



Hackbridge & Beddington Corner  
Neighbourhood Development Group

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### **Sutton Council Sustainable Transport Strategy 2020-2025 Consultation**

Hackbridge and Beddington Corner Neighbourhood Development Group was established in 2011; formally constituted in September 2012 and renewed in 2018. The group is made up of volunteers who wrote a Neighbourhood Plan for their local area, which was adopted in November 2018.

Hackbridge has seen an exponential increase of housing over the last 5 to 10 years, with each development being built as a silo. This has meant that the current infrastructure has not been improved to accommodate thousands of new residents. There needs to be major improvements to pavements, cycle routes, roads, bus and train services.

Our principal concern is to ensure that the policies contained in our Neighbourhood Plan (NP) are adequately reflected in the Sustainable Transport strategy document. Our Neighbourhood Plan has sustainability at its heart and is wholly consistent with the concept of sustainable transport. We have the following comments:-

#### **Promoting Sustainable Transport**

##### **Walking**

- G5d) It is particularly important that new developments should be required to integrate with existing infrastructure, allowing pedestrian movement between developments. (*NP policy MP1, objective 5.2*)
- The draft strategy makes no mention of Beddington Farmlands/WVRP, which provides an excellent space to enable safe cycling and walking, avoiding the busy A237. East/West movement (between Hackbridge and Beddington Lane) is particularly needed. (*NP Policy MP1*)

- Widths of footpaths, unnecessary street furniture, vehicles obstructing the footpath, and areas of flooding also need to be addressed if people are going to be encouraged to walk. (*NP Policy MP1, objective 5.5*)
- The courtesy crossing from All Tiles Shop to Sainsbury's Local was found to be dangerous. Whilst the tactile paving has been removed from both crossings by the small roundabout, the different material of the actual crossing on the road has remained and continues to cause confusion for pedestrians and motorists. This should be changed to provide a safer walking experience.

## **Cycling**

- A lot of cycle routes in Hackbridge are disjointed, partly because of a tick box exercise that new developments include them. All cycle routes need a proper review and measures to ensure they are fit for purpose.
- G61 (Page 41 figure 14) - why is there not a proposed cycle route along London Road, Hackbridge?
- Goat Road London Rd cycle route to Merton - The LBS LIP 3 Page 58, 3.28 states "An improvement scheme at the London Road/Goat Road junction is also in the design stages, and liaison with colleagues at the LB Merton are ongoing". This was in 2019. Urgent action is needed to improve this very dangerous junction. (*NP Policy MP1 and para 5.93*).
- G61 – need to include Hackbridge in list of proposed cycle routes
- Para 6.15 – there is potential to use Beddington Farmlands as a cycle route along the A236. The map at page 41 does not show this.
- We would like to see A236 through Hackbridge as a 20mph zone. The road is now 20mph within Merton, so there is precedent for this.
- Can the Council ensure that all speed cameras are working and recording?

## **Promoting Public Transport**

### **Bus Travel**

- Page 47. para 7.7 The proposal to amend the 127 or 151 bus to provide bus stops within New Mill Quarter is no longer possible, due to the numerous changes in planning applications which resulted in downgrading the road classification, changing the road material, design and width, along with Sutton Council not adopting the roads. This was a lost opportunity.
- Page 49. para 7.16 Additional bus routes or more frequent scheduling of the existing routes are needed in areas where new developments such as the New Mill Quarter and the London Cancer Hub are located. We agree with this, and New Mill Quarter needs to be incorporated into the relevant Guideline (G7e).

## **Train travel**

- We agree with the objectives for the metroisation of the service; and an increased service through Hackbridge to serve existing residents and the thousands of new residents from New Mill Quarter, Millfields, Maple Grove, Greenside Views and other developments.
- We would particularly like to see the restoration of the service to London Bridge in the morning peak.
- The gap (height and width) on Platform 2 is a major health and safety issue. We understand there is/was a project to look at the gauging of the lines to help improve this as part of a larger project, but there needs to be pressure put on the rail companies for this to happen.
- We also support any proposal to improve access to platforms, including lengthening or changing the signal location to allow for more carriages. A lift either side of the platform is the only real solution for access for all as the road bridge is not DDA compliant.

## **Mitigating Motor Transport**

The Neighbourhood Plan states that all developments of more than 35 dwellings must make provision for car club/electric car charging (MP4)

## **Other issues**

### **Air Quality**

We are disappointed that the draft Strategy dismisses the issue of air quality monitoring in a single paragraph. While it is true that improving air quality is addressed in the council's Environment Strategy 2019-25, that document makes no proposal for extending air quality monitoring beyond that already in place. Improving air quality is essential if people are going to choose to walk or cycle, and if parents are going to be happy allowing their children to walk to school. Unless the network of air quality monitoring stations is increased, there will be no way to assess the success or otherwise of the whole Sustainable Transport Strategy. NP policy MP3.

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