STREETSPACE
FOR LONDON

London Streetspace Plan – Interim Guidance to Boroughs

Version 1

15 May 2020

MAYOR OF LONDON

TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

Contents

PART ONE: Introducing the London Streetspace Plan

Introduction

This guidance document aims to provide information to the London boroughs working together with Transport for London (TfL) on the Mayor's London Streetspace Plan (LSP).

The document, which is a live document that is intended to be updated regularly, will provide information on TfL process for boroughs working on LSP schemes, instruction on how to gain access to TfL funding for the LSP programme together with initial guidance and knowledge sharing to aid delivery.

Boroughs should firstly refer to the Department for Transport's (DfT) updated guidance on the Traffic Management Act 2004: network management in response to COVID-19 dated 9th May 2020 accessed via the following link:

https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities/traffic-management-act-2004-network-management-in-response-to-covid-19

This guidance is intended to complement and follow on from the DfT guidance and set the London context for delivery.

The Mayor's London Streetspace Plan

This is the first set of guidance for the London Streetspace Plan. We recognise the programme is necessarily developing at pace and we are learning as we progress. As such it was considered useful to make the guidance we currently have available to London's boroughs. We intend to add to this with additional material reflecting borough feedback and examples of best practice in the coming weeks.

The Mayor's Streetspace 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 so that people can safely socially distance.
- 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 for shops which will help facilitate local economic recovery
- Accelerating delivery of low traffic neighbourhoods and school streets by working with boroughs to reduce through traffic on residential streets, to further enable more people to walk and cycle safely as part of their daily routine

Background

London is already known for its bold and ambitious approaches to transport, as well as to tackling key environmental, health and economic challenges. Now it is time for us to show world-leadership in our approach to COVID-19 recovery, through the introduction of the London Streetspace Plan.

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-COVID-19 in order to continue to provide space for social distancing
- Travel by car is likely to become more attractive (initially when congestion levels are low but this may continue if people are anxious about using public transport)
- A car-based recovery has significant risks to:
  - safety (and meeting our Vision Zero aim);
  - public health (COVID-19 related, physical activity, poor air quality etc.);
  - economic recovery (delayed journey times for e.g.);
  - the environment (due to increased carbon emissions); and
  - contradicting 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 ambition and scale of the Streetspace Plan

London's Streetspace 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 Public Health imperatives around:

- enabling social distancing on street;
- encouraging Londoners to avoid unnecessary use of public transport; and
- focusing on strategic movement to prioritise walking and cycling.

However, if devised well, the strategy should also have benefits into the medium term recovery phase and into the longer term benefits of London. This includes:
- 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
- Seek to improve the public transport offer in ways that last beyond the early recovery stage so the public transport offer remains necessarily strong into the longer term, as capacity can be increased and people become ready to use our bus network again.

- Enable London's economic regeneration by facilitating more walking and cycling to local high streets and town centres, while providing sufficient space for social distancing and supporting local businesses by maintaining freight access and encouraging clean 'last-mile' freight solutions

In order to achieve the objectives set out in the LSP, London will need to be ambitious and make change on a significant scale.

It is estimated there will need to be around an 80 per cent reduction in public transport capacity in order to support social distancing for those who need to use it. If all 80 per cent of public transport journeys were switched to active modes instead, some boroughs would need to accommodate almost double the pre-COVID-19 levels of walking and cycling by their residents.

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.

Benefits of the Streetspace Plan

Realising London's COVID-19 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 (evidence shows 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 increase retail sales by up to 30 per cent)
- 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 (which is also thought to be associated with increased deaths from COVID-19)
- Opportunity for Londoners to experience the benefits of reduced car use (TfL's Active People Research and Car-Free Households Research both show once Londoners experience travelling by modes other than car they are often pleasantly surprised by the benefits / lack of dis-benefits)

Locking in this behaviour change and associated benefits in the short-term 'restart' phase will set us up in the right way for the more significant strategic policies that may be needed in the longer term 'recovery' phase, in response to a range of future scenarios.

PART TWO: TfL legal and regulatory process

Who to contact?

The LSP seeks to create a collective response for boroughs and TfL to work in partnership with one another and deliver overarching aims to benefit all Londoners. To facilitate as such, we are requesting that all borough proposals of all sizes are discussed with TfL.

Discussions between the boroughs and TfL have already been facilitated and LSP TfL sponsors have been assigned to each delivery partner in London. Contacts within TfL Sponsorship have been assigned based on previous roles and should not differ to those that boroughs have already established connections with.

In the first instance boroughs should discuss all proposals with the TfL LSP sponsor working with your borough. This does not negate the statutory requirements for TMAN notification as set out below.

If you are unaware of the TfL LSP Sponsor working with your borough, please email LSPApplications@tfl.gov.uk with 'TfL LSP area sponsor' in the subject title.

Borough's should firstly refer to the Department for Transport's (DfT) updated guidance on the Traffic Management Act 2004: network management in response to COVID-19 dated 9th May 2020 accessed via the following link:

https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities/traffic-management-act-2004-network-management-in-response-to-covid-19

This guidance is intended to complement and follow on from the DfT guidance.

Traffic Management Act 2004 Notification guidance for Boroughs to support post-lockdown recovery schemes in London

The following section provides information in relation to Traffic Management Act 2004 Notifications (TMAN).

Traffic Management Act 2004 Notifications (TMAN)
Pursuant to the Traffic Management Act 2004, any activity carried out by the Boroughs using Highways Act 1980 (HA) or Road Traffic Regulation Act 1984 (RTRA) powers which will or are likely to affect the Strategic Road Network (SRN) or the Transport for London Road Network (TLRN) is notifiable by the Borough to TfL through TfL's TMAN process. This would include barriers placed on street to extend footway space.

Emergency or temporary schemes
The current TMAN process is not suitable for notification of emergency, temporary or short-term measures to support social distancing, due to the speed at which they need to be installed.

TfL proposes a simple and expedient process which will allow TfL to work with you to quickly discuss and evaluate the impact of such proposals on the TLRN, SRN, bus services and signalised crossings and junctions, with the prime focus on safety. We would expect that this process would apply to any proposal you are making using section 14 temporary traffic orders/notices under the RTRA or section 75 under the HA for proposals to vary the widths of carriageways and / or footways.

1) Using the current TMAN system in Londonworks (www.londonworks.gov.uk), Boroughs are requested to submit a short summary of the planned changes, the location, the date of proposed installation (including relevant explanation to help TfL prioritise its assessment) and any draft plans, designs or traffic management drawings.

2) Boroughs are also requested to attach the checklist detailed in Appendix 1 to enable TfL to quickly determine which departments are required to support implementation of the Borough proposals.

Experimental or permanent schemes

TfL's current TMAN process requires one-month notification for any relevant changes to the highway, which will or are likely to affect the SRN and TLRN and which are not being delivered using temporary or emergency highway authority powers (see below for a new rapid assessment process). This process will continue to operate unchanged for any relevant longer-term measures being proposed in your Borough to support travel during the easing of lockdown and to facilitate higher use of active and sustainable modes of transport. This process will continue to apply to any changes being implemented through, for example, experimental traffic orders or permanent traffic orders and will ensure that we can work together to avoid any unintended operational impacts, including taking account of other highway authority or traffic authority proposals. TfL expects that a borough would run the TMAN and traffic order processes in parallel for expediency and we will prioritise discussions and assessments for those schemes which deliver transport network improvements to support recovery from the COVID-19 emergency. TfL will not require any more information than that required by your own Borough Traffic Manager and commits to a pragmatic approach in our assessment of your plans. TfL will discuss options for assessing the impact of more complex proposals which ban movements and close roads when there is insufficient time to undertake a full traffic model assessment. TfL commit a timely turnaround of submissions to support expeditious on-street delivery.

The above processes will be coordinated through TfL's Network Impact Specialist team. Oliver Benford, team leader, can be contacted if you have any queries (oliver.benford@tfl.gov.uk)

Boroughs should seek their own legal advice with regards to the use of traffic orders. For additional information, please see the 'Other guidance' section of this document that may be relevant.

For schemes that do not require a TMAN, we request is provided to the TfL LSP Sponsor for your area. If you are unsure of your area contact, please email LSPApplications@tfl.gov.uk and include 'LSP area sponsor' in the subject title.

PART THREE: TfL's financial situation and how to access funding

How we can work together on all projects in the programme

We are keen to have a smooth working arrangement between TfL, Boroughs and other planning authorities to ensure that the programmes are delivered in a coordinated way, delivering the intended outcomes, and avoiding any unwanted side effects.

Urgency and the need for Borough support to deliver the plan

While traffic levels have been low during lockdown, they have already started to rise. The opportunity to test out temporary measures and embed the levels of active travel that will be necessary to keep London moving when public transport capacity is reduced may start to pass. Interventions could become harder to test once if congestion rises.

This is a considerable challenge and we want to work with boroughs 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 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.

We need to work with local authorities 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, bought 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

Current TfL financial situation

Approximately 80 per cent of TfL's £6bn operating revenue per annum comes from passenger fares income, driven by demand; advertising revenues, driven by footfall across our estate; and congestion charge income and property rentals, both of which have been temporarily suspended during the crisis.

We are actively encouraging our passengers not to travel unless absolutely necessary, to support the Government's position, in accordance with Public Health England advice. Since the beginning of the crisis, TfL's passenger numbers have fallen significantly - tube travel is down by 95 per cent and bus travel down by 85 per cent.

In line with this approach of discouraging all by essential journeys – and supporting public health – in March, TfL and Crossrail brought all project sites to a temporary safe stop unless they needed to continue for operational safety reasons. Many Boroughs did the same and brought their projects to a safe stop.

Although passenger numbers – and therefore revenue for TfL – are significantly down, it still costs TfL around £600m every month to operate its network to support essential trips. Given this situation – like transport operators across the country – TfL requires financial support from Government. We are in discussions with Government at the highest levels to provide grant funding support to see us through the next six months. In addition, we will need more support after that when we are clearer about the longer-term impacts of this crisis on travel demand.

The financial situation has meant that TfL has also had to put most of the design, development and funding projects on pause, in addition to the safe stop on construction, with limited exceptions for safety and operationally critical expenditure. This pause has included pre-planned Local Implementation Plan (LIP) funded and other borough programmes.

In the current crisis we need to reconsider the funding allocations to the boroughs as we are doing with all of our proposed investment programme. Most boroughs have safe stopped most of their projects for the duration of the crisis and it is clear that even if all of the funding was available that boroughs would not be able to complete the proposed programme of schemes agreed last December (2019). Some elements of the programme may be able to be brought forward – and accelerated – as part of the new focus set out above, other activity will have to wait.

As part of our negotiations with Government we 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 first 6 months of the year and will be able to confirm shortly the budget for borough expenditure on the London Streetspace 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

Discussions with borough officers across London are already ongoing to try and pool knowledge about potential opportunities and to coordinate and assist delivery.

It could include some schemes from the original LIP programme. However, we would have to be clear that the measures being implemented would support social distancing during this crisis.

Allocation of the funding

The majority of the proposed funding will be allocated to measures that support social distancing for pedestrians and cyclists. However, it is recognised that there are some issues with costs incurred by boroughs on LIP and other TfL-funded borough programmes before this necessary change of direction. We also recognise the importance of TfL funding in meeting the costs of Borough Transport officers.

Therefore, to support the Boroughs, this funding would also need to cover a level of 'sunk costs' for each Borough, namely the costs of:

1. bringing in-flight projects to a safe-stop or completion of schemes already in construction
2. salary costs of the Borough Transport officers that cannot be directly attributed to delivering social distancing schemes or the other programmes that remain funded
3. any costs on other programmes already contractually committed before the Boroughs were informed of the changing priorities.

We need to engage Boroughs to get a full understanding of the level of these sunk costs. Separate guidance will be issued on this shortly. Once we have gathered information about the claims it is intended that we will allow for claims via the borough portal.

After sunk costs have been agreed, we are proposing that the remainder of the funding would be allocated to Borough projects as they are able to bring these projects forward. We would do this to incentivise and support the rapid development and delivery of schemes.

As set out in this section, we will need some information from you to decide which projects are the optimum to fund. But we will also want to work with you to look at some of the detail and the timing of delivery, particularly projects that affect TfL assets or operations as set out in as set out in Appendix Two.

How to apply for TfL funding under the LSP

For boroughs who are seeking TfL funding to deliver LSP schemes the information set out in in Appendix One (including the proforma) should be completed and submitted to TfL for consideration. You should email your submission to LSPApplications@tfl.gov.uk (details in Appendix Two).

It is proposed that your LSP plans and submissions cover the following three objectives:

- **Reallocation of road space -** where pedestrian crowding and social distancing is an issue, such as town centres and key hubs

- **Delivery of strategic cycle routes -** using temporary materials such as light segregation, temporary barriers and traffic restrictions

- **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

For proposals that do not fall within any of the above categories there is however room for discussion for other innovative project ideas. We also welcome borough suggestions for TLRN priorities e.g. signal timings, pedestrian crowding and strategic corridors. These can be discussed with your TfL LSP sponsor.

Decisions to award projects funding will be made by TfL on the following basis:

- **Deliverability** - Considers the complexity of the proposed project, whether there is political support for the project, the level of community support and engagement in and any dependencies that could inhibit the delivery of the project. Past delivery record will also be taken into consideration

- **Location and Borough** – Considers the needs and issues of the location and borough mode share targets to get a high-level understanding of the challenges and opportunities to deliver the outcomes. Metrics that will be considered will include assessment of locations where social distancing is an issue, overcrowding is likely and will pose safety concerns, and where transport, economic and social datasets show a need to intervene

- **Value** – Considers the outcomes and benefit that the proposed intervention will deliver in return for the investment focussing on the immediate public health imperatives and the longer-term ambitions about sustainable movement by walking, cycling and public transport. This will also allow TfL to prioritise funding as the programme is expected to be oversubscribed.

TfL retains the right to withhold or reduce funding in cases where projects do not meet the requirements.   Given the nature of emerging and urgent crisis, there isn't a deadline for the submission of applications. Early applications are strongly encouraged as there is a limited budget for this programme. Borough submissions will be dealt with as and when they are received by TfL. We aim to consider all applications within 5 working days. More information about this process will be published in the next few days.

London boroughs have a duty to consider protective security and preventing the risk of terrorism and other violent crimes under Section 17 of the Crime and Disorder Act.

Boroughs should consult with and involve their local Counter-Terrorism Security Advisers and if helpful, TfL's Crime Reduction and Operational Security Team (crimereduction@tfl.gov.uk) in the implementation of this guidance. Details of prior and/or planned discussions should be included in the borough funding proforma where applicable.

Street furniture should not be removed without prior consultation with security advisers, as they can contribute to deterring vehicle as a weapon attacks.

Borough funding application, LSP Proforma

The proforma in Appendix Two together with a location plan should be submitted to LSPApplications@tfl.gov.uk. It is encouraged that applications are kept short to accommodate a quick response. The proforma should be no longer than 2 pages.

Location plans should include but are not limited to:

- Proposals
- Land use
- Key points of interest
- Public transport sites and facilities
- Existing cycling facilities

For schemes with existing design drawings please also submit these for TfL's consideration. Funding decisions will be made by TfL on the following basis, with precise details still be determined, given the speed of programme delivery but around the principles of:

- Directly addresses the core short term challenges in enabling essential movement by sustainable means, enabling social distancing, and relieving pressure on public transport, and addresses sites of need
- Deliverability
- Addresses longer term strategic priorities

These principles will primarily address these through the following three programmes:
- Reallocation of road space where crowding is an issue, such as town centres and key hubs
- Delivery of strategic cycle routes using temporary materials
- Low traffic neighbourhoods (including school streets) 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

PART FOUR: Guidance and knowledge sharing

This section shares existing information TfL holds that could aid the effective delivery of measures required for the LSP. The document is live and is intended to evolve such as the situation does. We have included initial analysis together with guiding principles that may be useful for boroughs to use. Additional guidance will be added to this knowledge bank when developed. If detailed data maps are required by boroughs, please email: LSPApplications@tfl.gov.uk with LSP Data in the subject title.

London Streetspace Plan 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, and the lockdown period has given Londoners the chance to experience many of the 'rewards' of their changed travel behaviours, in the forms of:

- Cleaner air
- Quieter streets
- Less time spent commuting
- Convenience of on-line ordering and home deliveries
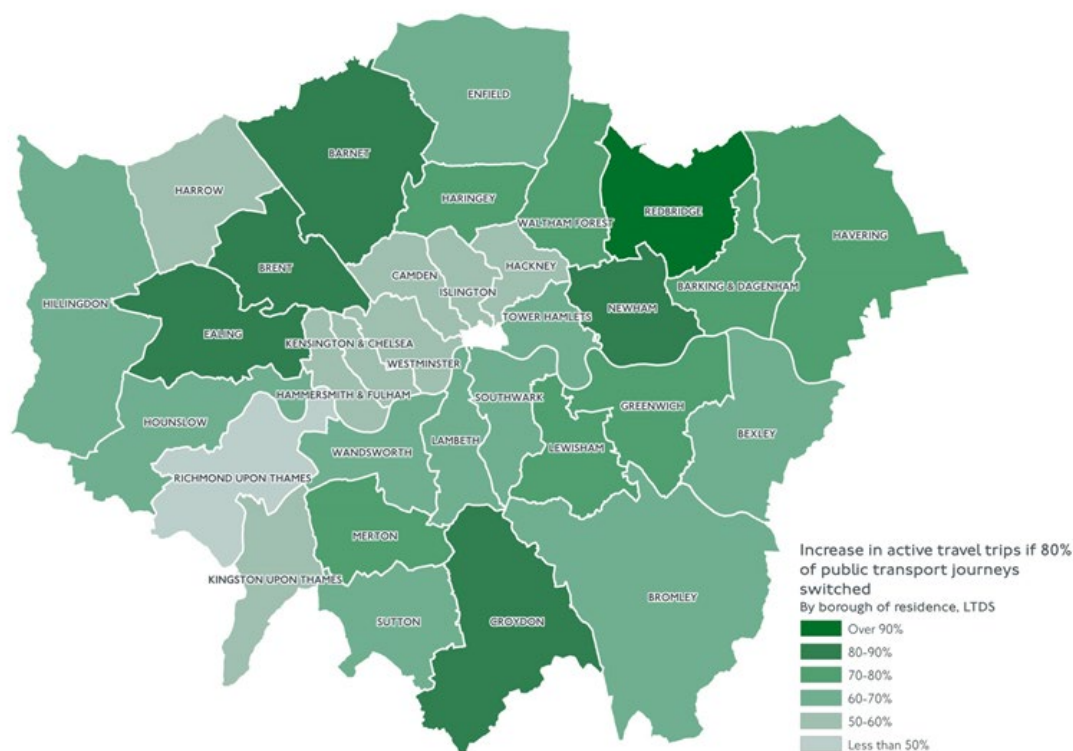- More time spent exploring local neighbourhoods

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. Eighty-five per cent of people report wanting to see some of the personal and social changes they have experienced during lockdown to continue, with only 9 per cent 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 per cent of Londoners say they will use public transport less once lockdown measures are relaxed, with 50 per cent of those saying they will walk instead, 17 per cent saying they will cycle instead. A worrying 41 per cent saying they plan to drive instead.

Switchable trips by borough

As noted in the introduction it is estimated there will need to be around an 80 per cent reduction in public transport capacity. If all 80 per cent of public transport journeys were switched to active modes instead, some boroughs would need to accommodate almost double the pre-COVID-19 levels of walking and cycling by their residents. Nearly all boroughs would have to accommodate at least 50 per cent more active travel trips by their residents as well as supporting active trips made by residents of other boroughs.

Figure 4.1 Increase in active travel trips if 80% of public transport journeys switched

Increase in active travel trips if 80% of public transport journeys switched
By borough of residence, LTDS

- Over 90%
- 80-90%
- 70-80%
- 60-70%
- 50-60%
- Less than 50%

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. Even in the least affected boroughs, there's a risk of private trips increasing by a quarter. Every borough would also be affected by car trips originating in other boroughs.

Figure 4.2 Increase in private transport trips if car-owning households switch from public transport

Increase in private transport trips if car-owning households switch from public transport
By borough of residence, LTDS
- Over 90%
- 80-90
- 70-80%
- 60-70%
- 50-60%
- 40-50%
- Less than 40%
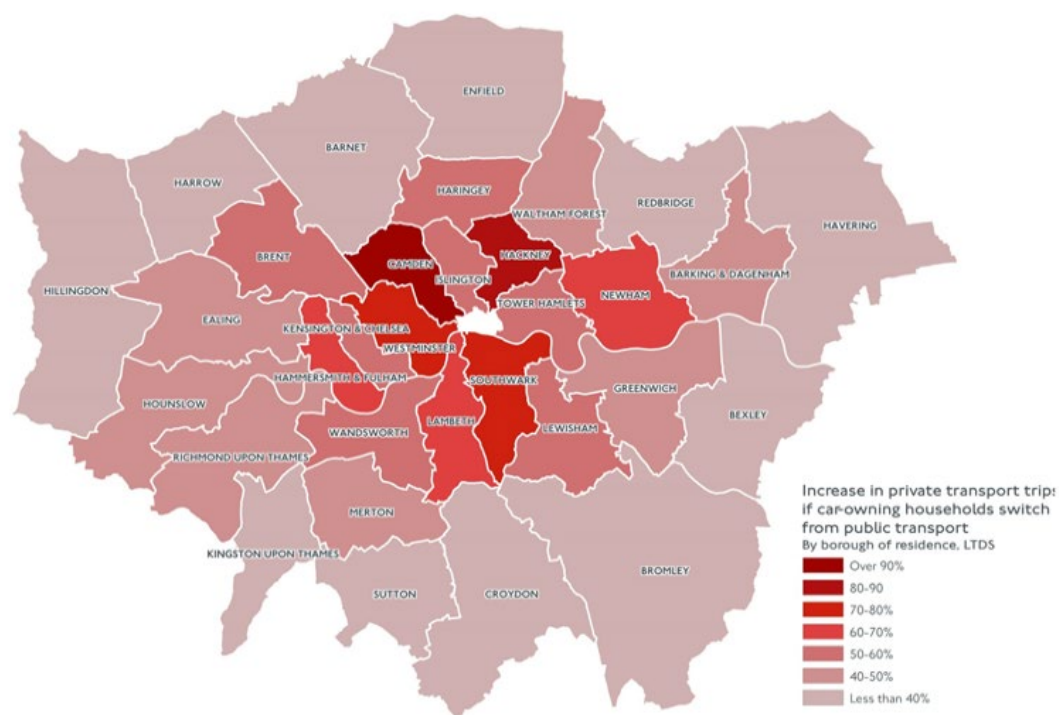
Guidance on Temporary Strategic Cycle Network

Case for intervention

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

In order to achieve the goals of the Streetspace Plan a usable, coherent and comprehensive network of cycle routes will need to be provided to enable safe and healthy alternatives to public transport. Developing a Temporary Strategic Cycle Network is therefore a core part of the London Streetspace Plan.

Key principles

Proposals for a Temporary Strategic Cycle Network should be developed in line with the broader aims of the London Streetspace Plan.

Specifically, this means that the Temporary Strategic Cycle Network should:

- Provide a coherent, usable and comprehensive network for Londoners to use during the COVID-19 recovery period, without any major gaps
- Serve the corridors of highest demand during the COVID-19 recovery period, including routes that parallel crowded Underground and bus corridors, and routes that provide access to key worker destinations such as hospitals

- Be attractive and safe for everyone to use, including new and less confident cyclists, and people using non-standard cycles
- Be planned jointly with other Streetspace Plan measures, including integration with town centre and Low Traffic Neighbourhood proposals, and balanced with the need for additional pedestrian space
- Support the requirements of buses and freight during the COVID-19 recovery period, reflecting the important role these modes will play in London's social and economic recovery
- Support the long-term delivery of the longer-term strategic priorities where appropriate.

To achieve these aims, the Temporary Strategic Cycle Network will need to consist of:

- Existing high-quality cycle routes (including both TfL and borough routes)
- In-flight cycle route projects (pre-COVID-19) brought forward using temporary measures
- New routes beyond those in development pre-COVID-19

Further analysis of locations where investment may support Streetspace plan objectives can be found in Appendix Four.

Guidance on the bus network

TfL buses have provided the following map setting out where carriageway space is important on the bus network to aid early thoughts. It is intended this will help to identify what roads have the most value from the perspective of maintaining a competitive bus network given the likely increased competition from the private car.

Government guidelines on the Traffic management act in response to COVID-19 suggest 'whole-route' approaches to create corridors for buses, cycles and access only on key routes into town and city centres could be considered.

For proposals such as this or otherwise, boroughs should initially work with the TfL LSP area Sponsor as well as colleagues within TfL Buses. Conversations between borough officers and TfL sponsors have already begun however if you are unsure of your area contact, please email LSPApplications@tfl.gov.uk including 'LSP area sponsor' in the subject title.

Additional guidance for proposals that require a TMAN notification, see Section 2 above.

Figure 4.3: Bus routes by type
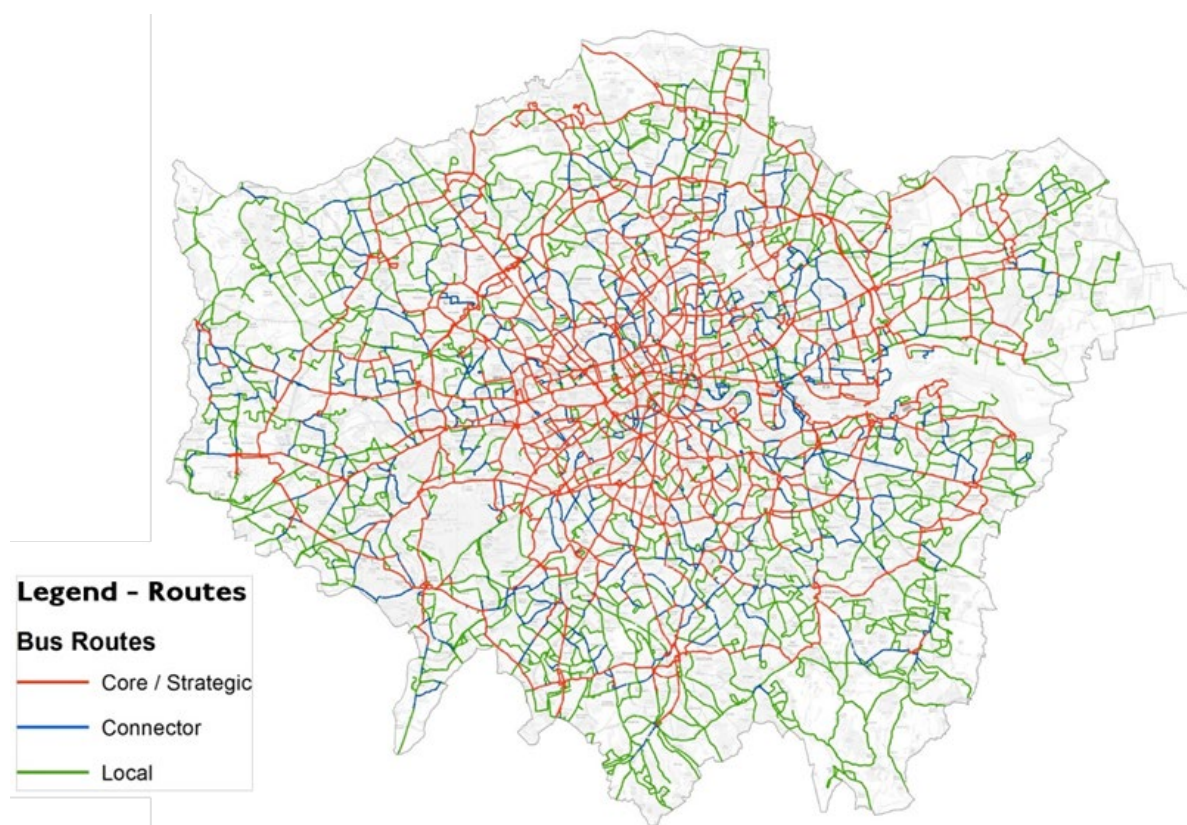
For schemes that may impact buses consideration must be given to monitoring the impacts. Further information on monitoring strategies is expected to be incorporated into an update to this guidance. In the meantime, boroughs are encouraged to discuss proposals to monitor with relevant TfL colleagues.

Guidance on 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 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.

These areas can be cluttered and difficult to navigate, provision for cycle parking can be inconsistent, and interchanges between different modes can be complex. Street clutter and narrow footways at high volume locations in town centres and outside stations can make

social distancing challenging. Therefore, where appropriate, boroughs should engage with relevant business partners to ensure that street furniture such as A-boards are relocated to maximise available footway space.

Bus-to-rail interchanges are a unique challenge due to the interaction between the street network and public transport network. Bus service levels and the positioning of bus stops affects the timing and volume of arrival waves at stations. A wave of customers with similar desire lines, particularly if this requires crossing a street, may lead to queuing and congregating. Those trying to social distance may cross informally to avoid crowds, which has safety implications. Similar effects may occur in town centres and high streets that are served by public transport. Busy interchanges will need interim measures to mitigate and support social distancing with a more medium- and long-term review to fully address issues that may arise as social distancing criteria is relaxed as we exit this crisis.

Lastly interchanges and town centres are also often on busy strategic roads. Service disruption or 'bunching' on the bus network can lead to high volumes of waiting passengers on the pavement at busy interchanges and longer dwell times may cause traffic disruption.

Key principles

Proposals for interchanges and town centres should be developed in line with the broader aims of the London Streetspace Plan, specifically:

- Provide additional space for people to access goods, services and public transport while socially distancing this includes space for queuing at shops, stations and bus stops and for those moving past these queues on foot
- Additional crossing points or space around crossing points may also be required
- Encourage people to walk or cycle to town centres and stations by linking to the temporary and permanent cycle networks and residential areas (considering Low Traffic Neighbourhoods) and by providing cycle parking, ideally in place of car parking to maximise space for those walking and minimise impact on protected groups
- Supporting businesses in the town centres by maintaining local delivery and servicing. this may require mitigation measures such as micro consolidation hubs and cargo bike schemes
- Support the requirements of buses and freight during the COVID recovery period, reflecting the important role these modes will play in London's social and economic recovery, in particular service disruption or 'bunching' on the bus network can lead to high volumes of waiting passengers on the pavement at busy bus-to-rail interchanges so it is important that measures do not cause disruption to the bus network, as this will exacerbate challenges relating to queuing and footway congestion.
- Support the long-term delivery of the Mayor's Transport Strategy

Further analysis of locations where investment may support Streetspace plan objectives can be found in Appendix Five.

Guidance on Low Traffic Neighbourhoods

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

Recent research[1] has shown that just 36 per cent of pavements in London are at least three metres wide, the minimum required to observe social distancing. Without enough space for people walking to socially distance, there is the potential for either breaches of social distancing to occur through pavement overcrowding or risks to people's safety, as they walk in the carriageway to maintain distance. TfL encourages boroughs to discuss safety, security and enforcement issues with its local policing and enforcement teams.

Providing access to public open space is especially challenging, yet vital, for those living in flats with limited private outdoor space. The map above shows the density of flats as a heat map compared with a 400m buffer of access to London's green spaces. During lockdown, higher social grade Londoners have been more likely to increase their use of parks, LTNs can therefore help contribute to equitable access of outside space and activity.

Key Principles

Temporary / experimental LTNs must offer safe, attractive environments for walking and cycling. At the very least this means low speeds i.e. posted limits of 20mph and low traffic volumes for local access only. Key principles behind the location of temporary LTNs are to:

- Offer outdoor space that can be used more easily in locations of limited public and private green space
- Include school streets or zones of school streets, picking up on concerns about social distancing outside and routes to schools
- Focus on health and inequality outcomes
- Spaces and designs that reduce crime and anti-social behaviour
- Reduce road danger and prevent rat-running
- Link to the temporary and permanent cycle networks
- Be attractive and safe for everyone to use, including new and less confident cyclists and people using non-standard cycles, and encourage socially distanced walking
- Support the long-term delivery of the Mayor's Transport Strategy
- Include severance reduction measures on streets surrounding the LTN neighbourhood cell
- Consider accurate wayfinding around the LTN and to local destinations

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[1] Palominos, N., & Smith, D. A. Quantifying and Mapping Streetspace: a Geocomputational Method for the Citywide Analysis of Pedestrian and Vehicular Streetspace. CASA Workig Paper 212. Sep 2019

- Provide temporary cycle parking to allow and consider schemes to improve access to cycles

Bus routes have a key function in enabling local access so must be protected as part of temporary LTN proposals, with a general presumption to bus routes and stop locations remaining as they are. Consideration should be given to bus gates to protect bus networks whilst removing general traffic.

Examples of intervention types

Delivery of temporary LTNs will require use of temporary materials, which TfL can provide support identifying. Temporary materials have frequently been used to trial new road layouts, road closures and traffic calming before permanent implementation, however these types of schemes are now needed on a much larger scale, across London, to facilitate the rapid roll out of safe space for people traveling on foot or by cycle. The purpose of such facilitates for medium-long term use must be considered including the replacement of parking spaces with cycle parking (bike hangars).

Interventions could include simple modal filters with temporary materials or bollards, with cost effectiveness and flexibility in mind. Where schools are present, School Streets should form an integral part of temporary LTNs.

Complementary measures within the LTN may include temporary dropped kerbs to enhance accessibility, temporary residential and destination cycle parking and wayfinding for cycling and walking.

Further analysis of locations where investment may support Streetspace plan objectives can be found in Appendix Six.

Changes in pollution since COVID-19

The table below shows the 20 monitoring sites that have recorded the largest reduction in daily average NO_2 since COVID-19 measures were introduced in March. These include some of London's busiest locations (Oxford Street, Marylebone Road, Euston Road, Old Street, Putney High Street, Brixton Road).

Pollution has almost halved at Oxford Street, strengthening the case for pedestrianisation. Further analysis for individual sites can be provided if helpful.

Table 4. 2 Reduction in daily average NO$_2$ since COVID measure introduced

Name	Site type	Borough	Average reduction [μg m^{-3}]	Average reduction [%]
Westminster – Strand (Northbank BID)	Roadside	Westminster	–27.4	–42%
Westminster – Marylebone Road	Kerbside	Westminster	–26.4	–48%
City of London – Beech Street	Roadside	City of London	–25.2	–52%
Westminster – Oxford Street	Kerbside	Westminster	–23.5	–47%
City of London – Walbrook Wharf	Roadside	City of London	–22.0	–38%
Camden – Euston Road	Roadside	Camden	–20.5	–34%
Wandsworth – Putney High Street Facade	Roadside	Wandsworth	–19.4	–33%
Wandsworth – Putney High Street	Kerbside	Wandsworth	–18.9	–30%
Hammersmith and Fulham – Shepherd's Bush	Roadside	Hammersmith and Fulham	–17.6	–33%
Ealing – Hanger Lane Gyratory	Roadside	Ealing	–17.4	–31%
Westminster – Cavendish Square	Roadside	Westminster	–16.8	–36%
Hackney – Old Street	Roadside	Hackney	–16.4	–36%
Greenwich – Trafalgar Road (Hoskins St)	Roadside	Greenwich	–14.9	–35%
Lambeth – Brixton Road	Kerbside	Lambeth	–14.8	–23%
Hillingdon – Keats Way	Suburban	Hillingdon	–14.8	–38%
Kensington and Chelsea – Chelsea	Roadside	Kensington and Chelsea	–14.4	–32%
Ealing – Western Avenue	Roadside	Ealing	–14.3	–37%
Tower Hamlets – Blackwall	Roadside	Tower Hamlets	–14.2	–33%
Westminster – Duke Street (Grosvenor)	Roadside	Westminster	–14.0	–34%
Kensington and Chelsea – Knightsbridge	Roadside	Kensington and Chelsea	–13.6	–32%

Green Infrastructure and Sustainable Drainage Systems

Green infrastructure includes the provision of green spaces and features such as street trees and wildflower verges. There are multiple benefits resulting from green infrastructure, including improved resilience to severe weather, better air and water quality, the encouragement of walking and cycling and increased biodiversity.

Streetspace for London projects should protect existing green infrastructure where possible, or – if there is a loss – provide new green infrastructure in order to deliver a net gain in biodiversity. Longer term Streetspace for London projects provide an opportunity for creating new green infrastructure. For example trees provide shade and shelter from high winds, heavy rain and direct sun. Projects should retain existing trees and include new trees where possible

Sustainable Drainage Systems (SuDS) help to reduce flood risk, improve water quality, improve visual amenity and increase biodiversity. Measures for SuDS should be proposed in Streetspace for London project. Examples might include:

- Rain gardens in build outs – designed to accept surface water runoff from adjacent footway and carriageway

- Permeable surfacing – making new footway surfaces permeable.

- SuDS tree pits – tree pit design and species choice which allow surface water from adjacent surfaces to run in Air Quality

There is also an opportunity to coordinate activity in conjunction with projects previously identified under the Mayor's Air Quality Fund which measures aim to improve air quality. These include school streets, street closures and vehicle restrictions, tackling engine idling and implementation of air quality improvements around schools, particularly in response to recommendations set out in the Mayor's School Air Quality Audit Programme.

Further information can be found at the following links:

London Green Infrastructure Focus Map: https://data.london.gov.uk/dataset/green-infrastructure-focus-map

The London Tree Cover and London Street Tree maps: https://maps.london.gov.uk/canopy-cover/ and here https://maps.london.gov.uk/trees/.

TfL SuDS Guide: http://content.tfl.gov.uk/sustainable-urban-drainage-november-2016.pdf

General technical design principles for Social Distancing

The following information has been collated by TfL Engineers working on TLRN schemes. Further guidance on this subject matter is expected shortly in a separate document initially covering social distancing measures, followed by cycling measures in due course.

It is expected future guidance will include specifics on TfL assets such as bus stops and signals as well as specific design principles for cycling improvements.

Given the urgent need, it has been assumed during the production of this guidance document that initial proposals will be temporary in nature and should be easily implementable and flexible to change as government advice on social distancing requirements is updated, using materials and products that are readily available.

Following initial implementation, interventions should be reviewed and amended after understanding operational issues that might have arisen, and an upgrade of materials, that may be more suitable to medium-term deployment, should be considered.

In each case, the requirements of all road users should be considered and particularly those with mobility and visual impairments.

Improvements to promote social distancing in High Street environments can take the form of some common interventions. These are:

1. Footway widening and the removal of pinch points
2. Bus stop waiting area improvements
3. Pedestrian crossing improvements
4. Signal-controlled junction amendments

Guidance on each of the above is provided in subsequent sections and should be considered taking an operationally incremental approach.

Footway Widening & Pinch Point Removal

Considerations

- Removing unnecessary or redundant street furniture and signs, or the relocation to a position away from expected pedestrian desire lines
- Suspending pad parking and loading bays to bring the footways back into 24-hour footway use
- Suspending inset parking and loading bays, reallocating the carriageway as additional footway
- Suspending on carriageway parking and loading bays and reallocating as additional footway
- Traffic management buildouts at side road junctions to increase useable footway space
- Traffic lane removal and cordoning off with traffic management to use carriageway as footway

Bus Stop Alterations & Relocations
Considerations

- Widening footways around bus stops and provide temporary bus stop flag at kerb edge. Bus stop accessibility remains an important consideration, so localised bus stop boarders/buildouts may be required.

- Relocating bus stops away from conflicting trip/queue generators such as ATMs or shops with outside queuing

Pedestrian Crossing Improvements
Considerations

- Increasing the green man invitation time at signalised crossings
- Reduce the waiting time for pedestrians
- Widening footways at crossing locations to provide additional waiting areas
- Increasing the width of crossings to allow pedestrians more space when crossing

Signal-controlled junction amendments
Considerations

- Same considerations as Pedestrian Crossings
- Assess if any of the changes in road layout impact the safety critical timings for pedestrians and vehicles
- Assess if operational timings can be adjusted to benefit buses, pedestrians and cyclists
- Reviewing how traffic management might affect lane allocation markings e.g. closing or narrowing a left turn only lane that has a left filter light at the signals
- Assessing the sight lines of the traffic signals and pedestrians
- Review the vehicle, cyclist and pedestrian detector locations and alignments
- Determine if Advanced Cycle Stop lines can be introduced or increased to 7.5m depth to improve social distancing for cyclists

General issues for consideration

- On bus routes, ensure two buses can pass each other in opposite directions
- Ensure that all bus movements can be undertaken safely at junctions
- Lane widths should be in line with the London Cycle Design Standards to ensure cyclists are not placed in an unsafe situation
- Retain existing cycle facilities, upgrading where possible
- Consider increasing space by enough widths so that there will be sufficient space for pedestrians, by taking into account space for barriers, especially where there is a height difference between the existing footway and widened part
- Consider the effect of "chicaning" on a road if additional space is created on alternate sides of the road in succession. This could have the effect of reducing vehicle speeds but may also create safety concerns depending on the nature of the road
- Consider the possible adverse effect of lane width restrictions at signalled junctions. For example, on conflict points or street furniture at increased risk of being hit by turning vehicles.

School Streets

Case for Intervention

School Streets are a key tool in the 'Streetspace for London' plan. The Mayor and TfL fully support School Streets as an effective way to enable social distancing and reduce road danger outside schools.

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.

School Streets create a safer and healthier environment by temporarily closing roads to traffic outside schools during drop-off and pick-up times. This enables more children to walk, cycle or scoot to school, with less air pollution, road danger and congestion. School Streets have already been successfully implemented in many London boroughs.

As London emerges from lockdown, more children walking and cycling to school will help:

- maintain improved air quality
- protect the mental and physical health of children by enabling physical activity through travel (whilst other options for physical activity are limited)
- ease pressure on the public transport network, especially local bus routes – a key aim of the Mayor's Streetspace programme.

School Streets generally restrict traffic directly outside the school for 30-90 minutes at either end of the school day. Signs, barriers and/or cameras stop non-residents driving through the School Street. Residents and blue badge holders have access. Where needed, temporary barriers or bollards are placed on the street and raised/dropped by the school. Without bollards, Automatic Number Plate Recognition (ANPR) or police support is used to enforce School Streets.

Key principles

- School Streets 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 if School Streets are to have the desired impacts on traffic reduction and the creation of safe space for social distancing.
- Access should be maintained for residents living within the zone as well as blue badge holders, however other exemptions should be kept to a minimum in order to prevent the effect of the intervention being diluted.
- School Streets schemes should be included as part of all proposals for Low Traffic Neighbourhoods.

Analysis of locations

Rapid roll out of School Streets is needed. Assessment and delivery will have to be considered in tranches due to constrained resources. Boroughs should prioritise and give immediate priority to those schools with the greatest need for space for social distancing.

Criteria for prioritisation could include:

- Where there are two or more schools in close proximity to one another.
- Schools with narrow footways.
- Schools with large intake/multi form entry, so that even with staggered start/finish times crowding outside is still likely.
- Where there was a recognised and significant problem with crowding outside school prior to the COVID-19 outbreak.
- Road danger was a recognised and significant issue prior to the COVID-19 outbreak.
- Plans are already progressing to deliver a School Street, and can be fast tracked

Examples of interventions

School Streets have been successfully delivered across London. Hackney's School Streets Toolkit for professionals includes a series of case studies, delivered prior to COVID-19. Guidance for Boroughs on the emergency roll out of School Streets will be provided.

Previous research: Schools and nurseries located in areas which are exceed the legal / World Health Organization limit

The London Atmospheric Emissions Inventory (LAEI, 2016) found that in 2016 there were 370 primary schools and 30 nurseries that exceeded the legal limit for nitrogen dioxide (NO_2) in 2016. All schools and nurseries exceeded the World Health Organization (WHO) guideline limit for particulate matter ($PM_{2.5}$).

List of schools that exceeded the legal limit for NO_2 in 2016 is available here: https://data.london.gov.uk/download/london-atmospheric-emissions-inventory--laei--2016/339630dc-11f4-498e-b70d-711fe3a49af0/Schools_exceeding_LAEI_2016.xlsx

The GLA and TfL commissioned new modelling for 2019 however publication of this has been delayed due to COVID-19.

The modelling was expected to show improvements for the majority of schools, most of which modelled to be with the legal limit for NO_2 due to the ambitious air quality policies implemented in the last four years. However, the schools that exceeded in 2016 will still be in the most polluted areas relative to all schools. In addition, many of them are only just within the legal limit. Continued action is required at these schools to ensure the NO_2 reductions are maintained.

It is expected that 98 per cent of primary schools (1,781 schools) still exceeded the WHO limit for $PM_{2.5}$.

Table 4.3 List of schools that exceeded the legal limit for NO$_2$ in 2019 based on previous modelling

Borough	School
Camden	• St Josephs Catholic Primary School • Argyle Primary School
Hammersmith and Fulham	• St Paul's CofE Primary School
Lambeth	• St Anne's Catholic Primary School
Tower Hamlets	• Canon Barnett Primary School • Woolmore Primary School
Westminster	• St Clement Danes CofE Primary School • St Peter's Eaton Square CofE Primary School • St Mary's Bryanston Square CofE School • Christ Church Bentinck CofE Primary School • Hampden Gurney CofE Primary School

Table 4.4. List of audited schools which were recommended to introduce school streets but haven't yet

Borough	School
Barnet	• Wessex Garden Primary School • Tudor Primary School
Camden	• Christopher Hatton Primary School
Ealing	• Christ the Saviour CofE Primary School • Ark Priory Primary Academy
Greenwich	• Invicta Primary School
Haringey	• Holy Trinity CofE Primary School • Welbourne Primary School
Lewisham	• Haseltine Primary School
Merton	• Merton Abbey Primary School

Equalities, accessibility, security and inclusion

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 higher levels of 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 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 help support 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 however 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 are asked to use existing guidance to ensure that these changes don't detract from current accessibility levels and enhance them wherever possible.

Section 149 of the Equality Act 2010 (the Public Sector Equality Duty) provides that, in the exercise of their functions, public authorities must have due regard to the need to:

- Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
- Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Part 3 of the Equality Act 2010 gives disabled people a right of access to goods, facilities, services and premises and makes it unlawful for service providers to treat disabled people less favourably than non-disabled people for a reason related to their disability.

In addition, as per Section 17 of the Crime and Disorder Act both TfL and boroughs are to consider how to reduce the risk of crime, including acts of terrorism, in their plans, projects and activities. As with any proposal the suggestions outlined in this guidance document must fully consider S17 along with all other relevant statutory duties.

Officers should ensure that all impacts on protected characteristics will be considered at every stage of the programme. This will involve anticipating the consequences on these groups and making sure that, as far as possible, any negative consequences are eliminated or minimised and opportunities for promoting equality are maximised. The creation of an inclusive environment is one of the key design considerations of projects and it is expected that the overall effect on equality target groups will be positive.

Streetspace for London branding guidance

TfL has developed on-street messaging and an appearance for the projects associated with the London Streetspace Plan. Our desire is to be able to show the extent of the partnership working between TfL and the boroughs in delivering a significant set of changes to enable walking and cycling. The branding guidance can be found in Appendix Three.

Other guidance that may be of value

This section sets out other sources of useful guidance and information that may be of use in compiling your LSP proposed programme. Guidance will need to be assessed by boroughs for applicability.

Coronavirus (COVID-19): Safer Public Places - Urban Centres and Green Spaces

The UK government have recently produced guidance on urban centres and green spaces, available at the following link:
https://assets.publishing.service.gov.uk/media/5ebbb57ae90e070831aeb0d3/Coronavirus__COVID-19__Safer_Public_Places.pdf

Borough good practice examples

We will include feedback information from boroughs where that might be useful to others, in update emails.

For example, Lambeth have published their decision including their transport response to the current public health situation, which is readable here:
https://moderngov.lambeth.gov.uk/ieDecisionDetails.aspx?ID=6585

Hackney School Streets guidance

One of the locations where social distancing may prove problematic is immediately outside schools. Hackney's School Streets toolkit for professionals is a comprehensive guide to delivering a school street, reflecting the pre-COVID situation.
http://schoolstreets.org.uk/resources/

Economic benefits of walking and cycling

Useful in both compiling the case for investment at this point, TfL's compilation of evidence on the economic benefits of encouraging walking and cycling is at the following location. It is worth noting that this reflects a pre-COVID situation. Adding to the case could be:

- Economic benefits from increasing people's ability to comply with public health social distancing and thereby reducing numbers of infections and the resultant impact on the economy from sickness absence.
- Increasing public confidence that it is possible to travel safely to local highstreets and town centres while maintaining social distancing, thereby increasing footfall and consumer spending in local businesses https://tfl.gov.uk/corporate/publications-and-reports/economic-benefits-of-walking-and-cycling

Small change Big impact (Transition Streets)

A previous TfL guide on how to make relatively small changes to street design that potentially can have a big impact on how the space is available. This could be useful, for example, in considering how to take forward Low Traffic Neighbourhood Proposals
https://www.urbandesignlondon.com/library/sourcebooks/small-change-big-impact/
https://tfl.gov.uk/corporate/publications-and-reports/economic-benefits-of-walking-and-cycling

Zero Emission Zone guidance

The principles in the guidance for creating Zero Emission Zones may be helpful for considering changes to town centres and creating Low Traffic Neighbourhoods.
http://content.tfl.gov.uk/tfl-guidance-for-local-zero-emission-zones.pdf

Cycle Parking

TfL are currently exploring issues relating to kerbside allocation, including for temporary cycle parking. Existing guidance on cycle parking is available in TfL's Cycle Parking Implementation Plan http://content.tfl.gov.uk/cycle-parking-implementation-plan.pdf

Cycle Hire

If Boroughs would like to introduce TfL Cycle Hire, demand will be met by instigating manned hubs at Docking stations where there is a demand for either hires or returning bikes.

Typically, these are at main line rail hubs and in the City where journeys tend to end.

Boroughs would need to provide permission for this as this would effectively means use of footway/ pavement space around a station (for storing bikes securely). This will be considered on a request basis.

Existing hubs which may have higher than normal utilisation are also of interest and we will provide a list of these in due course.

Urban Design London

Urban Design London (UDL) are running online sessions about managing streets during lockdown recovery every Friday at 9:30, all boroughs can participate.

The next events are:

- 15th May: Play and exercise in streets
- 22nd May: Design options for street changes
- 29th May: School Streets

UDL run design surgeries to provide independent advice on scheme design. Boroughs are welcome to request these for any temporary to permanent changes they are planning at this time. Email info@urbandesignlondon.com to arrange a session.

The Berlin Guide

A guide to temporary cycle infrastructure created to facilitate safer and more comfortable cycling in the Berlin district of Friedrichshain-Kreuzberg is available at the following link. It must be recognised that the UK is a different legislative environment from Germany, so not all measures may be appropriate. https://mobycon.com/updates/a-guide-to-temporary-bike-lanes-from-berlin/

Future guidance plans

TfL are currently exploring a range of additional measures that could be developed to support Londoners to make use of the new temporary Streetspace, including Travel Demand Management measures such as support for journey planning and wayfinding.

TfL are also looking into providing guidance on measures such as the provision of temporary cycle parking, cycle training and the promotion of cargo bikes and cycle freight; and a new marketing campaign. Further information will be communicated to boroughs as soon as it is available.

Discussions with boroughs on monitoring temporary schemes has already begun and strategies will continue to develop. Sharing knowledge will facilitate a consistent approach to monitoring, so that the benefits of Streetspace for London are captured, and an evidence base developed to support the further roll out of new schemes.