



# STREETSPACE FOR LONDON

Working together on COVID-19 recovery:  
**The Streetspace for London Plan**

May 2020





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# Background





# Background

As lockdown lifts, demand for travel will increase. This is likely to be phased and incremental and will pose a series of challenges:

- **TfL will need to run public transport at much lower levels of capacity** than pre-coronavirus in order to provide space for social distancing
- Travel by car is likely to become more attractive however a **car-based recovery poses significant risks to:**
  - road safety
  - public health and health inequalities
  - economic recovery
  - the environment
  - the Mayor's Transport Strategy

We therefore need to **urgently reconsider use of street space to provide safe and appealing spaces to walk and cycle** as an alternative to car use in the context of reduced capacity on the public transport network. Suppressing motorised traffic while allowing essential journeys to take place is key to ensuring we manage our road and public transport networks to maximise our ability to keep people moving safely.



# The Streetspace for London plan





# The Streetspace for London Plan

The Streetspace for London plan will transform London's streets by:

Providing temporary cycle routes to extend the strategic cycle network, with London's main roads repurposed for temporary cycle lanes and wider footways

Providing additional space for people walking and cycling in town centres and at transport hubs, including widening of footways on local high streets to enable people to queue safely

Accelerating delivery of low traffic neighbourhoods and school streets by working with boroughs to reduce through traffic on residential streets





# Benefits of the Streetspace plan



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FOR LONDON

Realising London's recovery ambitions will have a range of benefits for London and Londoners:

- **Restored confidence in public transport**, by providing sufficient space for social distancing, **prioritising use for the groups who need to travel** (e.g. key workers who cannot work from home) and those who are unable to travel by alternative modes (e.g. those with reduced mobility)
- **Economic regeneration of local high streets and town centres**, by supporting Londoners to shop locally
- **Improved health and wellbeing**, by enabling all Londoners to achieve the 20 minutes of walking or cycling each day recommended for good health and wellbeing (which will reduce risks of diabetes and heart disease, both of which are risk factors for severe COVID-19 disease) as well as by reducing exposure to air pollution





# The ambition of the Streetspace plan

The Streetspace for London plan aims to make it **easy** and **safe** for Londoners to **choose to walk or cycle as an alternative to public transport use**. It has been developed in order to help respond to the immediate imperatives around:

- Enabling **social distancing** on street;
- Encouraging Londoners to avoid **unnecessary use of public transport**
- Focusing on strategic movement to prioritise walking and cycling

However, the strategy also has benefits into the medium term recovery phase and into the longer term benefits for London, including:

- Support the health and wellbeing of Londoners, by providing space for active travel, good air quality and safe roads, to reduce susceptibility to severe COVID-19 and relieve pressure on the NHS from other conditions and injuries
- Improving the public transport offer into the longer term, as capacity can be increased and people become ready to use our network again.
- Enable London's economic regeneration by facilitating more walking and cycling to local high streets and town centres; supporting local businesses by maintaining freight access and encouraging clean 'last-mile' freight solutions





# The scale of the Streetspace Plan



- In order to achieve the objectives set out in the Streetspace for London plan, London will need to be ambitious and make change on a significant scale.
- It is estimated there will need to be around an **80% reduction** in public transport capacity in order to support social distancing.
- If all 80% of public transport journeys were switched to active modes instead, **some boroughs would need to accommodate almost double the pre-coronavirus levels of walking and cycling** by their residents (see scale of opportunity map).
- Conversely, if all car-owning households switched their usual public transport journeys to car, **some boroughs would see a near doubling in the number of private transport journeys, causing massive congestion issues** (see scale of challenge map).

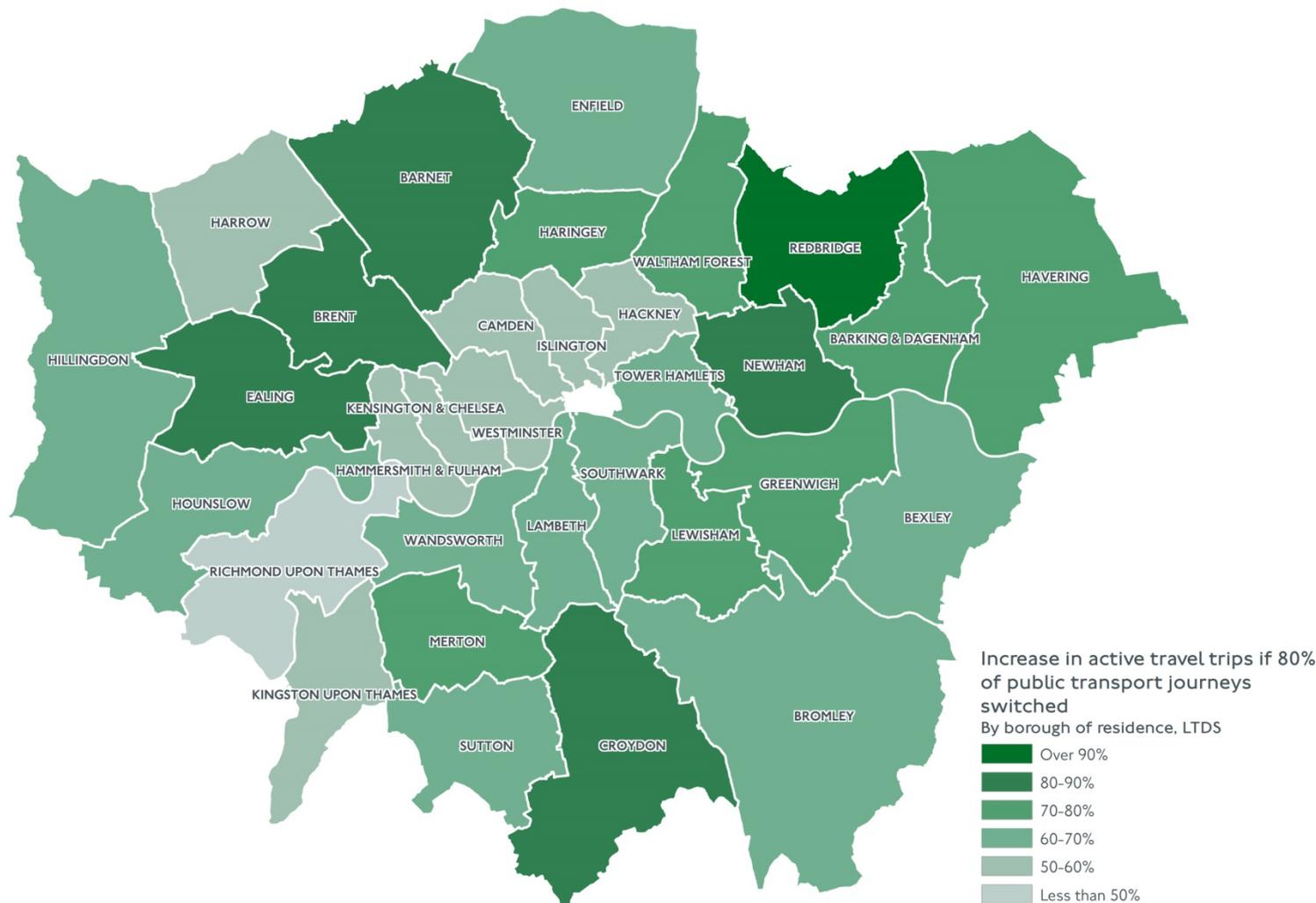




# Scale of opportunity: active travel



It is estimated there will be around an 80% reduction in public transport capacity.

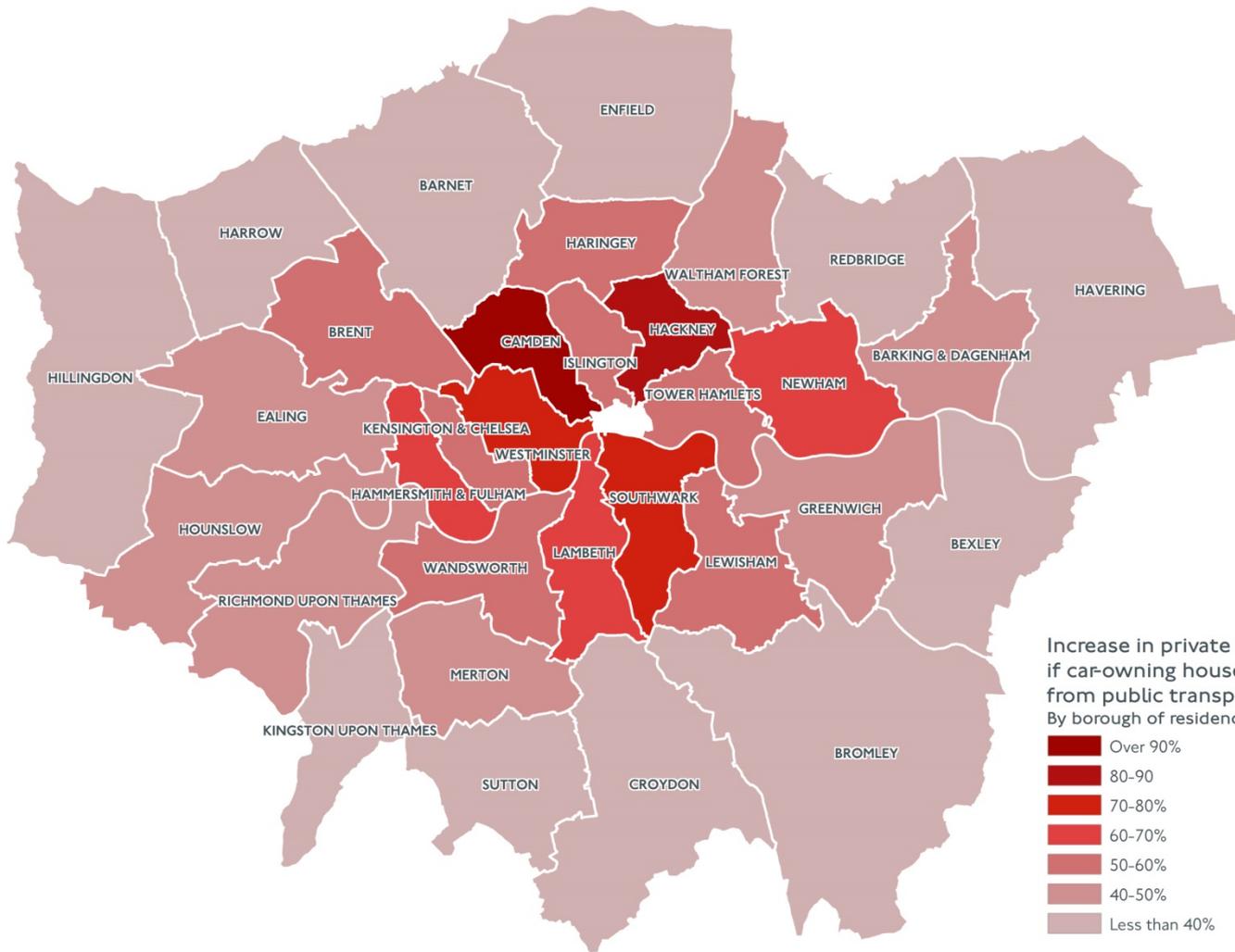




# Scale of challenge: car trips



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# Interventions





# Temporary strategic cycle network

**Case for intervention:** Extensive evidence from TfL and boroughs has shown that a network of safe, attractive cycle routes is required to make cycling a viable alternative form of transport for most Londoners.

**Key principles are that the network should:**

- Provide a coherent, useable and comprehensive network for Londoners to use during the recovery period
- Serve the corridors of highest demand during the recovery period, including routes that parallel crowded Underground and bus corridors
- Be attractive and safe for everyone to use
- Be planned jointly with other Streetspace for London plan measures
- Support the requirements of buses and freight during the recovery period, reflecting the important role these modes will play in London's social and economic recovery





# Interchanges, stations and town centres

**Case for intervention:** In order to enable Londoners to make sustainable local journeys and reduce their need to use public transport and the private car we need to make London's town centres and high streets safe and attractive places to visit and shop. For the remaining public transport journeys these will all start or finish on foot or by cycle, which means the areas around stations and/or bus stops are very busy pedestrian environments.

## Key principles are that interventions should:

- Provide additional space for people to access goods, services and public transport while socially distancing
- Encourage people to walk or cycle to town centres and stations
- Supporting businesses in the town centres by maintaining local delivery and servicing.
- Support the requirements of buses and freight during the recovery period, reflecting the important role these modes will play in London's social and economic recovery.





# Low Traffic Neighbourhoods

**Case for intervention:** During London's lockdown period residents have been able to experience the benefits of lower traffic volumes on residential streets, using them for daily exercise by active travel means. Safe outdoor space to effectively social distance will be essential to support health and wellbeing of Londoners. Low Traffic Neighbourhoods will form a key part of this.

**Key principles are that interventions should ensure:**

- Reduced road danger and preventing rat-running
- Links to the temporary and permanent cycle networks
- Offer outdoor space in locations of limited public and private green space
- Focus on health and inequality outcomes
- Spaces and designs that reduce crime and anti-social behaviour, that are attractive and safe for everyone to use
- Severance reduction measures
- Accurate wayfinding
- Improved access to cycling





# School Streets

**Case for intervention:** As lockdown is eased, social distancing will remain, so we urgently need to prevent crowding outside school gates. It is likely that when schools reopen, start/finish times will be staggered and/or year groups will return incrementally. This will reduce the volume of students and parents outside the school gates at any one time. However, even with these strategies additional space will be needed to facilitate social distancing and to prevent the need for vulnerable road users being forced onto the carriageway with traffic.

## Key principles are:

- School Streets (timed road closures at the start and end of the school day) should be considered outside of all primary schools in London. Where schools are located on main roads or public transport corridors, and it is not possible for School Streets measures to be introduced then alternative, pavement widening may be required.
- Effective enforcement is necessary
- Access should be maintained for residents living within the zone as well as blue badge holders
- School Streets schemes should be included as part of all proposals for Low Traffic Neighbourhoods



**Working  
together**



**EVERY JOURNEY MATTERS**



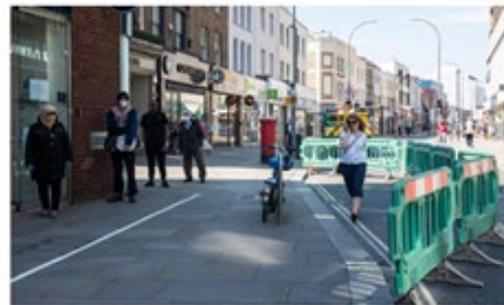
# Urgency of the challenge

While traffic levels have been low during lockdown, they have already started to rise. The **opportunity** to trial temporary measures and achieve the levels of active travel that will be necessary to keep London moving when public transport capacity is reduced will become more difficult as congestion rises.

This is a considerable challenge and **we want to work with boroughs and other stakeholders to find the solutions that work for their local areas** as well as for London as a whole. We will continue to work with you to identify options for improvements, overcome barriers and ultimately deliver for our communities. Temporary measures can enable interventions to be reconfigured or even removed if necessary.

Given the urgency of the crisis, TfL are looking to work with Boroughs on implementing measures as quickly as possible, which, in some instances, will mean the use of cheap or readily available materials.

**All projects that form part of this programme must demonstrate an urgent and swift response to the crisis and should be implemented as soon as possible.**



King St temp. widening in Hammersmith and Fulham



London borough of Ealing





## Funding

As part of our negotiations with Government TfL are seeking emergency funding for investment in projects on borough roads that support social distancing. We now have a settlement from the DfT for the next four months and will be able to confirm shortly the budget for borough expenditure on the Streetspace for London plan (including sunk costs). This funding would be used for the following:

- Delivery of strategic cycle routes using temporary materials
- Reallocation of road space where crowding is an issue, such as town centres, interchanges and key hubs
- Low traffic neighbourhoods on borough roads to give space and security for local walking and cycling, and an enhanced ability to maintain social distancing. This also reflects views about enhanced local quality of life from reduced motor traffic during the lock down.

Full details on how to apply for funding and the considerations that will be taken into allocation of funding can be found in the Streetspace for London plan Borough Guidance





## Value of joint working

We need to work with local authorities and other stakeholders to:

- Ensure ambitions for the TLRN are supported by and coordinated with ambitions for local authority roads. **TfL will support local authorities in delivering infrastructure changes needed on borough networks.**
- Harness local knowledge and intelligence to direct interventions to where they are most needed. **TfL will work with boroughs to support knowledge sharing and decision-making.**
- Ensure that local residents and community stakeholders are informed, brought into the recovery approach, and contribute knowledge and feedback. **TfL will work with local authorities to develop behaviour change and communications messaging for local residents and stakeholders.**
- Monitor progress of temporary interventions and keep changes under review





# STREETSPACE FOR LONDON

Further guidance, tools and resources are available on the Streetspace for London website:

<https://tfl.gov.uk/travel-information/improvements-and-projects/streetspace-for-london>



# Case-making appendices





# Appendix 1: Case making

Londoners have already shown an incredible ability to adapt their behaviours to protect their own health and wellbeing, as well as to keep others safe. The lockdown period has given Londoners the chance to experience many of these ‘rewards’ in the forms of:

- Cleaner air
  - Quieter streets
  - Less time spent commuting
  - Convenience of on-line ordering and home deliveries
  - More time spent exploring local neighbourhoods
- Significantly more Londoners have reported walking more in the early stages of lockdown compared to the previous 12 months, as well as reporting expecting to walk more in the coming year. In a recent YouGov poll, 85% of people reported wanting to see some of the personal and social changes they have experienced during lockdown to continue, with only 9% wanting things to revert to life as before.
  - There is greater awareness and understanding of the impact of personal choices and behaviour on health, with Londoners potentially more likely to change their travel behaviour for personal health reasons, as well as to protect the health of others. A recent YouGov poll found around 40% of Londoners say they will use public transport less once lockdown measures are relaxed, with 50% of those saying they will walk instead, 17% saying they will cycle instead and 41% saying they plan to drive instead.





## Appendix 2: Health benefits

**In the short term, the Streetspace for London Plan will:**

- Enable Londoner's to maintain the social distancing that is required to prevent an increase in COVID-19 infections.
- Enable more Londoners to get the 20 minutes of physical activity each day that is recommended for good health and wellbeing. Average public transport trips involve between 8-15 minutes of active travel (compared with less than 1 minute for average car trips) so it is important that those who were previously travelling by public transport are supported to choose a more active mode (walking or cycling) as an alternative where possible.
- Ensure Londoners are protected from injuries due to road danger, and from poor air quality.

**In the longer-term, streets that encourage Londoners to switch to active travel and reduce the number of vehicles contributing to air and noise pollution will lead to:**

- A reduction in the number of people with health conditions such as heart and lung disease and cancers that are associated with physical inactivity and exposure to poor air quality and excess noise
- Improving the health of Londoners is important in order to reduce the proportion of Londoners who are susceptible to more severe COVID-19 (those with underlying heart and lung conditions) as well as reducing the burden on the NHS from non-COVID-19 related conditions (such as injuries from traffic collisions).

Further information on the health impacts of transport can be found here:

<https://tfl.gov.uk/corporate/about-tfl/corporate-and-social-responsibility/transport-and-health>





## Appendix 3: Equity benefits

- COVID-19 has disproportionately affected vulnerable populations, including those living in more deprived areas. Londoners living in more deprived areas are already more likely to be impacted by exposure to air pollution and road danger. Low-income Londoners are also more likely to work in frontline key-worker roles, which mean they cannot work from home and are less likely to be car-owners, so will be most affected by the reduced capacity on public transport.
- The Streetspace for London plan, which provides safe space for walking and cycling and enables social distancing on public transport for those who need to use it most, is therefore an essential part of protecting vulnerable Londoners. Providing additional space for walking and cycling will therefore help support the most vulnerable, including those who are less mobile and those who may be new to cycling.
- Walking is one of the easiest forms of physical activity that is suitable for Londoners of all ages and abilities. Our plans - which provide space for people to exercise in areas where there is less access to public or private outdoor space such as parks and gardens - are an important part of supporting the health and wellbeing of the most vulnerable.
- It is important that any interventions to support walking and cycling are designed holistically to ensure that all Londoners can move around in safety. When making any changes to street layouts, boroughs must adhere to existing guidance and legislation to ensure that these changes don't detract from current accessibility levels and enhance them where possible.





## Appendix 4: Economic benefits

- Ensuring reliable travel times for businesses is an essential part of economic recovery. In addition, by encouraging Londoners to make fewer longer journeys and more frequent shorter journeys, there is the opportunity to encourage increased use of small businesses on local highstreets.
- Supporting Londoners to visit high streets and town centres on foot or by bike will bring additional benefits, as evidence shows that on average those who walk to a high street spend 40 per cent more than those who drive, and that high street walking, cycling and public realm improvements can help to increase retail sales by up to 30 per cent.
- In addition there will be economic benefits from increasing people's ability to comply with public health social distancing, thereby reducing numbers of new infections and the resultant impact on the economy from sickness absence.

Further information on the economic case for walking and cycling can be found here: <https://tfl.gov.uk/corporate/publications-and-reports/economic-benefits-of-walking-and-cycling>

