

Inclusive Streetspace

Cycling and bus design workshop

Meeting: TfL Inclusive Streetspace Workshop

Date: Wednesday 2 Dec 2020

Time: 13:30 – 15:30

Location: Microsoft Teams

The meeting opened and TfL set out what the afternoon would include encouraging people to share their views and ideas.

Inclusive designers from Sustrans presented slides which covered:

- Places are designed for cars and not people and the way we travel or forced to travel can disproportionately affect the poorest and most vulnerable.
- Those who are most deprived are over twice as likely to be injured as a pedestrian or adult cyclist by a car as those who live in the least deprived areas of London. So making it easier to walk and cycle is very much about social justice.
- Liveable cities and towns
 1. Have social connection at their heart
 2. Have most of what you need just a short walk away
 3. Have roots and celebrate unique characters
 4. Are easy for everyone to move around healthily in
 5. Have clean air and green space for all to live and play in
- Our changing streets – looking back to Victorian times and how far we've come looking at the contrast of now having new infrastructure from traffic lights to tactile paving.
- Overview of history of traffic lights and tactile paving.
- Examples of different Streetspace were shared including LTNs, segregated cycle lane, greenery in pedestrianised space.
- Good examples were shared of inclusion in street design (slide 8) where people share that space but also highlighted it wasn't accessible to all so in fact that there were a lot of complaints about it.
- They spoke about how important it is to design collaboratively, speak to people at an early stage, to step out of comfort zones and to not have fears about sneaking others views. Focusing on five main points:
 1. Challenging the norms of street design
 2. Questioning ourselves
 3. Feeling uncomfortable
 4. Testing ideas
 5. Finding common solutions

TfL Strategy & Planning presented slides on Inclusive Streetspace focusing on bus stop layout considerations, he covered:

- Reminder of Mayor's Transport strategy and LSP - make positive changes to our streets to make them safer, more inclusive, putting health at the heart of planning the city.

- Existing design guidance – accessible bus design guidance and the London Cycling Design standards do not cover all cycle tracklayer combinations around bus stops so there is a need to consider how to incorporate recent innovations and feedback from workshops into these documents.
- Gordon described four different layout concepts:
 1. Designing for cycling around bus stops (slide 15)
 2. Bus stop bypass
 3. 'Backless' bus stop bypass
 4. Shared use bus boarder
- TfL set out the challenge and proposed questions to attendees asking what ideas they have to enhance the experience of people accessing a bus whilst enabling people cycling to safely navigate around the bus stop. We also asked participants how to improve some of the layout design options across both temporary and permanent schemes.

Education and training

TfL highlighted other options we can consider when thinking about solutions to making Streetspace more inclusive including:

- Cycle training – provided an example of LCC's cycle guidance and TfL's cycle skills training
- Travel mentoring – highlighted that this isn't just a modal service and can be used for people who are feeling less confident as a result of change in Streetspace
- Technology – how can we use technology in solving concerns or influencing cyclists to change behaviour e.g. alerting cyclists to stop or slow down?

Attendees joined smaller subgroups for a more focused discussion which covered:

- Comparing on-carriageway cycling to bus stop bypasses
- Comparing shared use bus boarders to backless bus stop bypasses
- Comparing busy and quiet bus stop locations

There were some common concerns, ideas and considerations in all three groups which are included below:

- All designs seemed to give priority to the cyclist
- Increased use of signage for both pedestrians and cyclists could be beneficial
- Fear and anxiety about all four layouts exists amongst some groups
- Early engagement with local communities is important
- Genuinely considering adjustments to design, including use of colour
- Use of innovative technology at bus stops and on buses should be considered
- TfL's role in driving consistency of design and implementation across London
- Education for road users and behaviour change required for when using different design layouts
- Bus driver training

Meeting note ends -----