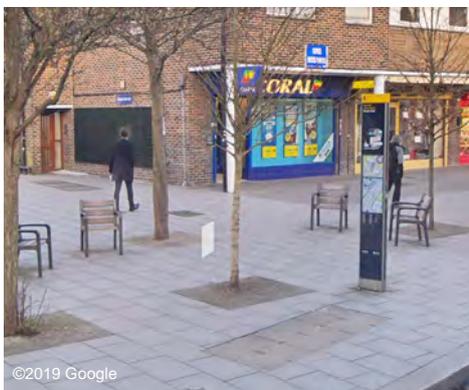


Lessons from Other Projects



Slough Train Station, Slough

The widened paving by Slough station entrance has created a generous seating area. The introduction of seating to the widened pavements near Sutton Station could build on the Sutton Gateway public realm success and create an inviting space, with places for pedestrians to stop, rest or wait.



Selsdon Road, Croydon

The widened pavement and seating and planting create a usable public space and soften the transition between town centre and the suburbs. With a number of retirement homes in the vicinity of Sutton's Southern Gateway, the opportunity to rest in shade could be of assistance to older people.



Clapham Old Town, Lambeth

A new public space within an expansive pavement opens up views and aids wayfinding. Opportunities to widen pavements, remove clutter and improve crossings along Brighton Road and Mulgrave Road would improve pedestrian routes to the station and the High Street.



Lexden Road, Colchester

Traffic improvements have helped to create a new public plaza. Reduction or reallocation of road space currently used for parking along Brighton Road and Mulgrave Road would increase space for public realm enhancements.

6 High Street

To reinforce a continuous High Street identity that is an attractive pedestrian space with ample seating and planting.



- 1 Reduce visual clutter.
- 2 Rationalise, relocate or replace existing street furniture but consider introducing further cycling parking
- 3 Contain street furniture elements within a 'street furniture zone'.
- 4 Install high quality paving throughout.
- 5 Choose materials and street furniture that enhance heritage features and the historic route.
- 6 Design an improved lighting strategy to aid wayfinding and highlight historic shop frontages.
- 7 Plant new trees appropriate to the High Street and implement sustainable drainage.
- 8 Clean / restore the Milestone in Sutton High Street, which is a nationally designated Scheduled Monument.
- 9 Install smart technology when opportunities arise to help understand how the High Street is used and to identify issues / areas for improvement.

Guiding Principles

Celebrating Successful Schemes	✓
Promoting the Heritage of Sutton	✓
Highlighting the Characteristics of Sutton	✓
Learning the Lessons of the Street Audit	✓
Incorporating TfL's Healthy Street Indicators	✓
Implementing Sutton's Local Transport Policies	
Introducing Culture or Street Activity	✓
Ensuring Climate Change Resilience	✓
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Making an Age Friendly Town Centre	✓
Making a Family Friendly Town Centre	✓

Lessons from Other Projects



Buchanan Street, Glasgow

The public realm re-design for Buchanan Street is based upon the rich embedded vernacular traditions of the city, interpreted in a modern, clean and functional manner. What results is a traditional, robust and durable natural stone paving, and simple lighting and seating elements, creating a strong rhythm and pattern along the street. This example illustrates how simple and consistent hardscaping could introduce a coherent identity to Sutton High Street that is currently lacking.



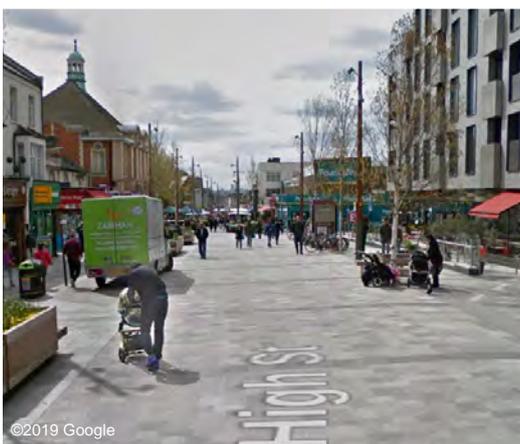
Maidstone High Street, Kent

High quality paving, seating and trees create an attractive environment to linger. Horizontal banding helps break up the length. High quality paving would be a welcome introduction to Sutton High Street, particularly where it is replacing bitmac. In addition horizontal bandings could be beneficial to break up the long, linear nature of the High Street. A unified style of benches along the High Street would also reinforce a consistent character and identity.



Jameson Street, Hull

New paving unifies the main thoroughfare and compliments the City's historic features. In addition a significant clearance of street clutter has enhanced the visual appearance of the new public realm.



Walthamstow High Street, Waltham Forest, London

New paving unifies the High Street, horizontal bands break up the length. Street furniture is placed in groups.

7 Lodge Place

To reinforce the pedestrian and cycle east-west connection to the High Street.

- 1 Increase awareness of the cycle and pedestrian link across Throwley Way.
- 2 Reduce visual clutter and rationalise traffic signage.
- 3 Unify ground surfaces with High Street to strengthen visual links and aid wayfinding.
- 4 Enhance landscaping to create focal points at junction.
- 5 Introduce sustainable drainage measures.
- 6 Rebalance street priority in favour of pedestrians and cyclists.
- 7 Improve continuity of cycle lane.
- 8 Introduce cycle parking.
- 9 Rethink existing deliveries and servicing.
- 10 Remove roadside guardrails where possible.

Guiding Principles	
Celebrating Successful Schemes	✓
Promoting the Heritage of Sutton	
Highlighting the Characteristics of Sutton	
Learning the Lessons of the Street Audit	✓
Incorporating TfL's Healthy Street Indicators	✓
Implementing Sutton's Local Transport Policies	✓
Introducing Culture or Street Activity	
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Making a Family Friendly Town Centre	



Lessons from Other Projects



Cleveland Park Avenue, Waltham Forest

With a bus stop nearby on Throwley Way and a cycle path culminating on the other side of Throwley Way, Lodge Place appears to be a logical location for pedestrians and cyclists to be given priority, as in this example. However, the raised wooden planters might not be appropriate as an entrance to a High Street, with its strong Victorian architecture and themes and the need for servicing and delivery for High Street shops.



Cleveland Gardens, Haringey, London

This is a better template for Lodge Place with more attractive planting containers and the paving providing a clear definition between the hierarchy of streets. However, the current black gates with an insignia for Lodge Place are quite effective at defining the High Street, providing reference points, creating a safe environment and making it clear when shop deliveries and services will be permitted and when they will not.



Clapham Old Town, Lambeth

The key to making Lodge Place a pedestrian and cycling connection is dealing with the delivery and servicing to the shops, which appears to have been achieved in this example, where the pavement continues over a road junction to emphasise pedestrian priority. Where the servicing yards cannot be rationalised and are necessary, screening and landscaping should be a priority.

8 Gyratory: St Nicholas Way

To establish legible, green crossings around Trinity Square and the gyratory.

Guiding Principles	
Celebrating Successful Schemes	✓
Promoting the Heritage of Sutton	✓
Highlighting the Characteristics of Sutton	✓
Learning the Lessons of the Street Audit	✓
Incorporating TfL's Healthy Street Indicators	✓
Implementing Sutton's Local Transport Policies	✓
Introducing Culture or Street Activity	
Ensuring Climate Change Resilience	✓
Creating a Safe Environment	✓
Making a Dementia Friendly Town Centre	✓
Making an Age Friendly Town Centre	✓
Making a Family Friendly Town Centre	

- 1 Realign and signalise Cheam Road / St Nicholas Way junction to incorporate the Sutton Link tram, reducing vehicle speeds and giving a longer sight-line between the junction and the Hill Road crossing.
- 2 A possible street-level crossing at Hill Road across St Nicholas Way, removing the underpass.
- 3 Enhance the 'Green Boulevard' from Trinity Square along Hill Road.
- 4 Improve the setting and views of the three churches, particularly Trinity Church.
- 5 Reduce visual clutter and rationalise traffic signage, removing guardrails where possible.
- 6 Unify ground surfaces at the possible gyratory crossing along Hill Road with the High Street to strengthen visual links and aid wayfinding, reallocating space to pedestrians where possible.
- 7 Introduce landscape and sustainable drainage on unused areas of crossing islands.



Lessons from Other Projects



Uptown Circle, Illinois

Planting and sustainable drainage soften the road edges and enhance the street and could be used, along with tree planting, to enhance the Hill Road part of the Green Boulevard.



Town Centre, Slough

Planting in newly widened pavements along a busy road enhance the pedestrian environment. However, the pavement widening is a subsidiary element to the delivery of the Sutton Link tram.



Palmers Green Triangle, Enfield

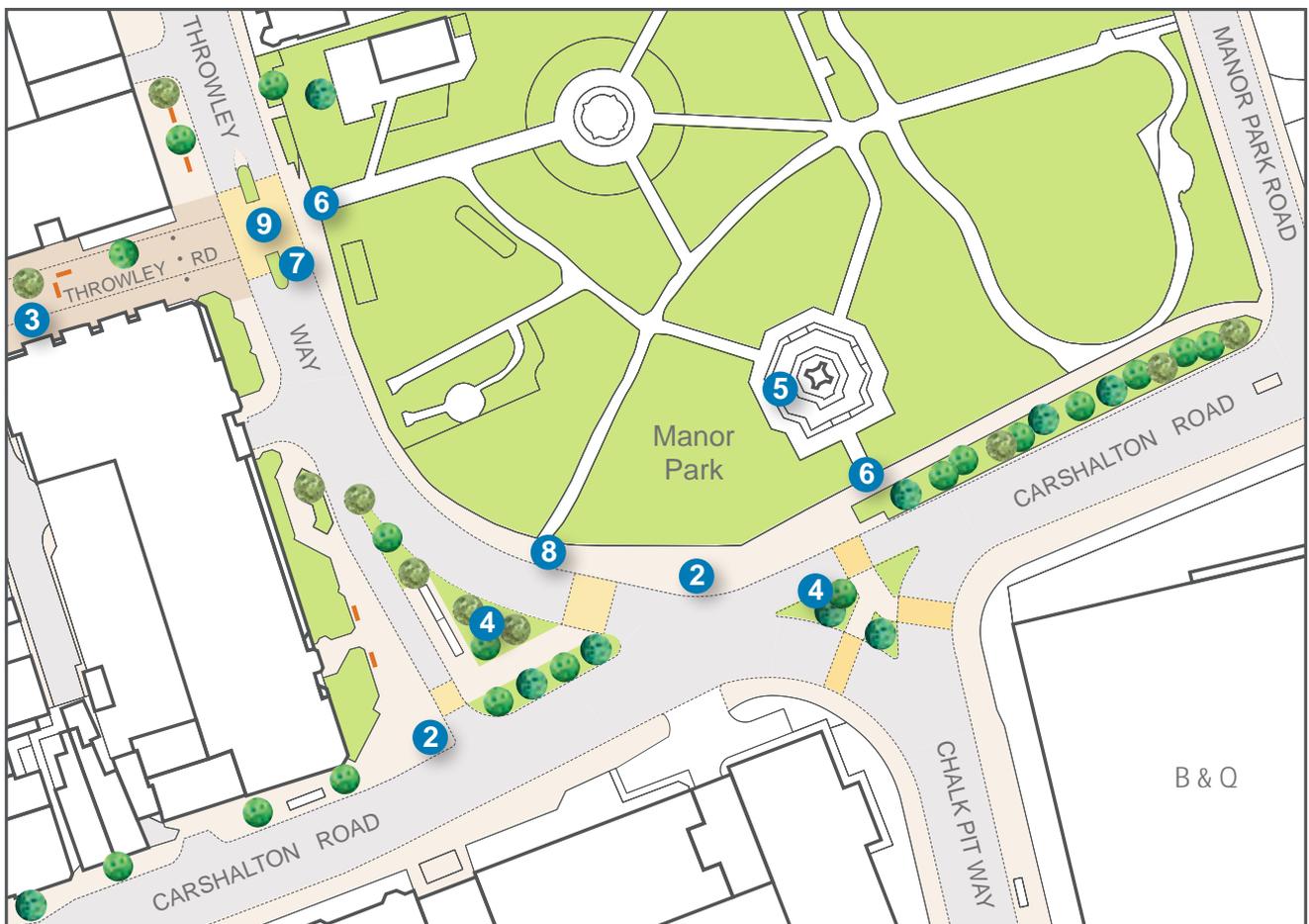
Revision to the road markings and tidy-up has made this junction a much more legible crossing. The same could be applied to St Nicholas Way / Cheam Road and improve the views of Trinity Church, which is currently obscured by a confusing traffic layout and inappropriately located conifer bushes.

9 Gyratory: Manor Park Corner

To create legible, green crossings that connect strongly with Manor Park.

Guiding Principles	
Celebrating Successful Schemes	
Promoting the Heritage of Sutton	✓
Highlighting the Characteristics of Sutton	✓
Learning the Lessons of the Street Audit	✓
Incorporating TfL's Healthy Street Indicators	✓
Implementing Sutton's Local Transport Policies	✓
Introducing Culture or Street Activity	
Ensuring Climate Change Resilience	✓
Creating a Safe Environment	✓
Making a Dementia Friendly Town Centre	
Making an Age Friendly Town Centre	
Making a Family Friendly Town Centre	

- 1 Improve connections to and celebrate the presence of Manor Park.
- 2 Reduce visual clutter and rationalise traffic signage.
- 3 Unify ground surfaces with the High Street to strengthen visual links and aid wayfinding.
- 4 Introduce landscape and sustainable drainage on unused areas of crossing islands.
- 5 Open up views of the war memorial.
- 6 Improve entrances to Manor Park to make the park more inviting.
- 7 Improve and align crossings with pedestrian and cycle desire lines.
- 8 Remove roadside guardrails where possible.
- 9 Extend pavement treatments over gyratory crossings.



Lessons from Other Projects



Southall Manor House Square, Ealing

New paving and planting highlight the park, war memorial and historic manor house. However, the Sutton War Memorial already benefits from a good setting and occupies a prominent place in Manor Park. Public realm improvements around the park could open up sight lines of this historic monument.



Herne Hill Junction, Lambeth

The enhanced paving has created an inviting entrance to the park. However, it could be argued it is somewhat over-engineered and harsh with expanses of hard landscaping. A raised crossing from Throwley Road to Manor Park would probably suffice. Furthermore, Throwley Way has to accommodate the Sutton Link tram which limits extensive paved areas.



Lowden Road, Lambeth

Planting and sustainable drainage delineate desire lines and create an attractive pedestrian crossing. This could be used to direct pedestrians and cyclists along Throwley Road to Manor Park as part of the Green Boulevard theme.



Plantage Middenlaan, Amsterdam

Tram tracks laid with grass would provide not only an attractive, verdant addition to the gyratory, it would also have sustainable drainage benefits. In this particular location it would complement Manor Park and the Green Boulevard.

10 Benhill Avenue

To create a pedestrian and cycle friendly east-west connection to the High Street.

Guiding Principles	
Celebrating Successful Schemes	
Promoting the Heritage of Sutton	
Highlighting the Characteristics of Sutton	
Learning the Lessons of the Street Audit	✓
Incorporating TfL's Healthy Street Indicators	✓
Implementing Sutton's Local Transport Policies	✓
Introducing Culture or Street Activity	
Ensuring Climate Change Resilience	✓
Creating a Safe Environment	✓
Making a Dementia Friendly Town Centre	
Making an Age Friendly Town Centre	
Making a Family Friendly Town Centre	

- 1 Enhance pedestrian and cycle priority on a key east-west route.
- 2 Reduce visual clutter.
- 3 Unify ground surfaces with High Street to strengthen visual links and aid wayfinding.
- 4 Encourage active frontages on adjacent buildings as developments come forward.
- 5 Introduce landscape and sustainable drainage.
- 6 Reduce or reallocate parking to create space for pedestrians and cyclists.
- 7 Introduce cycle parking.
- 8 Create raised table entry treatment at gyratory junctions.
- 9 Remove guardrails where possible.
- 10 Undertake traffic modelling to ascertain whether vehicles (excluding buses) can be removed.



Lessons from Other Projects



Argyle Street, Halifax, Nova Scotia

The level surface unifies the carriageway and pavement to help give greater priority to pedestrians. This approach could be used towards the east end of Benhill Avenue to allow pedestrians to cross the road more easily, though this would need to be positioned to ensure highway safety is maintained on Throwley Way.



Orford Road, Waltham Forest

New paving, clear delineation of routes and planting create an attractive pedestrian and cycle connection. Use of consistent paving materials along the whole length of Benhill Avenue, clear marking of the eastward contraflow cycle route, and the introduction of landscaping would help to create a more attractive pedestrian and cycle friendly route. Transport for London is unlikely to support the re-routing of the 154 bus.

11 Manor Place

To create attractive, pedestrian and cycle friendly side streets.

Guiding Principles	
Celebrating Successful Schemes	✓
Promoting the Heritage of Sutton	
Highlighting the Characteristics of Sutton	✓
Learning the Lessons of the Street Audit	✓
Incorporating TfL's Healthy Street Indicators	✓
Implementing Sutton's Local Transport Policies	✓
Introducing Culture or Street Activity	
Ensuring Climate Change Resilience	✓
Creating a Safe Environment	✓
Making a Dementia Friendly Town Centre	✓
Making an Age Friendly Town Centre	✓
Making a Family Friendly Town Centre	

- 1 Enhance priority for pedestrians and cyclists into and from the High Street.
- 2 Reduce visual clutter.
- 3 Unify ground surfaces with High Street to strengthen visual links and aid wayfinding.
- 4 Improve lighting.
- 5 Encourage active frontages on adjacent buildings as developments come forward.
- 6 Animate the route through appropriate artwork and street furniture.
- 7 Introduce landscape and sustainable drainage.
- 8 Reduce or reallocate existing parking to create more space for pedestrians and cyclists.
- 9 Integrate necessary parking bays into pavement surface treatment
- 10 Create raised table entry treatment at gyratory junctions.



Lessons from Other Projects



Orford Road, Waltham Forest

New paving and planting transformed a former traffic dominated street. Re-paving the west end of Manor Place with a level surface, together with re-location of parking bays, could help to create a pedestrian space, while allowing access to the High Street for service vehicles. The current black gates with the heritage picture should be retained as they are a distinctive and attractive feature.



Humber Street, Hull

New paving, seating, and artwork create an active pedestrian route. These examples offer a number of options to animate the west end of Manor Place, particularly where bounded by blank frontages.



Crescent Primary School, Selhurst

Painted crossings animate the road and raise safety awareness. However, they appear to be more suitable to a school setting than a typical road junction.

12 Laneways from the High Street

To create defined and animated attractive east-west pedestrian, and where appropriate, cycle routes from the High Street.

There are a number of ‘lanes’ which connect the High Street with its suburbs and usually are relics of former streets which were lost in the creation of the gyratory.

The comprehensive list of these lanes is below. However, some of these have already been covered in previous place-based sections:

Throwley Road see place-based project 1

Hill Road/Trinity Square see place-based projects 2 and 8

St Nicholas Road see place-based project 1

Church Street

Side of Marks and Spencer

Lodge Place see place-based project 7

Manor Place see place-based project 11

Benhill Avenue see place-based project 10

Greenford Road

Elm Grove, by the former RBS Bank

Elm Grove, by the Princess Alice Hospice shop

Side of Halfords car park

Church Street

Planning permission for a hotel (B2016/74546) will open up this lane and provide a restaurant fronting the lane on one side. This active frontage will make using this east-west route more attractive and increase perceptions of safety. Unifying the ground surface with the High Street will strengthen visual links and aid wayfinding. Improvements in lighting and landscaping will further improve the lane and encourage use.

Guiding Principles

Celebrating Successful Schemes

Promoting the Heritage of Sutton

Highlighting the Characteristics of Sutton ✓

Learning the Lessons of the Street Audit ✓

Incorporating TfL’s Healthy Street Indicators ✓

Implementing Sutton’s Local Transport Policies ✓

Introducing Culture or Street Activity ✓

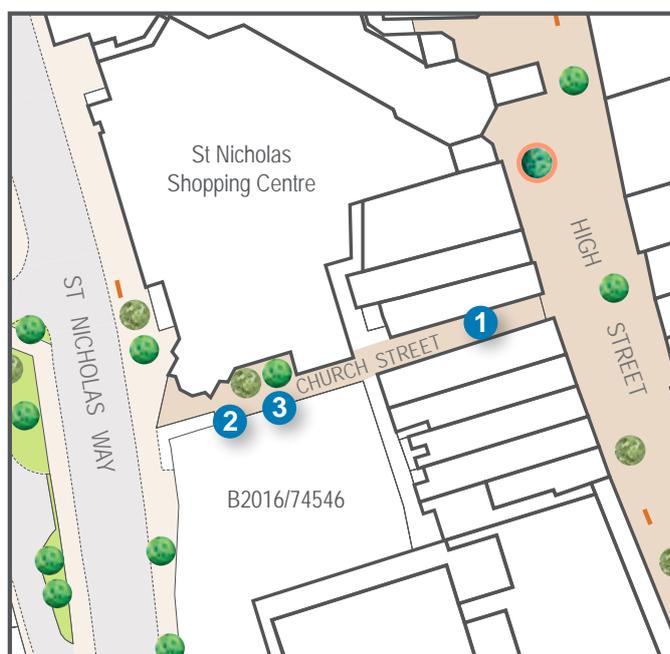
Ensuring Climate Change Resilience ✓

Creating a Safe Environment ✓

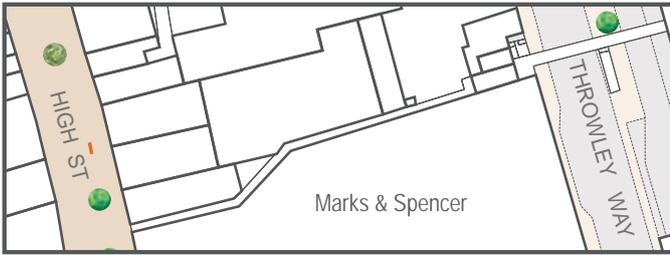
Making a Dementia Friendly Town Centre ✓

Making an Age Friendly Town Centre ✓

Making a Family Friendly Town Centre



- 1 Unify ground surfaces with High Street to strengthen visual links and aid wayfinding.
- 2 Encourage active frontages on adjacent buildings as developments come forward.
- 3 Improve lighting and landscaping.



Side of Marks and Spencer

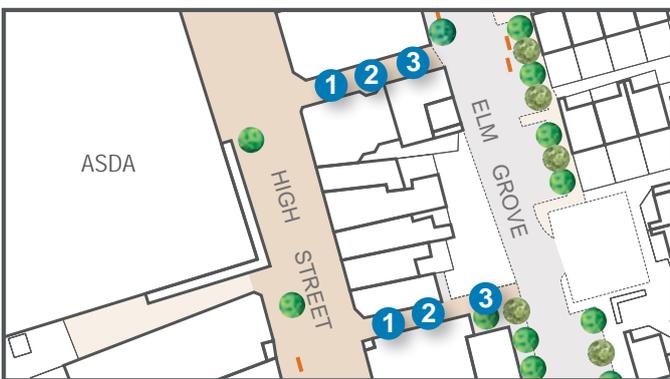
This lane is enclosed by high walls, is dark and threatening, and has two blind corners halfway. Although a public right of way, it is very unpleasant and appears to attract very little use. It should be closed to public access, as nearby Lodge Place is a more inviting link between the High Street and Throwley Way.



Greenford Road

This narrow lane, with a part pavement on one side is used by the 154 bus route and is little used by pedestrians and cyclists.

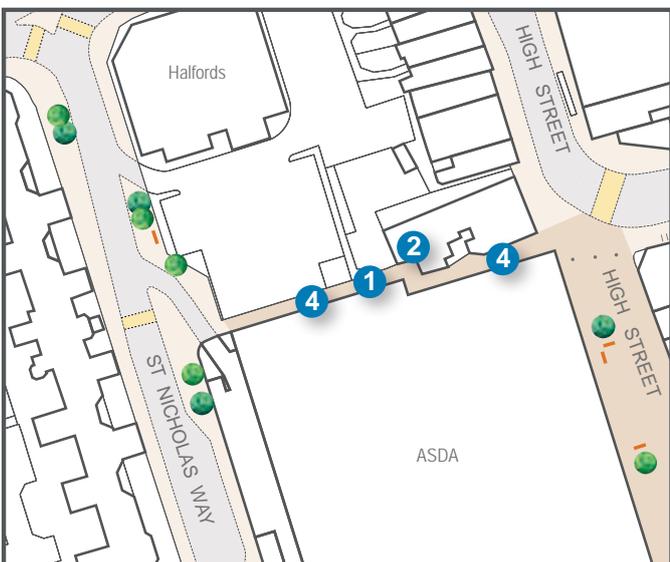
- 1 Ground surfaces should be unified with the High Street and Benhill Avenue.
- 2 The crossing at St Nicholas Way could be altered to provide a safer signalised crossing for pedestrians.
- 3 More effective screening of the service yards will greatly benefit this lane.
- 4 Provide cycle parking to encourage use by cyclists.



Elm Grove Lanes

The lanes providing access to Elm Grove are only suitable for pedestrians.

- 1 Ground surfaces should be unified with the High Street.
- 2 More active frontages should be encouraged on adjacent buildings.
- 3 Cleaning, painting and lighting should be improved.



Side of Halfords Car Park

This is quite a well-used lane which has benefited from some public art installations. The blind corner remains a problem.

- 1 Unify ground surfaces with High Street to strengthen visual links and aid wayfinding.
- 2 Improve lighting.
- 3 Encourage active frontages on adjacent buildings as developments come forward.
- 4 Animate spaces with appropriate artwork or street furniture - both on the lane and vertically.
- 5 Introduce landscape and sustainable drainage.

13 Summary of Place-based Projects



3.4 While the place-based projects are all discrete items that can be delivered by developers, landowners and infrastructure providers, there are some common themes which should be highlighted:

- Ensure **Trinity Square** is the pre-eminent public space and focal point of Sutton Town Centre.
- The creation of a **Green Boulevard** running from St Nicholas Church and the Civic centre to Manor Park.
- To enhance the **High Street** identity as an attractive pedestrian space.
- Reduce street clutter.
- Choose materials and street furniture to enhance heritage features along the High Street.
- To have a better balance between vehicle and pedestrian movement, and to make it easier to navigate the gyratory.
- Introduce **raised crossings** or Copenhagen crossings at Throwley Road, Grove Road, Lodge Place, St Nicholas Road, Manor Park Corner, Benhill Avenue and Manor Place.
- Unify ground surfaces between the High Street and the east-west side streets and lanes.
- Enhance east-west pedestrian and cycle routes.

4 Town Centre Wide Projects

Introduction

4.1 To compliment the place-based projects this chapter provides guidance on various elements that make up Sutton Town Centre as a whole. The two chapters should be read in conjunction to ensure best practice is observed and areas outside the place based projects have a consistent public realm approach.

Parks and Playspace

4.2 The Sutton Town Centre Public Realm Guide boundary includes two parks; **Manor Park**, to the east of Trinity Square, and **Sutton Green** at the northern tip of the High Street. In addition **Collingwood Recreation Ground** can be found just on the edge of the town centre. Future public realm schemes should consider improvements and enhanced connectivity to these spaces as set out below:

- Access to Manor Park should be enhanced through improvements to its adjacent side streets, crossings and park entrances. This would also benefit its function as a pedestrian filter between the town centre and the surrounding residential hinterland.
- Introduce informal seating and playspace in Trinity Square.
- Ensure that Sutton Green remains an unenclosed public open space.
- Improvements should be made to the crossings adjacent to St Nicholas Churchyard, as proposed in **place-based project 1**, to enhance east-west links and anchor the presence of the churchyard more firmly in the town centre.
- Improvements should be made to existing play spaces in Collingwood Recreation Ground.
- Small green spaces on the gyratory should be maintained and, where possible, made into usable amenity spaces or pocket parks.
- Create welcoming and engaging public spaces for all ages through a reduction in street clutter and improved legibility of the High Street.
- Existing play spaces should incorporate natural materials and textures and integrate with surrounding features by minimising boundary treatments.





Street Furniture Zones

4.3 Along the High Street, seating and other street furniture should be organised to ensure clear footways. The reasons for this are:

- To take advantage of the generously proportioned, car-free nature of the High Street.
- To maintain the long vistas.
- To make those residents using the furniture to feel safe and relaxed.
- To prevent the sprawl of street furniture, which is a hindrance to young families with pushchairs and buggies, people with visual or mobility impairments, wheelchair users and those with dementia issues who require legibility and accessibility.

4.4 Street furniture comprises:

- Trees
- Benches
- Outdoor seating
- Paraphernalia associated with outdoor smoking areas
- Cycle parking
- Lamp posts
- Bins
- Sandwich boards

4.5 Ideally, the furniture should be grouped and located in asymmetric zones but should not be continuous along one side for the entire High Street. Instead, it should flip from east to west to break up the length (i.e. the clutter zone may be located to the east of the High Street for a number of metres and then located to the west). However, this is somewhat theoretical because (a) existing trees and lamp posts cannot easily be moved and (b) the location of outdoor seating areas vary according to their use: a cafe or restaurant may wish to have a small footway between the doorway and the seating area while a pub's outdoor smoking area is best positioned abutting the pub wall.

4.6 Consequently, the groups of street furniture should, as far as possible, be positioned asymmetrically along the High Street but have regard to trees, lamp posts and the uses along the High Street.

Advantages of Street Trees
<ul style="list-style-type: none"> ● Provide shade and shelter which is welcome to young and old
<ul style="list-style-type: none"> ● Known to promote health and well-being
<ul style="list-style-type: none"> ● Natural pollution absorbers
<ul style="list-style-type: none"> ● Effective at dealing with heavy rain
<ul style="list-style-type: none"> ● Promote biodiversity

Disadvantages of Street Trees
<ul style="list-style-type: none"> ● Disrupt underground and overhead utilities
<ul style="list-style-type: none"> ● Obscure sightlines, especially for CCTV and public transport drivers
<ul style="list-style-type: none"> ● Leaf-fall can be hazardous
<ul style="list-style-type: none"> ● Roots can be a trip hazard
<ul style="list-style-type: none"> ● Obscure natural light

Considering Landscaping
<ul style="list-style-type: none"> ● Function Screening (bushy) Deterrent (thorny)
<ul style="list-style-type: none"> ● Maintenance and life expectancy Access and frequency of operations
<ul style="list-style-type: none"> ● Tolerance To pests and diseases, drought, pollution, road salt and light and shade
<ul style="list-style-type: none"> ● Seasonal interest Flower, fruit, foliage, stem and colour
<ul style="list-style-type: none"> ● Habit and form Life expectancy, ultimate size and leaf shedding

Landscaping

Trees

4.7 Sutton is one of the greenest London boroughs with nearly 90 parks and open spaces, and an average of 30 to 40 trees per hectare, but this asset is not well reflected by the Town Centre which presents as a largely hard landscape. Therefore, the addition of trees would help soften the harsh landscape and be more in keeping with the general character of the borough. Furthermore, the trees currently present in the town centre are not of sufficient quantity to make a noticeable difference and many of the trees have outgrown the confines of their space. However, the addition of street trees in the High Street needs to be carefully considered and the pros of street trees are almost matched by the cons as the table (left) shows.

4.8 On balance, drawing the green of the surrounding suburban areas into the town centre is generally a good thing provided the disadvantages of street trees are considered before the trees are planted, and they are planted in such a manner as to eliminate the disadvantages.

4.9 In terms of species, any new trees should:

- Have seasonal interest
- Withstand reflective heat
- Survive air pollution
- Have a compact and upright habit
- Avoid CCTV and cables
- Be pest resistant

4.10 Any proposed tree planting should be conducted in consultation with the council's tree officer and only progressed after a full survey of underground services and utilities. Further information on tree planting may be found at **5.59** Trees and **5.62** Tree pits and surrounds.

Soft Landscaping

4.11 Soft landscaping features in many of the place-based projects but species choice is an important part of any soft landscaping project. The table left shows factors to be considered.

4.12 Planting of shrubs, grasses and wildflowers on verges and traffic islands can further help green the town centre and can support sustainable urban drainage systems (SuDS). Further information on soft landscaping can also be found at **4.19** Sustainable Urban Drainage.

Signage



4.13 Unnecessary visual clutter or clutter of no heritage value, such as street signs, road markings and advertisements, materially detracts from the appearance of a high street and can be detrimental to the character of a place. In addition it is vital that signage that communicates with road users is simple and concise to support safe road use.

4.14 Over the years there has been a significant increase in all types of signage in Sutton Town Centre. This signage has been provided by a number of different organisations and, by and large, in an uncoordinated fashion. This has resulted in both a huge variety of signage styles and a clutter of unnecessary signs which are now adversely impacting on the town centre.

4.15 Reducing the visual clutter on Sutton High Street is a minimal and low cost intervention that would generate immediate benefits, such as clearer visibility and improved accessibility. Where possible, and in compliance with relevant legislation, signage should be rationalised in accordance with the following principles:

- Minimise the use of signs and road markings and use only when they convey essential information.
- Use the smallest and simplest format for each sign.
- Providing clear signage at eye level at key decision points to accommodate the needs of residents with dementia and those who are partially sighted.
- Locate signs on buildings, rails, existing posts and lamp columns rather than new posts.
- Only illuminate signs where this is a statutory requirement.
- Use fingerpost signs in exceptional circumstances only.
- Integrate signage with ground surfaces where appropriate.

Signage Audit

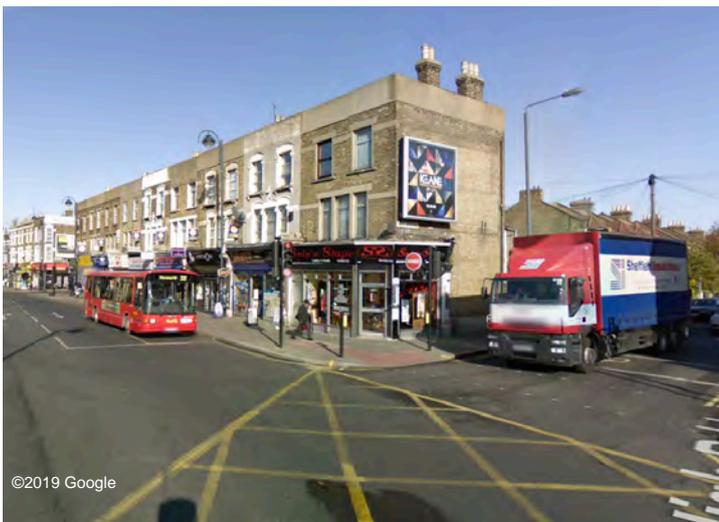
4.16 Prior to commencement every public realm scheme should be subject to a 'clutter audit'. Projects should firstly document all traffic signage, consult legislation and decide which signs are essential and mandatory. If signage exceeds the 'Traffic Signs Regulations and General Directions 2016', it is unnecessary and should be removed.

Signage Legislation for Name Plates on Buildings

4.17 Signage fixed to buildings can often be more visible than those on posts. It can be cheaper to install and may reduce the possibility of vandalism. The London Building Act (1939) gives councils the power to fix street nameplates to buildings without owner consent. Owners should be sent a letter of notification outlining the rationale for fixing a nameplate to their property.

Legislation for Traffic Signage and Street Lighting on Buildings

4.18 The London Local Authorities and Transport for London Act (2013) gives all local authorities in London the power to affix traffic signs and street lighting to buildings. Each council must formally adopt the legislation and advertise in the London Gazette and local press. The property owner should be notified and consulted by recorded delivery outlining the rationale for fixing signage to a property. The council will consider any representations and provide a written response.



Case Study: Leyton High Road

The first stage of the Leyton High Road regeneration involved de-cluttering of signage and street furniture, including rationalising burglar alarms, satellite dishes and CCTV cameras. Stage 2 involved refreshed shop fronts and upgraded street lighting to highlight the architectural heritage of the shopping parade. Simple interventions such as these would provide an immediate improvement to Sutton Town Centre and could act as a catalyst for further investment in public realm enhancement.



Sustainable Urban Drainage

4.19 Urban centres are increasingly vulnerable to the impacts of climate change and require adaptation to and resilience against increased rainfall and temperatures.

4.20 Sutton Town Centre is a predominantly hard-landscaped environment. The high proportion of hard or impermeable surfaces prevent water soaking into the ground during heavy rainfall, thus increasing the risk of surface water flooding and exceeding the capacity of the existing drainage system.

The current condition also raises the risk of summer overheating through the ‘urban heat island effect.’

4.21 Areas of Sutton Town Centre which have been modelled as particularly susceptible to surface water flooding are the area around The Green, where the Pyl Brook goes underground and the site of the former springs, and the Brighton Road to the south of the station. Therefore, both these areas of the town centre should be priority areas for sustainable drainage interventions.

4.22 Sustainable drainage systems (SuDS) can assist urban cooling and help address flooding risks by managing surface water run-off. They are also easily incorporated into public realm improvements creating more attractive streetscapes which in turn promote active travel.

4.23 All public realm improvements to the town centre (including new projects and retrofit) should be designed in tandem with appropriate SuDS measures bearing in mind that a variety of components enhances effectiveness. The photographs left show some of the SuDS options that are especially suited to Sutton Town Centre.

4.24 Further information can also be found in ‘SuDS in London: A Design Guide’, 2016 (TfL).



Green roof



Tree planting



Bioretention area



Rain garden



Kerb inlet



Permeable paving

Lessons from Other Projects



Derbyshire Street Pocket Park, Tower Hamlets

A retrofit SuDS project which converted a dead-end street with parking into a park with a pedestrian through-route. The space incorporates a rain garden, permeable paving, bioretention basins, benches, tree planters, and green-roof covered cycle racks. Some of these measures could be used in conjunction with soft landscaping plans.



Lowden Road, Lambeth

Part of the GLA-funded 'Lost Effra' projects, which introduces sustainable drainage solutions within the catchment area of the former Thames tributary, the River Effra. The former hard-surfaced traffic island was renovated to deal with surface water flooding and to create a more pedestrian friendly space by introducing 48m² of new rain gardens and using kerb inlets and permeable paving. This may be suitable for the area around The Green.



Islington Town Hall, Islington

The car park forecourt was turned into a green public space for community and ceremonial events using permeable paving, de-paving and tree planting. Some of these options may be appropriate for the Brighton Road area (see also the place-based project, Southern Gateway).



Orford Road, Waltham Forest

Tree and shrub planting, as well as permeable pavers were used in the transformation of a traffic dominated street into a pedestrian and cycle friendly route. These may be suitable for the east-west routes of Manor Place, Benhill Avenue, Lodge Place, where increased importance for cycling and walking is envisaged, and Throwley Road and Hill Road, as part of the Green Boulevard.

Cycling



4.25 The TfL Healthy Streets Approach prioritises the movement of pedestrians and cyclists over motorised traffic. Sutton’s Cycling Strategy (2015) found that the borough has relatively low levels of cycling with only 1% of all journeys made by bicycle compared to an Outer London average of 2% and 4% in Inner London.

Central to redressing this imbalance is ensuring the borough’s cycling provision is attractive and safe. Any significant mode shift is dependent on making cycling a convenient option for those who do not normally cycle.

4.26 There are existing cycle routes to, from and around Sutton Town Centre: the High Street, Greenford Road, Benhill Avenue, Marshalls Road, the northern part of Throwley Way, Gibson Road, Hill Road and Throwley Road and Lodge Place is proposed as one. However, they are not always continuous or intuitive; in places the cycle path jumps abruptly from the road to pavement and back. The existing routes also suffer from a lack of consistent road markings or clear signage.

4.27 Key sites along cycle routes within the town centre should incorporate measures to promote safe and convenient cycling as part of any public realm improvements. The options for cycling comprise:

Full separation on links	Segregated lane / track (with kerbs separating cyclists from vehicular and pedestrian traffic).
	Stepped tracks (cycle lane at an intermediate height between the vehicular traffic and the pedestrian traffic).
Dedicated cycle lanes	Light segregated lane (cycle lane with intermittently placed objects separating cyclists from vehicular traffic).
	Mandatory cycle lane (a marked lane, usually blue, for cyclists)
Shared lanes	Shared bus lanes
	Advisory cycle lane (marked lane intended for but not restricted to cyclists’ use)
Integrated with other uses	Cycle street (street where cyclists have assumed priority)
	Mixed traffic street (street with no priority between cyclists and pedestrians, vehicular traffic may be absent or low speed). The pedestrian element must be clearly marked and completely segregated.
	Segregated shared use (footpath and cycleway marked parallel to each other on the pavement). However, delineation for white cane users and guide dogs is necessary.
	Unsegregated shared use (pavement fully shared). Not suitable for visually impaired people.

4.28 There is no one ‘set’ preferred option for Sutton Town Centre as the type of cycleway will depend on individual street characteristics. It is also clear some of these options would conflict with the guiding principles for heritage, a dementia and age friendly town centre, a family friendly town centre and enabling people with impaired mobility or visual impairment to get around.

4.29 Improvements should also be made to cycling provision on the gyratory itself. All upgrades should incorporate clear wayfinding, through signage and road marking. Improvements should be made in conjunction with the Council’s Cycling and Highways teams.

4.30 New cycle racks should be incorporated in any public realm improvements with revised locations striking a balance between safety and convenience and avoiding street clutter.



Lesson from Other Projects

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Orford Road, Waltham Forest

The former traffic dominated high street was transformed into a popular shared space as part of the TfL-funded ‘Mini Holland’ project. The improvements have led to a rise in cycling and all commercial units on the road being filled for the first time in 15 years. In Sutton, this model may be appropriate in Hill Road, Throwley Road and Lodge Place.

Street Activity and Tactical Urbanism

4.31 Encouraging active streets within a town centre’s public realm is a key component in a healthy high street. It helps to promote a sense of local identity, can provide a venue for local groups and supports the local economy by encouraging town centre user to stay longer.

4.32 Sutton Town Centre’s public realm should act as a ‘shared community canvas’ and enable a diverse range of activities to take place throughout the year, both during the day and evening to capture the interest of different age groups. Activities can include seasonal markets, outdoor eating, performances, street cinemas and community celebrations.

4.33 When designing new public realm, or enhancing existing areas, street activity can be supported by; access to power, water and wifi; access to storage facilities; and provision for appropriate signage and shelter.

Tactical Urbanism

4.34 Tactical Urbanism refers to interventions that improve the street environment with the aim of activating public spaces and reducing car dominance. These interventions are normally ‘light touch’, with a focus on short-term measures that encourage long-term change. The benefits of ‘light touch’ improvements include: minimal upfront investment; the opportunity to trial new ideas; and the ability to change perceptions about how a space can be used.

4.35 Tactical Urbanism projects include:

- One-day street closures for community festivals or play days
- Planting new flower beds or planters
- Trials of new street layouts
- Temporary traffic calming
- Alternative uses for parking spaces
- Painted colourful crossings
- Temporary seating

Lessons from Other Projects

The Narrow Way, Hackney

Temporary measures, including road painting, planting, seating and traffic restrictions, were implemented in 2013 along the former bus route in Hackney Central. The trial demonstrated that removing cars could strengthen the high street rather than decrease sales as shopkeepers feared. The success of the six month scheme led to the council initiating permanent changes to traffic flow and the street design to create a fully pedestrianised public space.



Moreland Street, Islington

The aim of this scheme was to create a healthier, safer and greener environment for residents, visitors and, in particular, the children at Moreland Street primary school. It involved narrowing, widening and realigning the carriageway, widening the footways, new trees and planting and coloured asphalt. The effects were to reduce speeds and make drivers more aware that they are entering an area where there may be a lot of children. One of the priorities in Sutton Town Centre is to significantly improve the public realm on the gyratory to make it more pedestrian friendly and to slow traffic. Tactical urbanism on Sutton’s gyratory could be deployed in order to realise this ambition.





Meanwhile Projects

4.36 The 2018 Sutton Local Plan identified 41 development sites within Sutton Town Centre. As key sites come forward for redevelopment, careful consideration should be given to their contribution to the public realm before and during construction, as well as after.

4.37 While vacant, under-used or transitional sites can foster a sense of neglect with negative implications for the surrounding public realm, in Sutton, they also have the potential to offer temporary or meanwhile public spaces and present opportunities for bringing new uses into the retail dominated High Street.

4.38 Potential sites for temporary projects include:

- **Vacant or development sites**

Activation of empty sites or those awaiting development can act as a testing ground for new programmes, guide future regeneration projects or help integrate forthcoming proposals into the surrounding context.

- **Construction Sites**

Temporary public realm uses can mitigate against the disruption caused by construction particularly for long or phased projects. Where possible, permanent public realm elements should be established towards the start of a build programme.

- **Under-used spaces**

Forgotten spaces, such as car parks and roofs, can foster a more welcoming presence through the introduction of small scale arts and growing projects.

- **Vacant Buildings**

Temporary uses can help to activate vacant buildings and temporary uses in vacant shops can support neighbouring retail. Consideration should be given to fostering temporary use in the town centre in partnership with local groups and social enterprises, such as Arts Network Sutton and Community Action Sutton.

Lessons from Other Projects

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Core Landscapes, Tower Hamlets

The temporary plant nursery and garden moves across vacant and development sites in East London and is run and maintained by local volunteers. Given the lack of flower and plant shops in Sutton Town Centre, a seasonal flower and plant pop-up shop could be very successful.

Ruskin Square, Croydon

The first phase of the substantial retail and commercial development near East Croydon station involved the provision of interim and permanent public realm. However, there appear to be no suitable sites for this use in Sutton at the moment.

Blue House Yard, Haringey

The empty site near Wood Green station was redeveloped to create a public space, as well as a hub for local creative businesses for a period of five years. A vacant shop on Sutton High Street may provide a suitable venue for a similar venture.

The Bridge, Harrow

Under the 'Start Here' project, the previously empty shop has provided local entrepreneurs rent-free space on a pop-up basis to test their ideas and helped enliven the street. A similar venture may be suitable for Sutton.

Franks Bar, Southwark

Established in 2009, the bar on the roof of a car park is a popular local fixture, its success has prompted further borough investment into the building for community and arts use. Although rather daring, Times Square Car Park and the rooftop car park at Wilko's, which have the advantage of being relatively low rise, or Gibson Car Park, which has commanding views over Sutton Town Centre, are possible venues.



Active Frontages

4.39 Building facades that have a relationship to the street through openings, displays, articulated projections or activity that spills into the street, contribute positively to the public realm. These active frontages create visual interest, reinforce a sense of place and experience, and promote safety through passive surveillance. Conversely, large blank frontages can have a deadening effect on street life and the quality of a public space.

4.40 Sutton High Street is flanked by a continuous line of retail units which were historically of a consistent scale and massing. Many of these traditional commercial frontages have been lost at ground level but the upper storeys retain a rich assemblage of surviving features. These historic features add to the character of Sutton Town Centre, and provide a rhythm to the long linear street. Expansive empty frontages, particularly at the northern end of the High Street, have the opposite effect.



Along the gyratory and east-west routes across the High Street, lack of active frontage has resulted in car dominated environments that do not feel attractive for walking or as places to linger.

4.41 The enhancement of a Regency style terrace at Market Place, which have been painted pastel colours and feature renovated shop fronts, is a successful improvement that contributes vibrancy and expression to a part of the High Street where activity decreases.

4.42 Forthcoming developments in Sutton Town Centre should:

- Contribute an active frontage through limiting blank walls.
- Enhance and respond to historic features at ground and upper levels where such features exist, having regard to the Heritage Action Zone and the Sutton High Street Conservation Area.
- Have a curtilage that ties in with surrounding public realm improvements.

4.43 Existing frontages should:

- Be well maintained, in particular where they contain historic architectural features, and should seek to restore or reintroduce historic characteristics.
- Consider where enhancements can be made to improve the contribution to the life of the street and create unity, as with the terraces along Market Place.

Sutton High Street Examples

- Sutton High Street features an array of attractive historic commercial frontages, particularly at upper levels, that contribute to a sense of place in the town centre.
- Frontages along the High Street that are visually permeable, relate to the proportions of historic retail units and spill out onto the street enhance the public realm.
- Stretches of active frontage along the High Street that respect the historic scale and massing make a more positive contribution to the public realm than large blank facades.
- Inactive facades such as those along Throwley Way have a deadening effect on public space resulting in environments that do not feel attractive for walking or as places to linger.
- Facade and shop front renovations along Market Place at the northern end of the High Street have made a characterful contribution to the streetscape.



Lighting

4.44 Good lighting within the town centre is essential in ensuring an environment that feels safe and welcoming by day and night. Lighting plays an important role in reducing actual crime and the perception of crime, it prolongs the active period of space, is vital for night shift workers and helps to support a night time economy.

4.45 Lighting can also be used to create focus and highlight features, such as the central public space of Trinity Square, the linear High Street, upper facades of shopping parades, trees and parks or historic assets such as the listed Church of St Nicholas, Sutton Baptist Church, Trinity Methodist Church and The Cock sign.

Existing lighting

4.46 The current lighting along the High Street comprises bespoke lamp posts that were fitted during a wider public realm redevelopment. Replacement of the lamps should be considered since they are no longer in production and therefore are difficult to replace and because they do not incorporate LED technology, making them economically and energy inefficient.

Proposed lighting

4.47 In recognition of the distinctive tight urban grain of Sutton Town Centre and in order to minimise additional clutter on the street, a new lighting strategy should primarily comprise wall mounted fixings with some feature lighting on lamp posts. Fittings should be high quality but simple in design and easy to replace. Please also refer to **4.3 Street Furniture - lighting** within Chapter 5 for suggested fixtures.

4.48 For all fittings attached to buildings, necessary permissions and notice should be established according to Code of Practice for Affixing Traffic Signs and Street Lighting to Buildings in London, 2015, (London Councils). Responsibility for maintenance and power should also be clarified and feeder boxes should be designed and located to have a minimal impact.

4.49 Lamp posts should be of an appropriate scale and height and should vary to take into account the substantial change in level across the town centre from north to south.

4.50 Lamp posts should also be of sufficient strength to perform other functions including smart capabilities and potential fixings for temporary banners. The Station Gateway project introduced a new style of lamps which are an improvement on the lighting along the rest of the High Street, but they lack the necessary heritage elements for the Conservation Area, and so consideration should be given to Victorian-style lighting fixtures.

4.51 Ground fixed lighting should be avoided unless it can be accompanied by robust maintenance and replacement guidance, and any lighting at low level in lanes or side streets should also be accompanied by high level illumination.

4.52 Any additional lighting in Manor Park, Sutton Green or St Nicholas Churchyard should be designed to minimally impact wildlife.

4.53 All new fittings should incorporate LED as standard due to the substantial implied energy savings and the greater degree of variability. Lighting units should be a level of at least 6 lux and should be of a neutral or warm white colour tone. Whole-life costs of any proposed fittings should be understood before implementation. All lighting proposals should be developed alongside the council's lighting team.



Public Art

4.54 Public art has a positive role to play in the creation of high quality areas of public realm. It provides visual stimulus and can be a means of emphasising local character. Public art does not always need to be permanent; temporary projects can also help activate public spaces, and both temporary and permanent projects can involve the local community.

4.55 Sutton Town Centre currently has a number of pieces of public art which can form the focal point of future public realm projects. Additional pieces of public art should be commissioned with consideration to the surrounding context and should be integrated carefully into public space improvement schemes in Sutton.

4.56 To ensure quality, art pieces should, where possible, be delivered in partnership with established arts and community engagement consultants or via the GLA Architecture Design and Urbanism Panel (ADUP).



4.57 All public art in Sutton Town Centre should:

- Be commissioned through a transparent and rigorous process.
- Be meaningful and respond to the local context.
- Include high quality, robust materials.
- Have an agreed life span.
- Have clearly stated maintenance requirements (though it should be assumed the council will not be responsible for maintenance).

Public Art in Sutton

- **War Memorial, Manor Park:** The War Memorial occupies a prominent position in Manor Park. Public realm improvements, as set out in **project 9**, could open up sight lines to this Grade II Listed monument.
- **Clock Tower, Sutton Station:** The clock tower was installed as part of the Sutton Station Gateway project in 2014. It provides a contemporary and functional focal point to the expanded streetscape.
- **Mosaic Mural, Trinity Square:** The colourful wall art depicting sites in Sutton activates an otherwise blank end facade creating a backdrop to Trinity Square. Improvements could be made to the explanatory signage to enhance this public art further.
- **Sutton Towns Mural:** The mural enlivens a busy corner, providing visual stimulus for pedestrians waiting at the traffic island.
- **The Sutton Steam Locomotive:** Consideration should be given to retrieving the Sutton council-owned steam locomotive, currently on loan at the Spa Valley Railway in Kent, and installing it in the town centre. The 144 year old steam engine was originally to be installed on a plinth in the town centre to pay homage to the importance of the railway in Sutton town centre's development. However the historic plans to locate it in the civic centre, the town square or the train station failed.

Safety

4.58 Visiting Sutton Town Centre should be a positive experience for all users. Currently crime or the fear of crime is not a major issue and the council intends that it should stay that way.

A Dementia and Age Friendly Town Centre

4.59 Two of the guiding principles are making Sutton a dementia and age friendly town centre, and so one of the objectives of any public realm development will be to make those living with dementia feel secure and reduce the fear of crime, which also a major concern of visually impaired people. This will include making sure that the purpose of an area is unambiguous and that signposting is clear and at eye level on pedestrian-dominated streets. There also needs to be plenty of reference points, such as trees and public art, so that location can be easily recognised but this should not lead to excessive street clutter. There should also be plenty of seating and shelter and, finally, footpaths should be wide with dark shadow and bright glare avoided.

4.60 Much of this is covered in other sections of this chapter, however, it is worth stressing these factors again, especially as the number of people living with dementia in the borough is expected to rise by 66% between 2013 and 2031.

Accessibility and Active Travel

4.61 This guide advocates a rebalance of street user hierarchy in the Town Centre with a greater emphasis on walking and cycling in line with Strategic Objectives in the Sutton Local Plan and the Mayor of London's Healthy Streets Agenda.

4.62 Well designed pedestrian links, de-cluttered pavements, improved cycling provision, safer crossings and better wayfinding are all measures for making the Town Centre more accessible and promoting healthier lifestyles. The resultant reduction of car dominance would improve the physical safety of other roads users and efforts to tackle air pollution.

4.63 The implementation of shared spaces should be reviewed to ensure that in achieving pedestrian priority partially sighted users are not adversely affected. Material and level changes and tactile surfaces should be used as described in the **Place-based Projects** chapter and in the following chapter: the **Palette**.

4.64 Further and more detailed information making Sutton Town Centre a place for everybody can be found in 'Creating Better Streets: Inclusive and Accessible Places', 2018 (Chartered Institution of Highways and Transportation).





Crime

4.65 Public spaces that are attractive, comfortable and well maintained encourage people to pass through or spend time in them and in turn foster a sense of safety through natural surveillance reducing the likelihood of antisocial activity.

4.66 Natural surveillance should be encouraged in the design of public spaces and the presence of CCTV should be minimal and discreet. Cameras should be mounted to buildings as a first preference followed by fixing to existing lighting or signage posts.

Defensive design

4.67 The need for protective security measures, including Hostile Vehicle Mitigation (HVM) in Sutton Town Centre, should be proportionate to the likely threat level and the fact that public spaces with obvious defensive features can feel uncomfortable and conversely, seem less safe.

4.68 Integrated measures should be pursued where possible, and considered early in project design stage to avoid costly retrofitting. Integrated measures may include sculpture, seating, planters, play and water features that have defensive capabilities.

4.69 Where necessary, bollards and barriers should meet British Standard PAS 68, a performance classification ensuring an appropriate level of impact resistance. Bollards should be placed at a maximum clear distance of **1200mm** apart with a minimum height of **500mm** and root-fixed. However, the current gates to the east-west roads are preferable to bollards.

4.70 Further and more detailed guidance has been produced by:

- Centre for the Protection of National Infrastructure (CPNI).
- National Counter Terrorism Security Office (NaCTSO).
- Secured by Design (SBD).
- Register of Security Engineers and Specialists (RSES).
- Royal Institute of British Architects (RIBA).

Smart Technology

4.71 Emerging technologies increasingly have a role in the design and experience of our public spaces. As we move away from clunky physical ‘interactive’ hardware to invisible sensors, for example for measuring footfall, we have an opportunity for a greater understanding of how a public space is used or can be managed. In addition the shift to invisible technology offers opportunities to declutter Sutton Town Centre by removing or rationalising existing street furniture.

4.72 The Internet of Things (IoT) is the extension of internet connectivity into physical devices and everyday objects. Sensors can be embedded into existing street furniture, harnessing IoT technologies, and allowing a streamlined use of smart capabilities as opposed to conspicuous additions to the streetscape which can appear intrusive and invite vandalism.

4.73 In Sutton Town Centre, smart technology could be used to alter use patterns of streets and improve east-west pedestrian or cycle connections by activating gates or bollards at different times of the day. Spaces and street furniture could be monitored to help understand the use and maintenance, for example low occupancy of a bench could indicate repair or relocation is required. Appropriate uses of smart technology within the Town Centre could include:

- Aiding navigation around the High Street and surrounding areas.
- Highlighting areas for servicing or maintenance.
- Monitoring drainage.
- Providing wifi or charging points for town centre users.
- Controlling lighting.
- Restricting delivery and servicing into Sutton Town Centre.
- Activating parking bollards to minimise their intrusion into the public realm.
- Monitoring air quality.
- Monitoring capacity of bins.

4.74 To future-proof Sutton Town Centre, any groundworks undertaken should consider the ducting requirements of future digital infrastructure to avoid digging up again at a later date, or make provision for easily accessible inspection chambers in which maintenance can take place with minimum disruption to the High Street. In either case the ground surface should be made good to match the surrounding as quickly as possible.



Disabled Parking

4.75 The place-based projects have the overall aim of prioritising pedestrians and cyclists over cars and making the east-west roads and lanes on to the town centre less car-dominated. However, a product of this is likely to be the displacement of existing disabled parking.

4.76 The disabled parking bays that are likely to be lost and therefore need re-provision are at:

- Throwley Road (6 spaces)
- Lodge Place (6 spaces)
- Manor Place (2 places)
- Benhill Avenue (4 places)

4.77 The undisturbed disabled parking bays are prominently at the north end and middle of the town centre: St Nicholas Way (Halfords), Marshalls Road, Elm Grove, Benhill Avenue (junction with Litchfield Road), Greyhound Road, St Nicholas Way (St Nicholas Church), Gibson Road Car Park and Times Square Car Park. However, some disabled parking bays are unchanged at the south of the town centre: Sutton Station and Mulgrave Road.

4.78 Furthermore, re-provision is probably the minimum necessary as the number of borough residents with mobility problems is expected to increase by 59% between 2013 and 2031.

4.79 As the lost spaces are all on roads off Throwley Way, a significant number of these bays could be re-provided at Times Square Car park which benefits from step-free access to the High Street via footbridges. Furthermore, there are six Pay and Display Bays in Benhill Avenue (by SJC Motors and Woodville House) which could be converted to disabled parking.

5 Palette

General Guidance

5.1 This palette is technical information which identifies materials to be used across the town centre to create a high quality unified environment that promotes active travel.

5.2 High quality design and workmanship are essential components and consideration should be given to careful detailing to prevent cut or mismatched finishes. The subbase for all materials must be designed to withstand expected loading, traffic volume and ground conditions.

Materials Palette

1 Gyrotory / Carriageway (e.g. St Nicholas Way / Throwley Way)



Product	Heavy duty asphalt
Finish	N/A
Size	14mm aggregate wearing course 20mm aggregate base course
Notes	N/A

2 Footways on carriageways (e.g. St Nicholas Way / Throwley Way)



Product	Conservation Paving
Finish	Silver grey
Size	600 x 600 x 65mm, 10mm bond
Notes	Transverse stretcher bond laid perpendicular to granite kerb

3 Residential Footways (e.g. Hill Road / Benhill Avenue)



Product	Conservation Paving
Finish	Silver grey fine picked, square cut
Size	100 x 100, 10mm bond
Notes	Transverse stretcher bond laid perpendicular to granite kerb

4 Kerbs on Residential Footways		
	Product	Dense bitumen macadam
	Finish	N/A
	Size	14mm aggregate wearing course 20mm aggregate base course
	Notes	Use 150mm granite kerb (see kerbs 15)

5 Cycle Lanes		
	Product	Dense bitumen macadam
	Finish	N/A
	Size	14mm aggregate wearing course 20mm aggregate base course
	Notes	N/A

6 Bus Stops		
	Product	Conservation Paving
	Finish	Silver grey
	Size	600 x 600 x 65mm, 10mm bond
	Notes	N/A

7 High Street (excluding forecourts and demises of shops)		
	Product	Conservation Paving
	Finish	Silver grey
	Size	600 x 600 x 65mm, 10mm bond
	Notes	Transverse stretcher bond laid perpendicular to granite kerb

8 High Street Side Streets and Lanes - Option A		
	Product	Square granite setts
	Finish	Silver grey fine picked, square cut, smooth
	Size	100 x 100mm, 10mm bond
	Notes	Use 150mm / 300mm wide granite kerbs Stretcher or herringbone bond

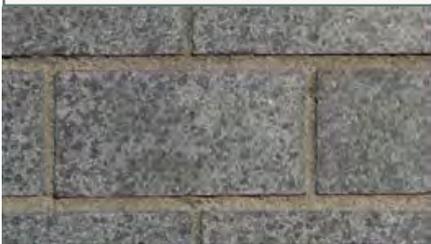
8 High Street Side Streets and Lanes - Option B

	Product	Rectangular granite setts
	Finish	Dark grey, smooth
	Size	200 x 100mm, 10mm bond
	Notes	Use 150mm / 300mm wide granite kerbs Stretcher or herringbone bond

9 Forecourts and Demises (on High Street) - Option A

	Product	Square granite setts
	Finish	Silver grey fine picked, square cut, smooth
	Size	100 x 100mm, 10mm bond
	Notes	Stretcher or herringbone bond

9 Forecourts and Demises (on High Street) - Option B

	Product	Rectangular granite setts
	Finish	Dark grey, smooth
	Size	200 x 100mm, 10mm bond
	Notes	Stretcher or herringbone bond

10 Permeable Paving for SuDS schemes

	Product	Mistral granite paving
	Finish	Silver grey
	Size	240 x 160mm, 160 x 160mm, 160 x 120mm
	Notes	N/A

11 Footway Crossings and Islands - Option A

	Product	Conservation Paving
	Finish	Silver grey
	Size	300 x 300 x 65mm, 65mm bond
	Notes	N/A

11 Footway Crossings and Islands - Option B

	Product	Square granite setts
	Finish	Silver grey fine picked
	Size	100 x 100mm, 10mm bond
	Notes	Use 150mm wide granite kerbs Stretcher or herringbone bond

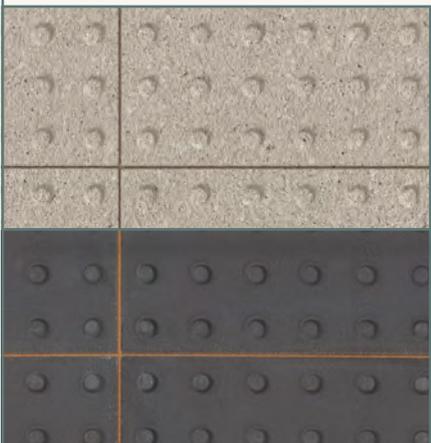
11 Footway Crossings and Islands - Option C

	Product	Rectangular granite setts
	Finish	Dark grey
	Size	200 x 100mm, 10mm bond
	Notes	Use 300mm wide granite kerbs Stretcher or herringbone bond

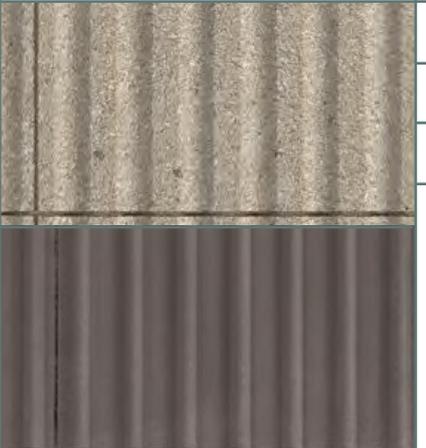
12 Tactile Paving (Blister Paving) - Option A

	Product	Blister granite pavers
	Finish	Silver grey or dark grey (to contrast with the surrounding paving)
	Size	400 x 400mm x 65mm
	Notes	Conservation areas and key projects: <ul style="list-style-type: none"> • To contrast with surrounding (i.e. silver grey where used with asphalt, dark grey with conservation paving) • To be compliant with Disabled Persons Act 1981 + DDA 2004 • To be laid in accordance with TfL Streetscape Guidance

12 Tactile Paving (Blister Paving) - Option B

	Product	Blister concrete pavers
	Finish	Natural textured or charcoal
	Size	400 x 400mm x 65mm
	Notes	Not to be used in Conservation areas or key projects Colour and compliance as note above

13 Tactile Paving (Corduroy Paver) - Option A		
	Product	Corduroy granite pavers
	Finish	Silver grey or dark grey
	Size	400 x 400mm x 65mm
	Notes	Conservation areas and key projects: <ul style="list-style-type: none"> ● To contrast with surrounding (i.e. silver grey where used with asphalt, dark grey with conservation paving) ● To be compliant with Disabled Persons Act 1981 + DDA 2004 ● To be laid in accordance with TfL Streetscape Guidance

13 Tactile Paving (Corduroy Paver) - Option B		
	Product	Corduroy concrete pavers
	Finish	Natural textured or dark grey
	Size	400 x 400mm x 65mm
	Notes	Not to be used in conservation areas and key projects Colour and compliance as note above

14 Kerbs		
	Product	Granite kerb
	Finish	Silver grey fine picked
	Size	300mm wide x 200mm depth, 2mm joint 150mm wide x 200mm along asphalt footways
	Notes	<ul style="list-style-type: none"> ● Pre-cast concrete kerbs not to be mixed with granite kerbs ● Pre-cast concrete kerbs to be replaced by granite kerbs at the end of their life ● Maximum upstand 125mm ● Dropped kerbs to be laid flush ● Kerb with should be continuous ● Please also refer to Section 7.7 Kerbs, 'Streetscape Guidance', 2017 (TfL)

15 Road Markings



The approach to road markings should be consistent across Sutton Town Centre. Research conducted by TfL has shown that removal of road markings is very successful in reducing traffic speeds and unnecessary markings, which are a source of visual clutter should be removed subject to safety audit.

Where new road markings are introduced, all trace of old markings should be removed.

Please also refer to Section 8.3 Road Markings, 'Streetscape Guidance', 2017 (TfL).

16 Coloured Surfaces

Where coloured surfaces cannot be avoided, a coloured bound surface should be used.



Square setts,
square tiled



Square setts,
stretcher bond

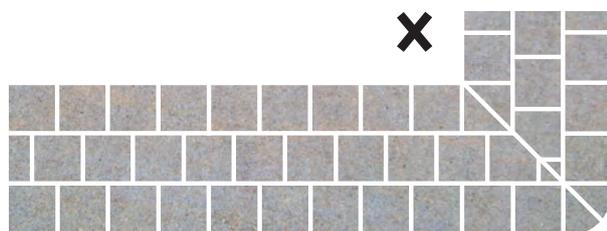
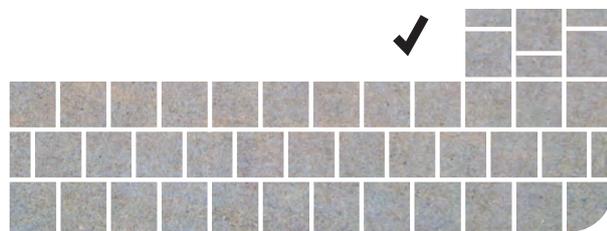


Rectangular setts,
stretcher bond



Rectangular setts,
herringbone

Paving materials should be laid in a pattern that reinforces the direction of pedestrian movement. At corners paving should meet at a right angle to ensure a neat junction and minimal cutting.



Paving Guide

5.3 The materials outlined above should be used on Town Centre public realm projects in conjunction with high quality workmanship.

5.4 Surface materials should be adequately detailed to avoid cutting and wasting units or mismatched finished. Joints to whole and cut pavers should be narrow (50mm maximum).

5.5 Standard sizes should be used throughout, and replacement units should match the surrounding ones.

5.6 The limited palette of materials specified in this document allows for a variety of configurations, enabling creative and even bespoke application within a unified whole.

5.7 Careful application and detailing of different paving surfaces creates order and helps to delineate zones.

Inspection Covers

5.8 Inspection chambers and manholes should be kept to a minimum and concealed beneath inset covers, (recessed trays that accommodate surface materials) throughout Sutton Town Centre with the exception of highways to avoid unsightly interruptions of the footway.

5.9 Inset covers should be carefully detailed to ensure the surface material and orientation matches the surroundings, particularly where tactile surfaces are incorporated. The gap between the cover and surrounding surface should be kept to a minimum to avoid the need for visible cement filler. All channels and inspection covers should be included within paving and public realm design proposals.

Street Furniture

5.10 Street furniture should be incorporated within the public realm with a view to rationalising and de-cluttering. Where new street furniture is introduced, any redundant elements should be removed. On the High Street, street furniture should be allocated within a specified zone. Please also refer to **4.3 'Street Furniture Zones'**.

5.11 The principle of maintaining clear footways and keeping street furniture within designated areas should be applied to all public realm projects in the borough, not just the High Street. Simple street furniture should be used throughout and bespoke designs should be avoided.

Seating

5.12 Adequate and varied seating is an important element of a successful public realm. Sutton Town Centre's current seating offer suffers from a lack of consistency of materials, condition and location. In addition, much of the existing seating in the Town Centre has reached the end of its life and can be found in counter-intuitive locations.

5.13 The location of benches should consider where people want to sit - both for rest and viewing the street and activities. A degree of enclosure to the rear is preferred over an exposed position. Sun, relative shade and wind should be considered. Seating should be located within the furniture zone, please also refer to **4.3 'Street Furniture Zones'**.

5.14 Benches should be ground fixed with a stainless steel finish structure and a paint or powder coated black finish.



5.15 Variations on a standard style of seating may be used to assist those residents with mobility problems, such as including armrests and providing adequate back support. Seating around tree trunks may also be considered.

Litter and Commercial Bins

5.16 The provision of litter bins should consider pedestrian density and flow and proximity to seating. Bins should be placed within a designated street furniture zone.

5.17 Street bins should be free-standing, incorporate mixed recycling and have a minimum 120litre capacity for each container. In keeping with Sutton Town Centre’s designation by Historic England as a Heritage Action Zone, bins must be simple in design and painted black.

5.18 Commercial waste bins must not be located on the main High Street.

5.19 Please also refer to 4.3 ‘Street Furniture Zone’.



Bins stored on the High Street are unsightly

Double Litter and Recycling Bin		
	Type	Athena
	Supplier	Broxap
	Finish	RAL 9005 Black powder coating
	Size	H1020mm x W900mm x D499mm
	Notes	Stainless steel cigarette stubbing plate may be incorporated

Salt and Grit Bins

5.20 The location of salt and grit bins should be rationalised in conversation with the borough’s Highways team. Salt and grit bins should not be located in an open space or on the main High Street but against a wall or fence.

Utility Cabinets and Control Boxes

5.21 Utility cabinets and control boxes should be kept to a minimum and placed underground where possible to avoid contributing to street clutter. They should be treated uniformly, have a black anti-graffiti finish and be placed to rear of footways against a wall or fence.

5.22 Please also refer to Section 12.6 Utility Cabinets, ‘Streetscape Guidance’, 2017 (TfL).





Sandwich boards create visible and physical street clutter



Unused phone boxes are a form of clutter

Sandwich Boards

5.23 Sandwich boards along the main High Street is a major source of visual clutter but more importantly impede access for pedestrians, wheelchair users, visually impaired people, buggies and cyclists. Ideally all sandwich boards should be removed.

5.24 Please also refer to 4.3 'Street furniture Zone' and 5.11 'Street Furniture'. Please also refer also to Section 11.3 Working with businesses, 'Streetscape Guidance', 2017 (TfL)

Telephone Kiosks

5.25 The Council is committed to removing unused or under-used telephone boxes. Remaining kiosks should be kept in good repair and free from posters and graffiti.

Bollards and Parking Gates

5.26 The use of bollards should be kept to a minimum and used only in exceptional circumstances. Unnecessary bollards should be removed where possible, subject to a safety audit.

5.27 A number of streets adjacent to the High Street have parking gates for timed vehicular entry. Any gates that need to be provided, to ensure they can withstand a hostile vehicle attack, should include the current street name and image to reinforce a sense of place.



The current parking gates are relatively attractive and distinctive to the town centre

Sunderland Standard Bollard

	Type	Ferrocast Sunderland Polyurethane bollard
	Supplier	Marshalls
	Finish	Jet Black RAL 9005 (Ring painting available)
	Size	896mm height, 157mm diameter
	Notes	Anti-ram classification

Sunderland Telescopic Bollard

	Type	RT SU5 Sunderland Telescopic Bollard
	Supplier	Marshalls
	Finish	Jet Black RAL 9005 (Banding options: Red, Amber or White)
	Size	730mm height, 135mm diameter
	Notes	Steel core with polyurethane coating



Damaged guardrails

Guardrails

5.28 Guardrails around the town centre exaggerate the feeling of a car-dominated environment. Pedestrian guardrails should be removed where possible, subject to a safety audit.

5.29 Please also refer to Section 12.4 Barrier free footways, 'Streetscape Guidance', 2017 (TfL) which states: 'We have a presumption against the use of pedestrian guardrails in new schemes and are actively removing guardrails where evidence from a safety audit demonstrates they are not required.'

5.30 Where necessary, guardrails should comprise visirail powder coated black.



Existing cycle stands are in poor condition

Cycle and Motorcycle Furniture

5.31 Cycle stands should be placed perpendicular to the curb and within the street furniture zone. Ground root fixed only Sheffield cycle racks should be used and positioned at a recommended distance of 1200mm apart.

5.32 Cycle racks should be placed within a ground finish consistent with the surrounding. They should have a paint or powder coated black finish to complement other street furniture in the High Street.

5.33 Please also refer to 4.3 'Street Furniture Zone' and 5.11 'Street furniture'.

Sheffield Cycle Rack		
	Type	Root fixed only: submerged 250mm into ground
	Supplier	Lockit-Safe
	Finish	Hot-dipped galvanised steel to BS EN ISO 1461 Stainless steel finish. Black in colour.
	Size	H750mm, W750mm, 50mm diameter

Motorcycle Anchors		
	Type	Root fixed rotating ground anchor
	Supplier	Broxap
	Finish	Hardened steel shackle with chrome finish
	Size	H30mm, 2800mm diameter

CCTV

5.34 New CCTV should be mounted to buildings or existing poles where appropriate to avoid further street clutter. New posts and fixings should have RAL 9005 black finish (paint / powder coating).

5.35 Please also refer to Section 12.10 Roadside Cameras and CCTV, 'Streetscape Guidance', 2017 (TfL)

Bus Stops

5.36 The Council will work with external agencies such as TfL to ensure a cohesive approach to the location and design of bus stops. Bus shelters should maintain a clear pedestrian path and positioning should take into account visual impact on streetscape.

Water Fountains

5.37 Public drinking fountains should be considered for Town Centre public realm improvement projects to aid the reduction of single use plastic. Fountains should only be considered for high pedestrian traffic or recreation areas such as near the station, Trinity Square or Manor Park.

Kiosks

5.38 Careful consideration should be given to the introduction of individual kiosks within the town centre.

Lighting

5.39 All light fittings should use LEDs, achieve a light level of at least 6 lux and should be a neutral or warm white colour. All posts and fittings should have a RAL 9005 black finish (paint or powder coating). The layout of free-standing street columns should be in accordance with BSI 5489 for the road type of geometry.

5.40 Please also refer to 4.44 'Lighting'.

Lamp Posts

5.41 Lamp post design is key to defining and highlighting Sutton Town Centre's Victorian Heritage. In view of this the **Windsor**, produced by DW Windsor would appear to be appropriate.

Lamp posts		
	Type	Windsor (Traditional)
	Supplier	D W Windsor
	Finish	Black
	Size	Standard

Wall fixed lighting

5.42 Wall lights should be sourced from a mainstream supplier such as DW Windsor, Philips or Urbis Schreder, and be in keeping with the other lamp posts. For all wall fixed lighting and lighting of historic features, please also refer to 'External Lighting for Historic Buildings', 2007 (Historic England).

Signage

5.43 Good signage and wayfinding is essential for ensuring the town centre is legible and accessible for residents and visitors. By aiding walking and cycling, signage is also an important component of the TfL Healthy Streets initiative.

5.44 Wayfinding elements should be located near key destinations with high pedestrian volumes. They should also be carefully scaled for adults, children, wheelchair users and visually impaired people, and use simple font types and size.

5.45 Signage should be designed to minimise visual clutter and be combined with existing street furniture, such as lamp columns or bollards. The introduction of new posts will require justification. All unnecessary or duplicated signs should be removed. Where new signage is introduced, redundant elements should be removed. The colour of the backs of signs and any supporting poles should be black.

5.46 Where possible, all signage should be placed within a designated furniture or utility zone. Please also refer to 4.3 'Street Furniture Zone' and 5.11 'Street furniture'.

Street Name Plates

5.47 Street name plates should be located as close to street corners as possible and at the back edge of the footway and in pedestrian areas can be affixed or painted on walls at eye level.

5.48 The Council should be consulted on any new street name plates though the London Building Acts Amendment 1939 gives Councils the power to fix street nameplates to buildings without owner consent. New street name plates should comprise black letters on a white background with font matching existing ones. Post-mounted signs should only be used where the sign would otherwise be obscured, in which case the posts should have a RAL 9005 black finish (paint or powder coating).

5.49 Historic nameplates, particularly in the conservation area, should be preserved and refurbished.

5.50 Please also refer to Section 12.3 Street nameplates, 'Streetscape Guidance', 2017 (TfL).

Historic signage

5.51 All historic elements, such as the Cock Hotel sign and 18th Century milestone should be repaired and refurbished.





Navigation

5.52 Legible London signage has become the Transport for London Road Network standard for pedestrian directional wayfinding. Legible London map boards should be the standard approach for substantial public realm projects.

5.53 Please also refer to Section 11.12 Street nameplates, 'Streetscape Guidance', 2017 (TfL)

Vehicular Signs

5.54 Traffic signage should be minimised where possible to reduce visual clutter though remain in accordance with highways regulations.

5.55 Please also refer to Section 12.1 Street nameplates 'Streetscape Guidance', 2017 (TfL). Please also refer also to 'The Traffic Signs Regulations and General Directions', 2016.

Bespoke Signage

5.56 Where appropriate, bespoke signage may be considered to aid wayfinding and strengthen local identity.

Trees

5.57 The following species are suitable for Sutton Town Centre and should be considered for future tree planting schemes.

Field Maple Elegant (Acer Campestre Elegant)	
Mature Height: 7-12m	
Multi-colour autumn foliage	
Summer fruits	
Compact shape	
Tolerant of air pollution	

Foxglove Tree (Paulownia tomentosa)	
Mature Height: 12-17m	
Abundant spring flowers	
Best in sunny sheltered streets	
Tolerant of air pollution	

Himalayan Birch <i>(Betula utilis Jaquemontii)</i>	
Mature Height: 7-12m	
White bark	
Yellow autumn foliage	
Attractive singly or in groups	

Judas Tree <i>(Cercis siliquastrum)</i>	
Mature Height: 3-7m	
Planted in Manor Park	
Abundant spring flowers	
Tolerant of dry soil	

Sweet Gum <i>(Liquidambar styraciflua)</i>	
Multi-colour autumn foliage	
Tolerant of most soil conditions	
Smaller varieties available	

Maidenhair Tree <i>(Ginkgo biloba)</i>	
Mature Height: 20m+	
Yellow autumn foliage	
Tolerant of air pollution and reflected heat	

Tibetan Cherry <i>(Prunus serrula Tibetica)</i>	
Mature Height: 3-7m	
White bark	
Spring flowers	
Attractive singly or in groups	

Swedish Whitebeam (<i>Sorbus intermedia</i> Brouwers)	
Mature Height: 12-17m	
Spring flowers	
Autumn fruit	
Tolerant of reflected heat and air pollution	

Alternative species can be introduced but should:
<ul style="list-style-type: none"> • Have seasonal interest • Withstand reflective heat • Survive air pollution • Have a compact and upright habit • Avoid CCTV and cables • Be pest resistant

Winter Flowering Cherry (<i>Prunus subhirtella</i> Autumnalis)	
Mature Height: 3-7m	
Orange-yellow autumn foliage	
Winter flowers	
Tolerant of reflected heat and air pollution	

5.58 Trees should be semi-mature (14-16cm) container grown stock, planted in early spring or autumn in minimum tree pits of 800 x 800 x 700mm deep or larger to accommodate roots.

Tree Grille

Product
Sunburst Square Tree Grille
Supplier
Broxap
Finish
Black
Size
1000 x 1000mm

Trees Pits and Surrounds

5.59 All trees should be planted in pits, not planters, that are designed alongside proposed hardscaping to ensure tree roots remain protected. Since roots spread principally in a lateral direction, pit width is as important as depth (shallow root development being a principal cause of damaged paving).

5.60 Well-draining growing medium and aeration of roots are also essential since trees in paved areas may be entirely dependent on soil within the planting pit.

5.61 A minimum pit of 800 x 800 x 800mm should be used, edged in stainless steel that is set flush with the ground level. The soil level around the tree stem should be well below paving level. The depth should be made up of porous, lightly compacted coarse gravel finished with a metal grille.

5.62 Temporary tree guards should be used to protect newly planted trees. All trees should be supported by wooden stakes and rubber ties where necessary.

6 Delivery



Agents of delivery and funding

6.1 This guidance document recognises that extensive improvements to Sutton Town Centre’s public realm will be expensive and are therefore likely to be delivered on a piecemeal basis by both private sector and public sector working individually or in partnership. The emphasis therefore is on baseline principles for all public realm projects to avoid a ‘patchwork quilt’ outcome. The agents of delivery and potential funding streams are discussed below.

Landowners and Developers

6.2 Landowners and developers will be expected to show how their proposals address and meet the requirements of this SPD in their Design and Access Statements when applying for planning permission. Landowners and developers will be required to fund public realm improvements through either Section 106 agreements or the Community Infrastructure Levy.

Section 106 Agreements

6.3 Section 106 agreements will be used where the improvements are in the vicinity of the site and are necessary to make the development acceptable in planning terms, in order to integrate the development into the public realm or as a result of increased usage of the public realm. The council’s Planning Obligations SPD (2014) explains that public realm improvements include:

- Landscape works including the provision and maintenance of public realm.
- Street furniture and lighting.
- Litter management and recycling.
- Crime prevention and safety.
- Accessibility measures.
- Signage.
- Facilities such as toilets.
- Car parking improvements and management.
- Associated highways works.
- Paving of footways and streetscape.
- Biodiversity improvements.

6.4 The SPD sets out which types of developments that will be liable for contributions towards environmental improvements to the public realm. This includes:

- Residential schemes with 10 or more units.
- A3/A4/A5/D2 developments over 100 square metres gross floor area.
- For other non-residential schemes / extensions / changes of use that are over 200m² gross floor area.

Community Infrastructure Levy

6.5 The council's revised Community Infrastructure Levy (CIL) 123 List sets out what funding the council will expect on a borough-wide basis and includes:

- Transport and highways, including the Sutton Link extension and the public realm and improvements to gyratory in Sutton Town Centre.
- Parks, Open Space and Social and Community Infrastructure, including borough-wide enhancement of existing public open spaces and their facilities and borough-wide improvements to the quality and access of play space for children and young people.

Transport for London

6.6 The construction of Sutton Link tram extension will involve considerable disturbance to the public realm while under construction. However, this provides an opportunity for some of the public realm projects set out earlier in this document to be delivered by Transport for London (TfL).

6.7 In addition, Sutton's Local Plan (2018) identified a number of road junction improvements that would be required by 2031, through site allocation S102. These include:

- Scheme A(i): High Street / Old Gasworks junction.
- Scheme B: Cheam Road (A232) / St Nicholas Way / Sutton Park Road.
- Scheme C: Throwley Way / Carshalton Road (A232) / Chalk Pit Way / Manor Park Road.

Further work will be required to assess the design, phasing and extent of land required to achieve these schemes.





6.8 However, other schemes may also be required:

- **Scheme A(ii):** Crown Road / High Street junction improvements.
- **Scheme D:** Sutton Court Road (A232) / High Street junction improvements.
- **Scheme E:** a new link connecting the northern end of the High Street and Marshalls Road using Burnell Road and Lewis Road which may form part of the improvements required for Junction A.
- **Scheme F:** Construction of a new road link between Grove Road and the Brighton Road / High Street junction to allow the southern end of the High Street to become a public transport / pedestrian / cycle corridor. The implementation of this scheme is likely to reduce the need for improvements at Junction D.
- **Scheme G:** The pedestrian / cycle corridor, subject to implementation of Scheme F.
- **Scheme H** includes the enhancement of the gyratory to provide a more pedestrian and cycle friendly environment and to make a greater contribution to the public realm.
- **Scheme I:** Improved interchange between trains, buses and potentially trams as well as facilitating improved pedestrian/ cycle access and circulation.

6.9 These schemes are on the TfL Strategic Road Network and hence the council would expect TfL to make the improvements. These junction improvements could result to the improvement of the public realm.

The Mayor of London

6.10 The Mayor of London / TfL periodically make grant funding available for public realm improvements across London. The council will bid for appropriate grant funding from the Mayor of London to implement public realm improvements around Sutton Town Centre in accordance with the guidance in this document.

The London Borough of Sutton

6.11 The council will also seek other funding streams as they are available. These could include grants or partnership funding from national agencies, such as the Heritage Lottery Fund.

Embedding quality

6.12 To ensure public realm improvements meet the objectives set out in this guidance, projects initiated by Sutton Council or public sector bodies should consider procurement via the GLA's Architecture Design Urbanism Panel (ADUP), a pre-approved panel of built environment consultants.

6.13 Public realm improvements should be co-ordinated across council departments, including, but not limited to: planning, regeneration, highways, trees, lighting and public health.

Maintenance

6.14 Public realm projects should be designed to be durable and easy to maintain. The long term management and maintenance of improvements should be clear ahead of any investment. Where the council is responsible for maintenance, adequate annual budgeting should be in place. It will be assumed that projects delivered by private entities will be maintained by them, and in accordance with minimum requirements determined by the council.

Whole life costing

6.15 A whole life costing approach, which considers up-front and ongoing investment to understand the total cost of ownership of an asset should be encouraged when evaluating public realm projects for Sutton Town Centre.

6.16 This approach promotes long-term value and enables evaluation of maintenance options over a period of time alongside capital and operations costs. The use of good quality materials may result in higher initial costs but can deliver savings in the long term through prolonged durability and reduced maintenance. The life span of public realm projects can further be extended by using high quality but readily available materials.

Appendix 1: Street Audit - Key Issues



Gyratory crossings prioritise vehicles.



High Street side streets have a back of house feel.



The gyratory lacks good pedestrian signage.

Prior to the production of this document, a thorough audit was undertaken. This appendix identifies its key findings.

1 Negative impact of the gyratory

- The gyratory has a major impact on the pedestrian experience of the public realm as it encloses the High Street, hindering pedestrian accessibility and creates a negative first impression of the town centre.
- Pedestrian crossings on the gyratory and points where the gyratory intersects with the High Street generally favour vehicular traffic over pedestrian movement.
- The pedestrianised High Street has been achieved by implementing a movement hierarchy where vehicles take precedence over pedestrians and cyclists.
- The lateral side streets that permit vehicles have been designed with a central carriageway and adjacent footpaths. Vehicles are allocated the largest proportion of space and the streets retain a sole 'movement' rather than 'place' function.
- The gyratory has encouraged an 'inward facing' development of the town centre with retail blocks presenting blank facades and service yards around the town perimeter and along east-west routes. These 'backs' have a negative impact on the appearance and experience of walking routes.
- The town centre lacks good pedestrian wayfinding beyond Legible London signage at the southern end. While the linear nature of the High Street aids navigation to a degree, routes to destinations on the gyratory, or the approximate distance to them, are not clear.



Materials and colours vary across the town centre.



Asphalt and terrazzo in a blind alley.



Shop curtilage bears no relation to its surrounding.



Utilities scars in the Town Centre.

2 Materials palette

- The lack of a cohesive public realm strategy or overall materials palette means a wide variety of surface treatments and colours have been deployed across the town centre, resulting in a disjointed appearance.
- Fragments of the town centre comprise bespoke design and materials, which do not tie into the wider public realm.
- The quality of materials used appears to bear no relation to a hierarchy of spaces. The key public space that is Trinity Square is predominantly finished in poor quality asphalt while terrazzo (laid in asphalt however) has been applied along a blind alley.
- The interface between public and private land is not well managed and there are many instances where a shop or development curtilage bears no relation to the wider streetscape.
- The quality of ongoing maintenance and repair to footways varies and has been hindered by difficulties in sourcing bespoke materials. Uncoordinated repair work is evidenced by utilities scars and places where new paving does not match the existing.



Prominent Trinity Square has been laid in asphalt.



High Street seating is in poor condition



The successful station gateway improvements



Guardrails emphasise vehicle dominance



Sandwich boards are physical and visual clutter

3 Street furniture

- There has been an inconsistent approach to street furniture, with many items now in poor condition. A lack of seating strategy is evidenced by areas with an abundance of unused seating and large stretches of the High Street featuring none. Seating can also be found in counter-intuitive locations such as adjacent to the gyratory.
- Recent public schemes (such as at the former gasworks site to the north of the town, and the station gateway to the south) have improved the public realm and have been used to inform the material palette in this document to ensure better quality on a consistent basis alongside a long term cohesive approach.

4 Street clutter

- There is a large amount of visual and physical street clutter across the town centre.
- The abundance of traffic signage and guardrails emphasise vehicle dominance.
- The proliferation of advertising sandwich boards along the High Street constitute visual clutter and impede pedestrian movement.

5 Disabled Access

- The traffic and gradient of the town centre make it a challenging environment for people with disabilities. Tactile paving - which appears in a variety of formats and in some cases is missing - does not seem to follow a clear strategy.



The tactile paving strategy is unclear



New tree planting around the station gateway



A poor quality tree and tree pit on the High Street



Cycle lanes are poorly marked and stop abruptly



Many High Street cycle racks are damaged

6 Landscaping

- Landscaping is limited throughout the town centre. There are some older trees which lack winter interest along the High Street with more attractive newer trees planted at the station gateway, Trinity Square and at the former gasworks site.
- Tree pits along the High Street are of poor quality and do not integrate with the surrounding materials. In some instances cracked pavements resulting from flawed tree pits have resulted in the use of temporary barriers which negatively impact the street scene.

7 Cycling

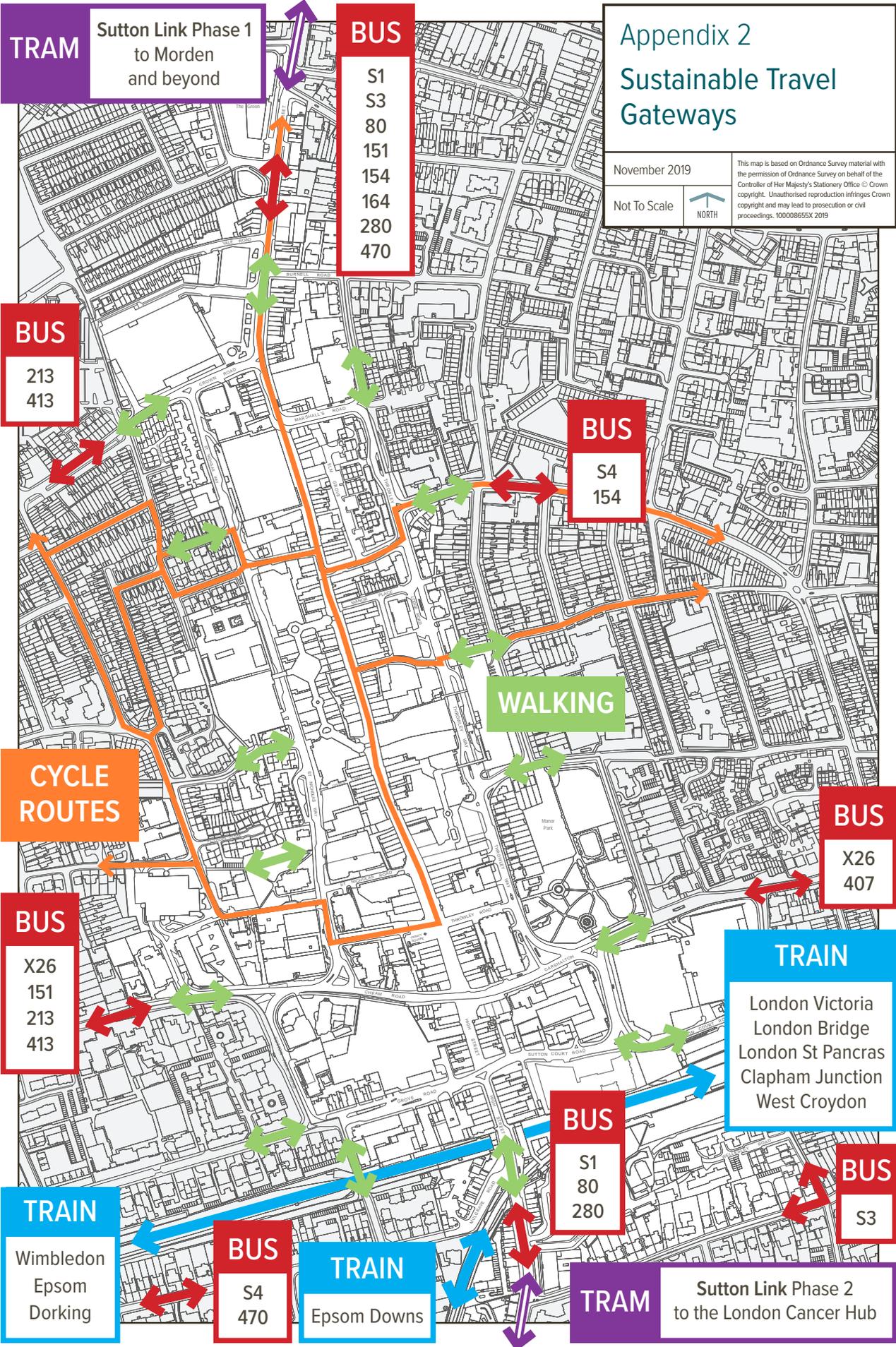
- Sutton Town Centre lacks a legible cycle route including continuous dedicated paths and clear signage. Cycle markings are in a poor condition and cycle lanes follow counter-intuitive routes or stop abruptly.
- There are currently no cycle hire schemes in the town centre.
- Cycle racks along the High Street are largely unused which suggests a lack of accessible cycle routes into the town centre. The installed racks apparently do not have a robust specification as many are damaged.

8 Shopfronts

- The High Street has many buildings of merit, particularly at the upper levels where remnants of Sutton's Victorian past have considerable presence, but this is not matched by later interventions at street level which tend to detract from their appearance due to the loss of original features.



Loss of historic features at ground level



Appendix 2: Glossary

Acronyms

BSI British Standards Institution

The UK national standards which produces technical standards on a range of products and services.

CCTV Closed Circuit Television

Television system used for surveillance and security purposes

CIL Community Infrastructure Levy

A charge set by local authorities on new developments to help fund infrastructure, facilities and services.

FSC Forest Stewardship Council

Organisation promoting responsible management of the world's forests.

GLA Greater London Authority

The regional government body for Greater London.

HAZ Heritage Action Zone

Historic England programme for managing growth in historic places.

IoT Internet of Things

The interconnection via the internet of computing devices embedded in everyday objects, enabling them to send and receive data.

LBS London Borough of Sutton

Refers to both the south west London borough of Sutton and Sutton council.

PAS Publicly Available Specification

Fast-track standards, specifications, codes of practice or guidelines developed by sponsoring organisations to meet an immediate market need.

RIBA Royal Institute of British Architects

RTPI Royal Town Planning Institute

SPD Supplementary Planning Document

Guidance document which supplements policies laid out in the Local Plan and form material considerations in determining planning applications.

SPG Supplementary Planning Guidance

As **SPD**.

SuDS Sustainable urban Drainage System

A natural approach to the management of surface water drainage.

TfL Transport for London

The government body responsible for the transport system in Greater London.

Terms

Grade listing

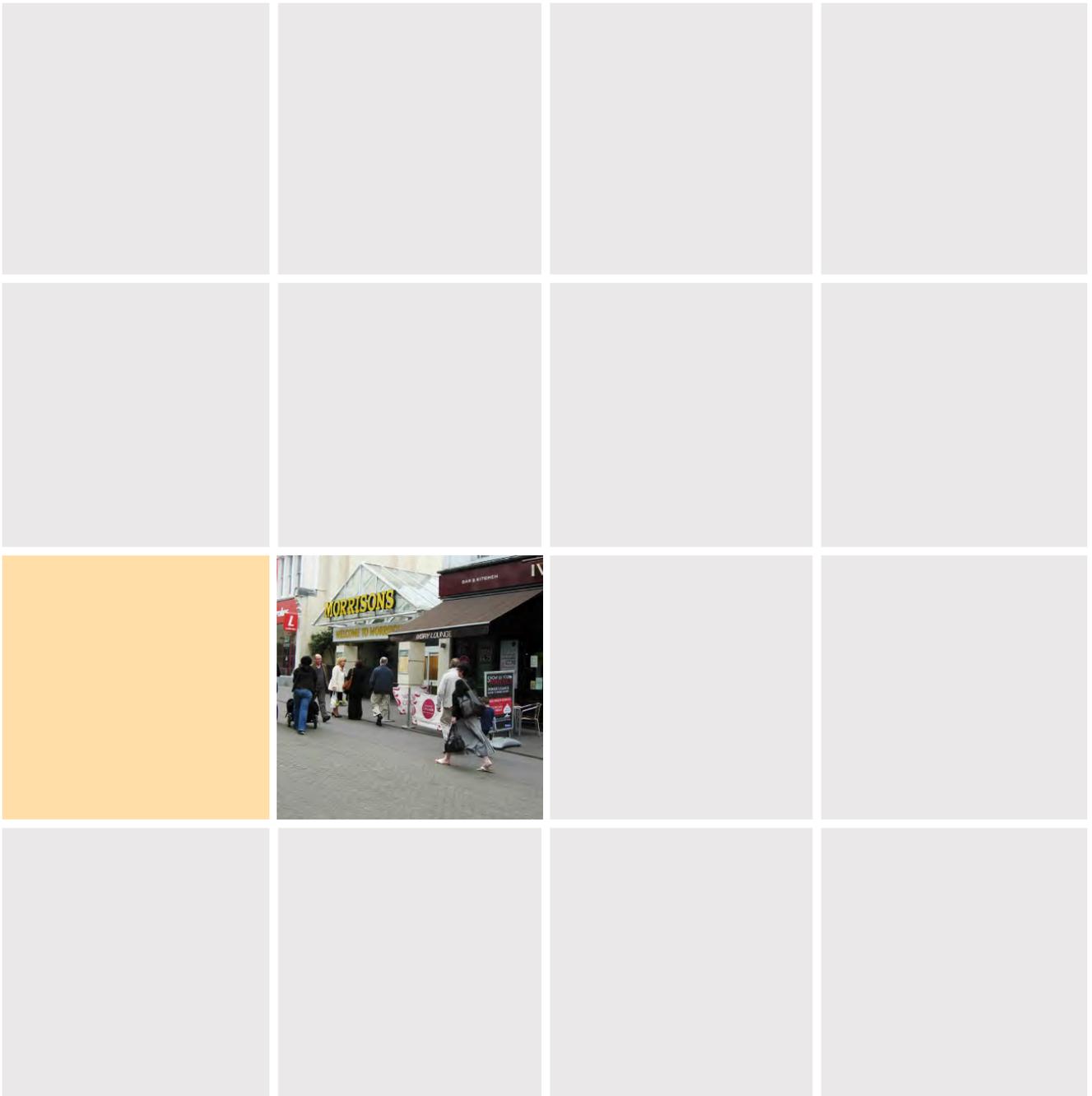
A classification given to a building, object or structure that has been judged to be of historic importance.

Local authority

The official government organisation responsible for governing a county.

Section 106 or Planning Obligations

A legal agreement between an applicant seeking planning permission and the local planning authority, which is used to mitigate the impact of a new development on the local community and infrastructure.



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