

Streetspace for London Advisory Group

Friday 15 January 2021:
9.30-11.00am



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Agenda

- 9:30–9:35am: Welcome
- 9:35–9:45am: Update on delivery - Sam Monck (10 minutes)
- 9:45–9:55am: Update on monitoring - Steph Pathak (10 minutes)
- 9:55–10:05am: Questions/comments on delivery & monitoring (10 minutes)
- 10:05–10:15am: Presentation on consultation & engagement – Fraser MacDonald/Heather Preen (10 minutes)
- 10:15–10:50am: Discussion on consultation & engagement - All (35 minutes)
- 10:50–11:00am: Next steps & close – Alex (10 minutes)

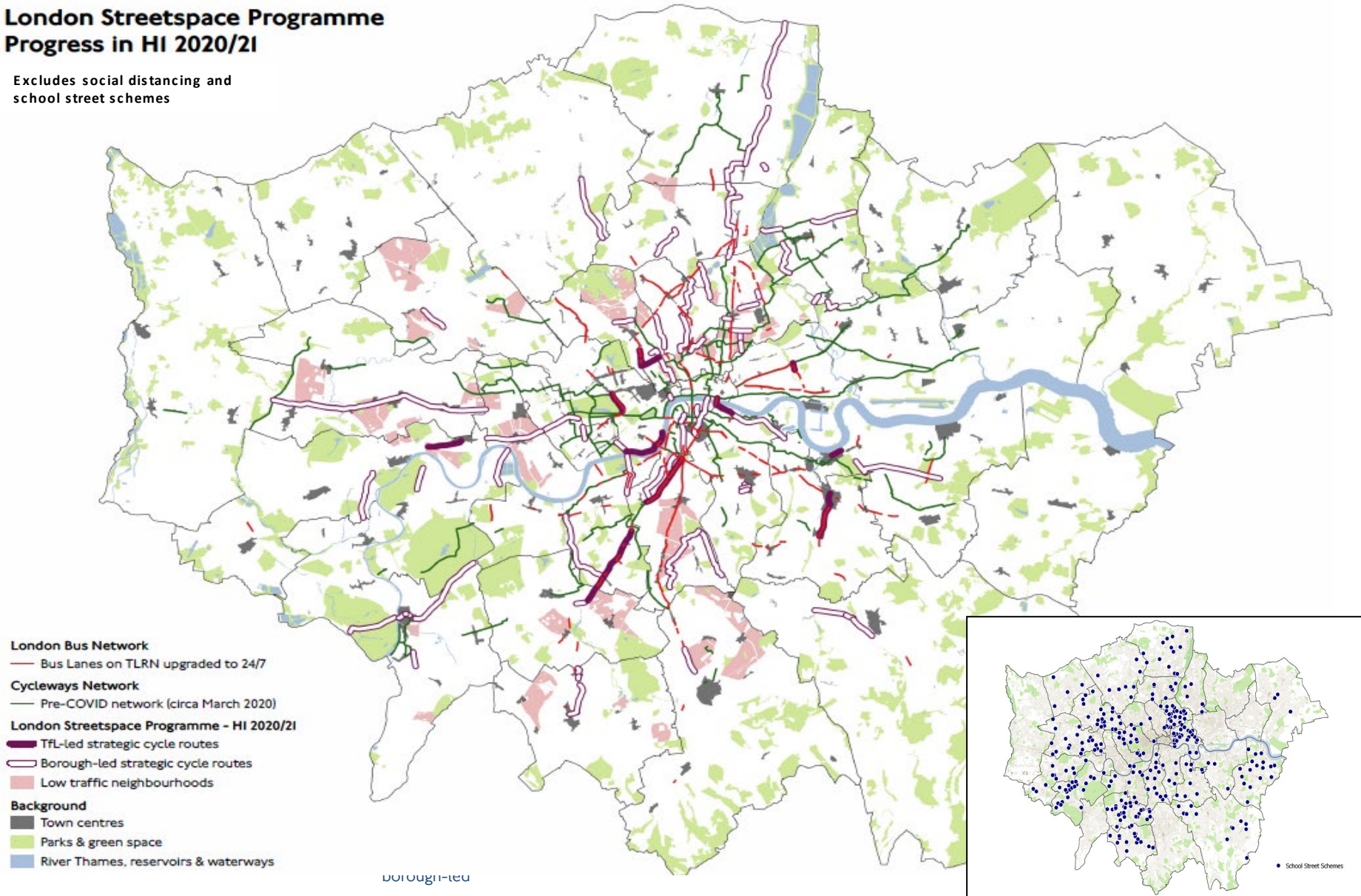
Update on delivery

Sam Monck, Investment
Delivery Planning, TfL



London Streetspace Programme Progress in HI 2020/21

Excludes social distancing and
school street schemes



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EVERY JOURNEY MATTERS

An overview

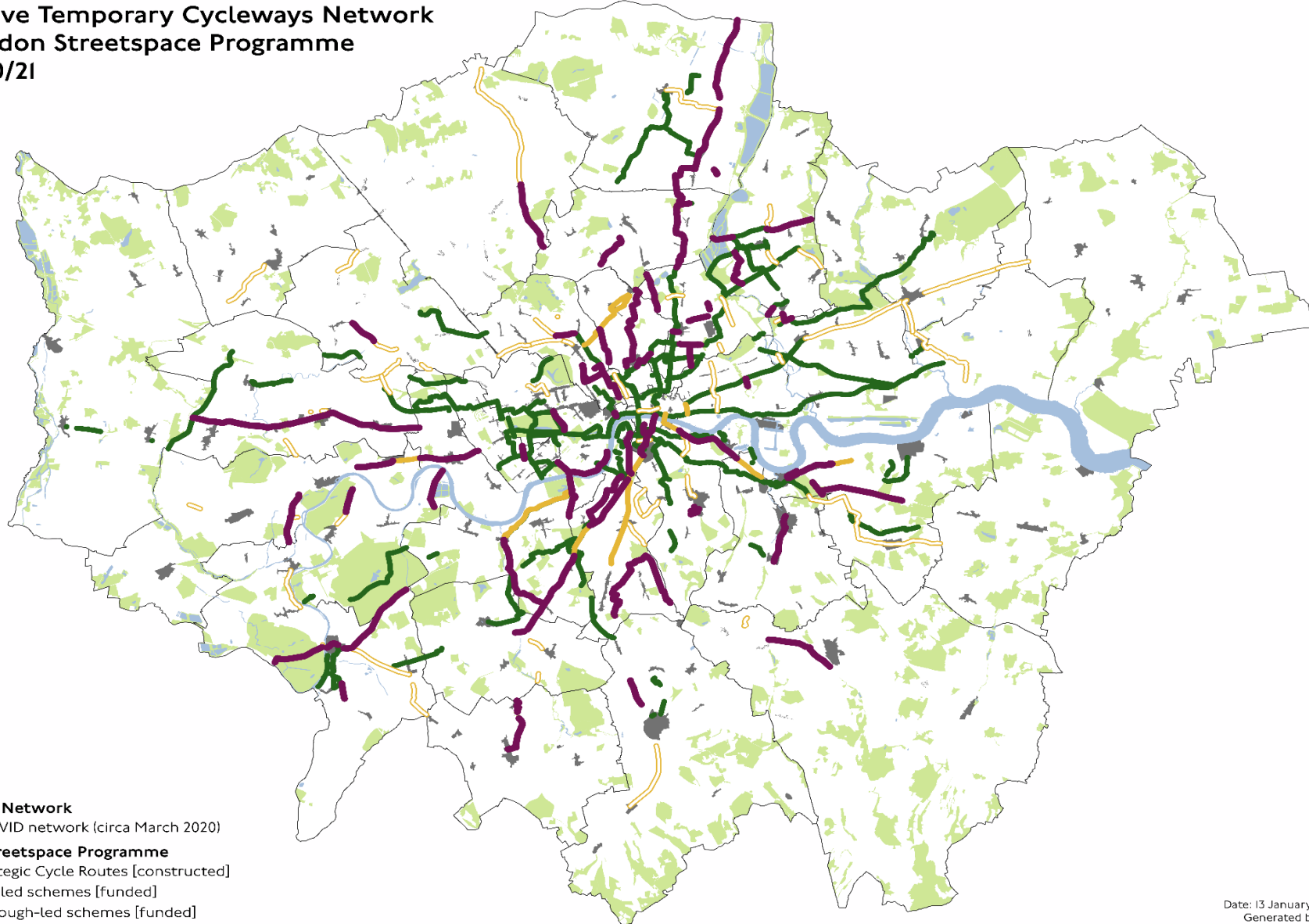


- We have the second tranche of DfT funding - £20m for borough-led projects – together with c£10m for TfL led projects
- This comes with revised guidance from DfT on **consultation** and **monitoring**, but with a desire that delivery is still rapid
- The increased ability to engage is welcomed by TfL and boroughs, in balance with that public health imperative for speed
- We continue to work with boroughs to apply learning – for example on design – based on feedback from stakeholders, and to encourage review of schemes
- We are in the process of agreeing with the boroughs what is still desirable and deliverable, and should have the full picture shortly (to follow)
- Likely to include c39 new LTNs of various sizes but also changes to 18+ existing LTNs in response to feedback, and we are looking to fund additional School Streets
- We have an ongoing programme of borough led cycling schemes that exceeds what we can fund to completion
- Borough led delivery will extend beyond this financial year
- Projects will require due process at some point to decide whether to remove or propose to retain them permanently



Temporary cycle facilities planned

Indicative Temporary Cycleways Network
via London Streetspace Programme
H2 2020/21



Cycleways Network

— Pre-COVID network (circa March 2020)

London Streetspace Programme

— H1: Strategic Cycle Routes [constructed]

— H2: TfL-led schemes [funded]

— H2: Borough-led schemes [funded]



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EVERY JOURNEY MATTERS

TfL led projects

Scheme	Status
C4 Extension (Phase 1a) - Old Woolwich Road to Angerstein	Complete (opened 18 Dec)
Cycleway 9 East - Goldhawk Rd to Heathfield Terrace (Chiswick High Road)	Complete (opened 21 Dec)
C4 Extension (Phase 1b) - Aldeburgh Street to Anchor and Hope Lane	In design
Cycleway 4 - Tooley St to London Bridge	In design
CS8 Upgrade - Phase 2 Section 1 - Chelsea Bridge	In design
CS8 Upgrade - Phase 2 Section 2 - Queens Circus to Battersea Park Rd	In design
CS8 Upgrade - Phase 2 Section 3 - Battersea Park Rd (between Macduff and Cabul Road)	In design
CS8 Upgrade - Phase 2 Section 4 - York Rd – (between Cabul Rd to Wandsworth Rbt)	In design
CS8 Upgrade - Phase 2 Section 5 - Wandsworth Rbt to Wandsworth High Street	In design
Cycleway 4 - Evelyn Street (Lewisham)	In design
A23 Oval to Streatham	In design
CS7 upgrade - Oval to Newington Butts/Elephant & Castle (Section 5)	In design
Mansell Street (Cycleway 2 - 3 link)	In design
CFR2 Phase 1 - Fonthill Road to Royal College Street	In design
CS7 upgrade - Clapham South to Alderbrook/Yukon Road (Section 8)	In design



Update on Monitoring

Steph Pathak
City Planning,
TfL



Travel in London 13

- Volume 13 of the annual Travel in London report was published in December 2020.
- **Part 1:** key trends of interest for the **Mayors Transport Strategy** up to end 2019.
- **Part 2:** a range of emerging insights from **coronavirus pandemic monitoring** in 2020.
- Further TIL updates are planned as we monitor and interpret what London's transport recovery will look like into 2021.
- Report can be accessed from TfL website:
<http://content.tfl.gov.uk/travel-in-london-report-13.pdf>

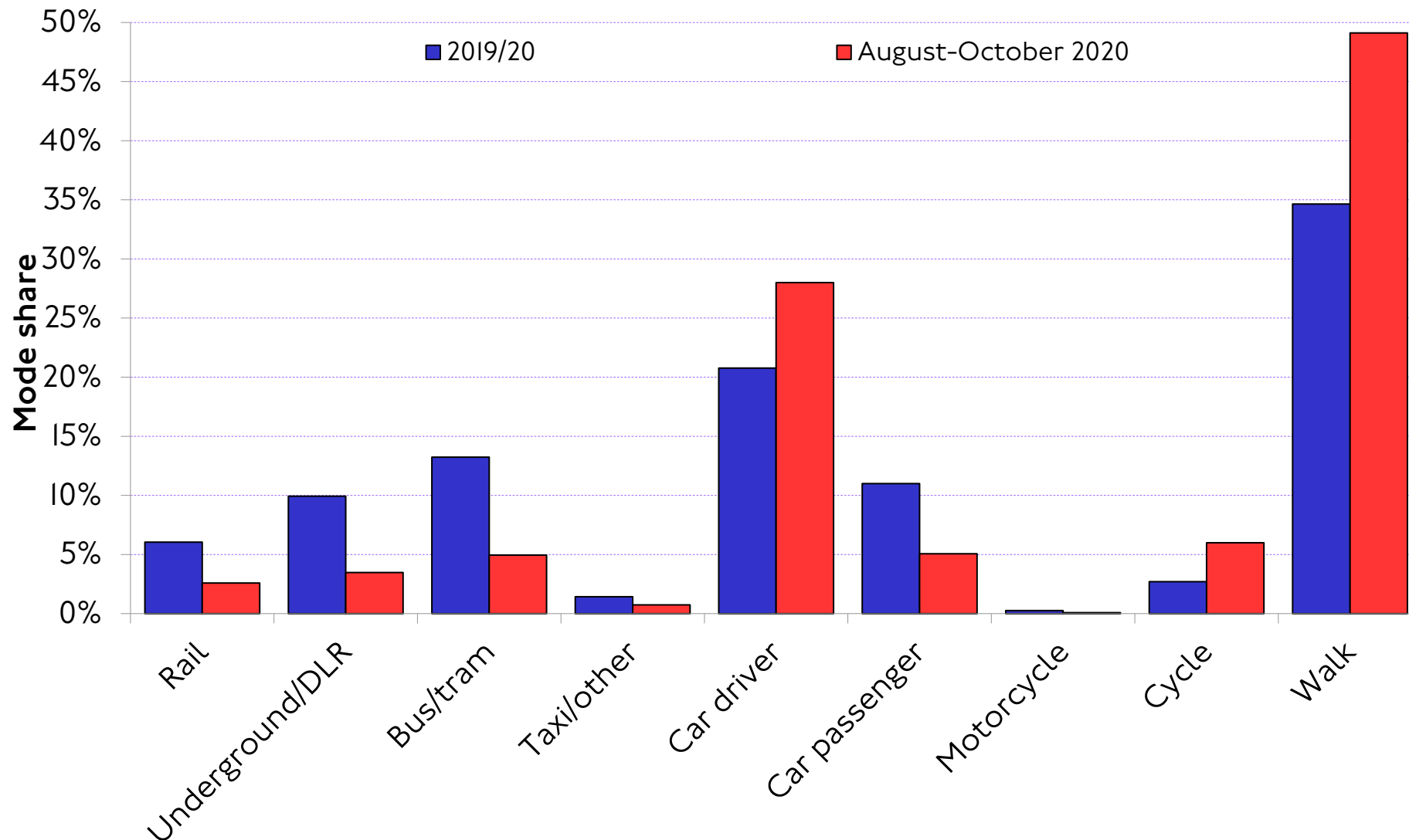


Data sources

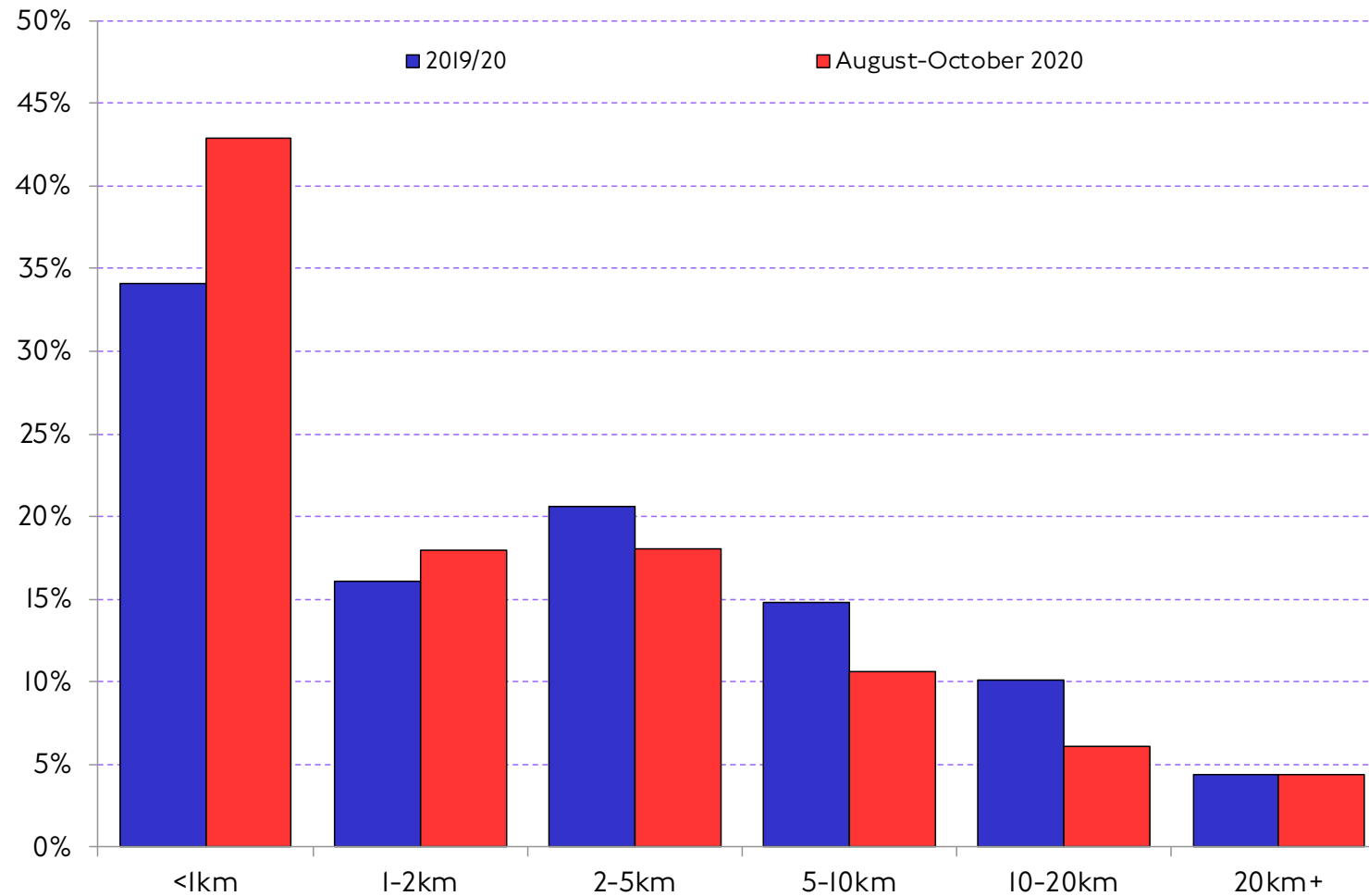
- Central London Cycle Counts
- London Travel Demand Survey – adapted for COVID-19 context
- TfL polling (small sample)
- STRAVA data
- Resident survey data for Railton Road LTN



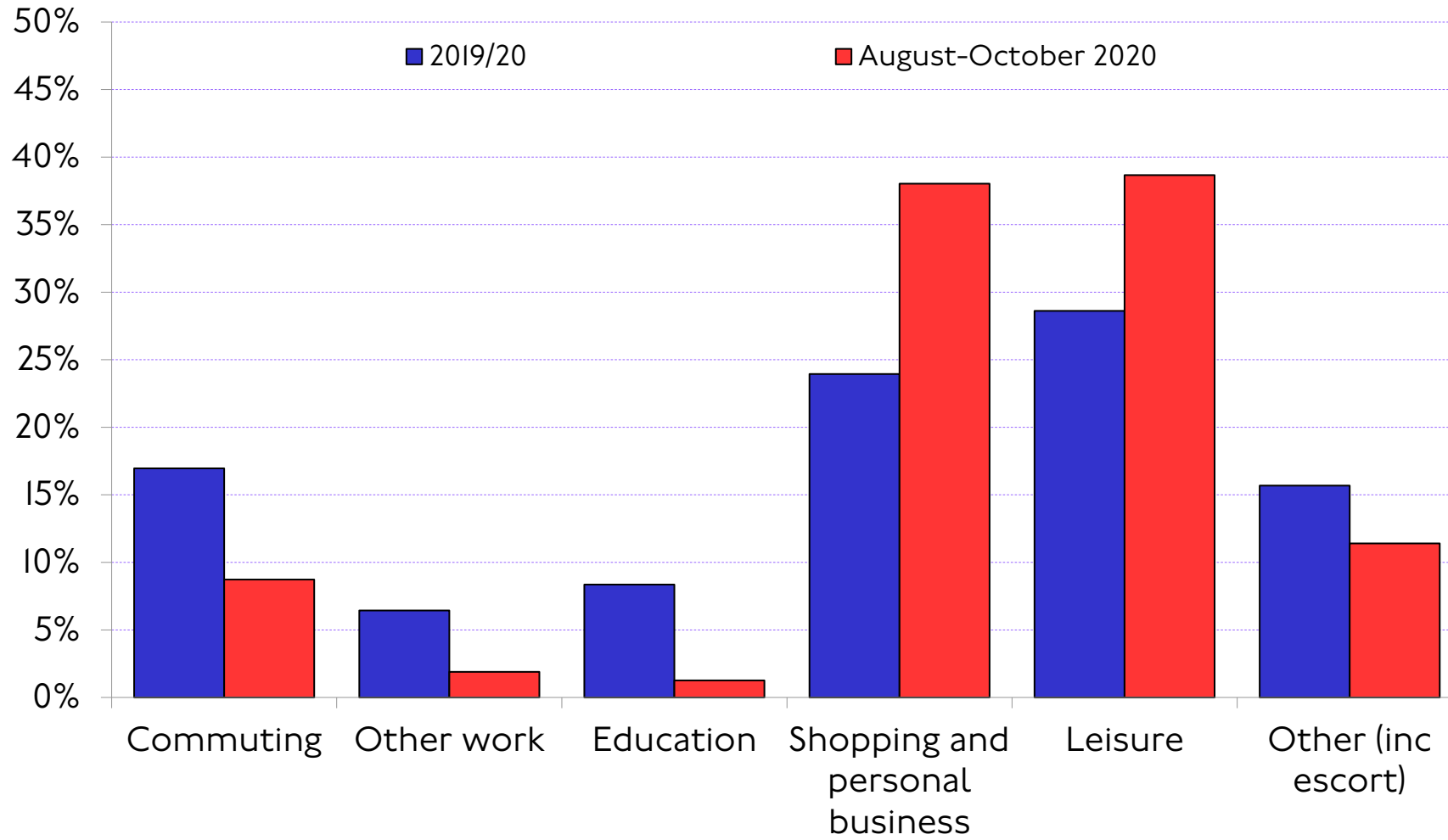
Walking, cycling and driving increased as we came out of the first lockdown, PT use decreased



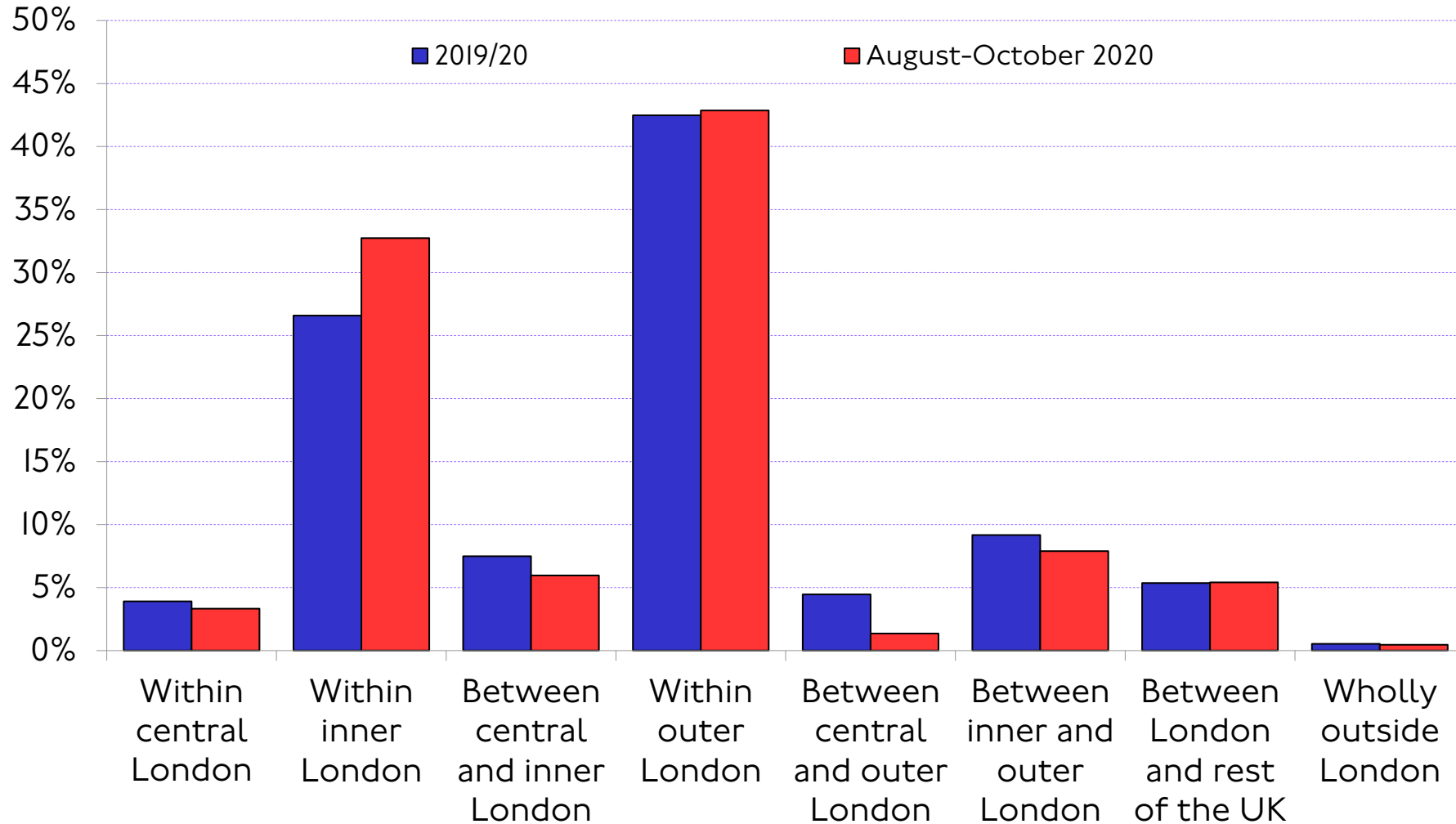
Trip distances are shorter, with implications for mode choice



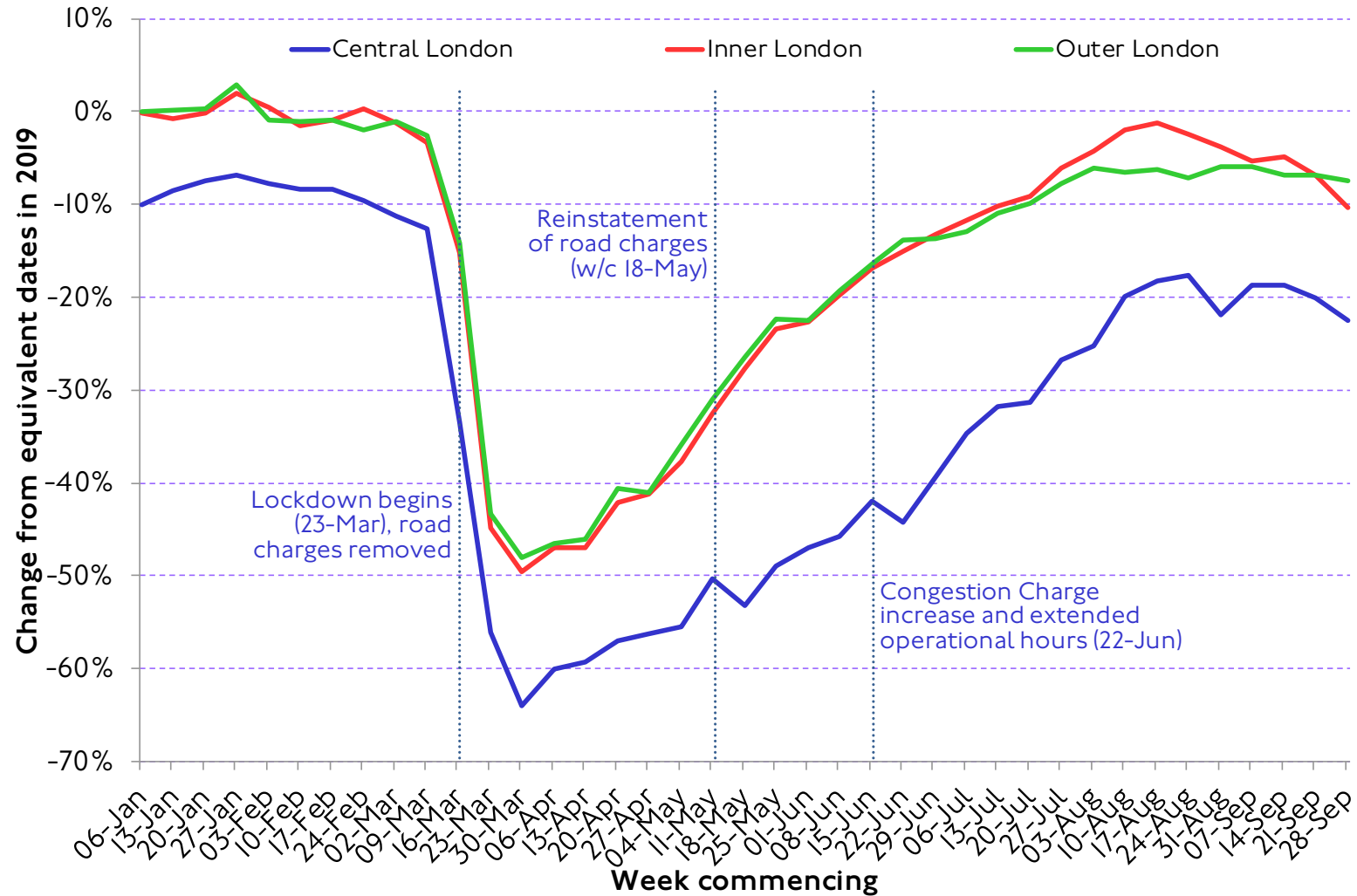
A higher proportion of journeys are for shopping, personal business or leisure (75% compared to 50%)



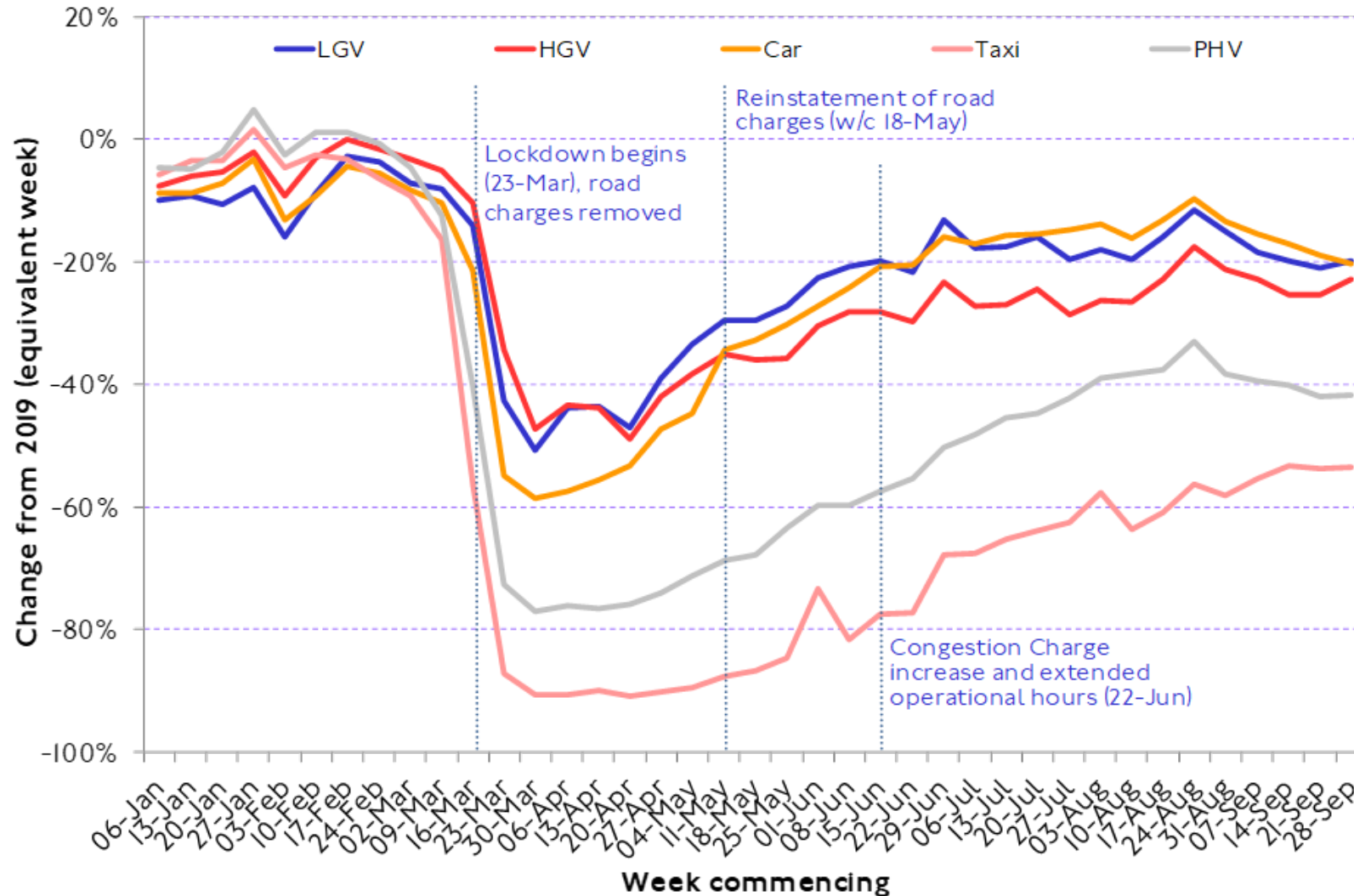
Journeys to central London have reduced, whereas journeys within inner and outer London have increased



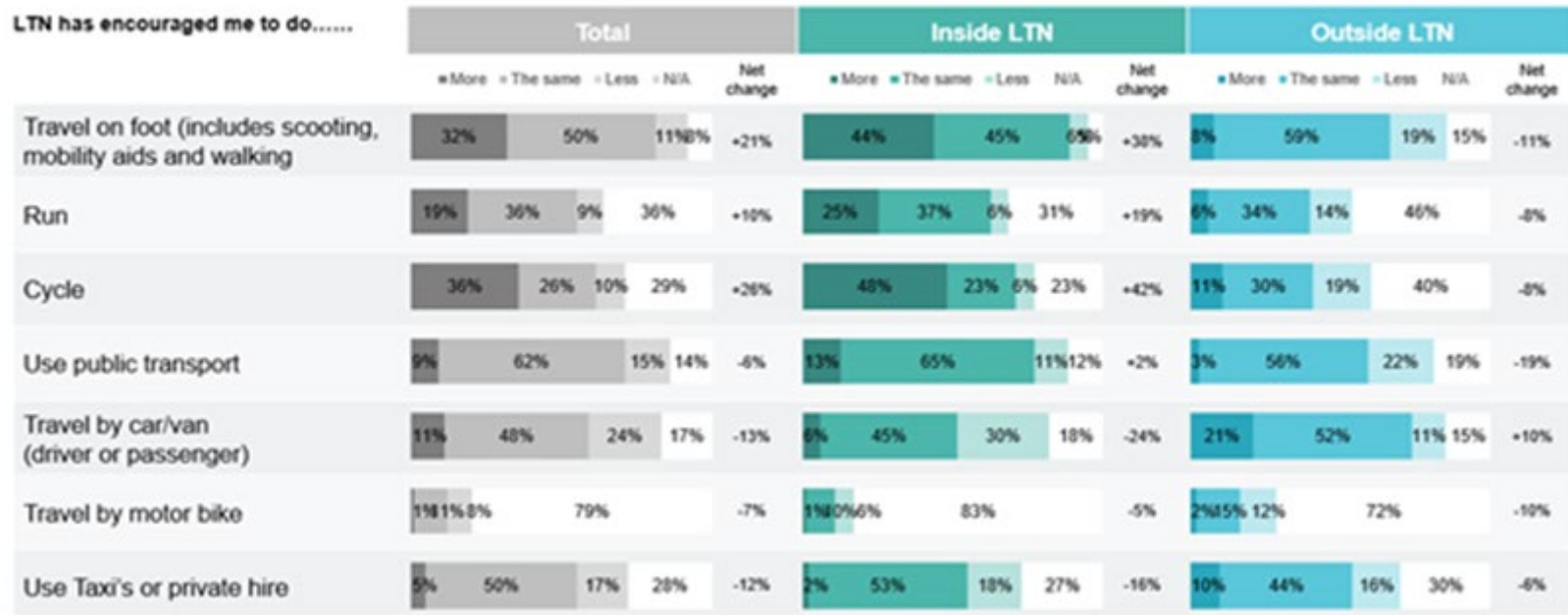
Traffic in central London fell to a greater extent and has recovered more slowly than in inner and outer London



Freight traffic has been affected by e-commerce, but also a reduction in servicing and deliveries in central London



The Railton Road LTN has encouraged more travel on foot, running and cycling and reduced travel by car



Vision Zero Dashboard

- New Vision Zero Dashboard was launched this week, it presents collision data in a more accessible format with enhanced search tools, maps and data visualisation, highlighting the frequency and severity of collisions in the capital (contains 2017-2019 data at present)
- Provisional data from 2020 indicates only a moderate decline in the number of fatalities on London's roads, despite a significant reduction in journeys



Update on monitoring

- Three LTN surveys conducted in December following the pilot, two in Islington (one scheme and one control) and one in Brent, issue with response rates at two of the sites but expecting results for the Islington site late Jan
- School Streets, we received a total of 496 responses, a response rate of 3.1%, 275 received from Intervention schools and 221 from Control schools, results expected next week
- Cycle intercept surveys now received, including some LSP schemes, data is currently being analysed
- This third lockdown has impacted some planned monitoring, for example the Healthy Streets Mystery Shopper surveys are paused



London Streetspace Plan

Public engagement &
consultation in 2021

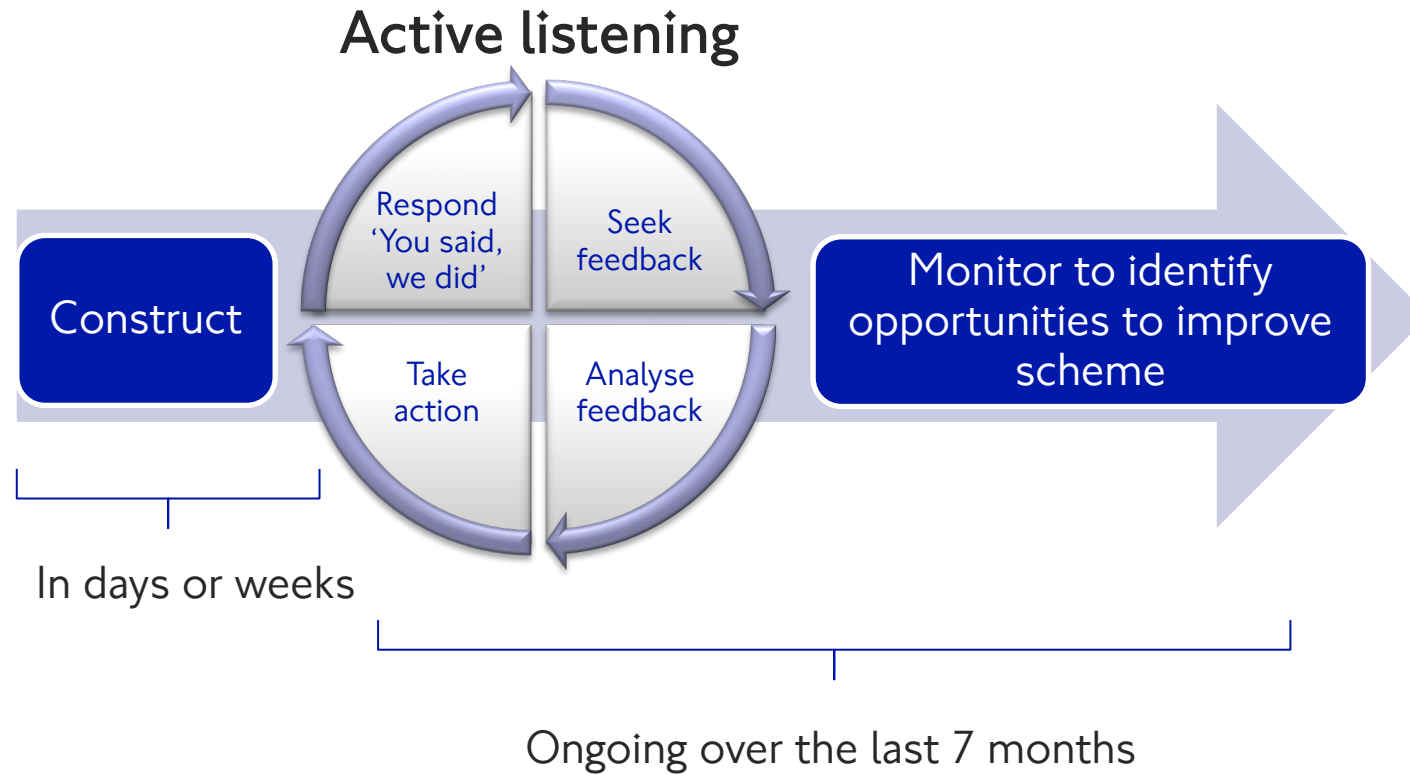


EVERY JOURNEY MATTERS

Streetspace engagement in 2020

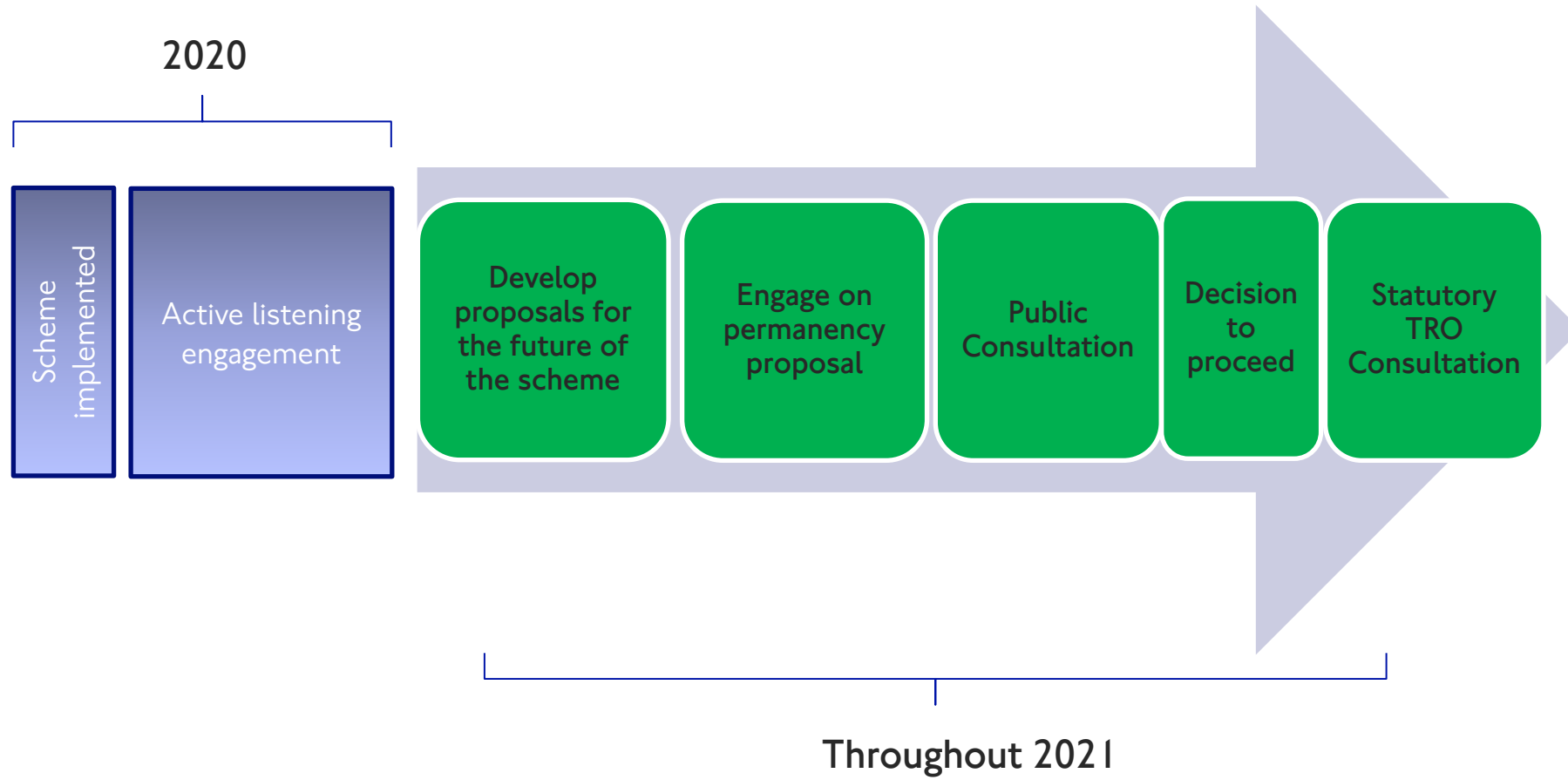
First phase of Streetspace

Our delivery approach was driven by our need to respond swiftly to the COVID-19 public health crisis



Our approach for the next phase of Streetspace

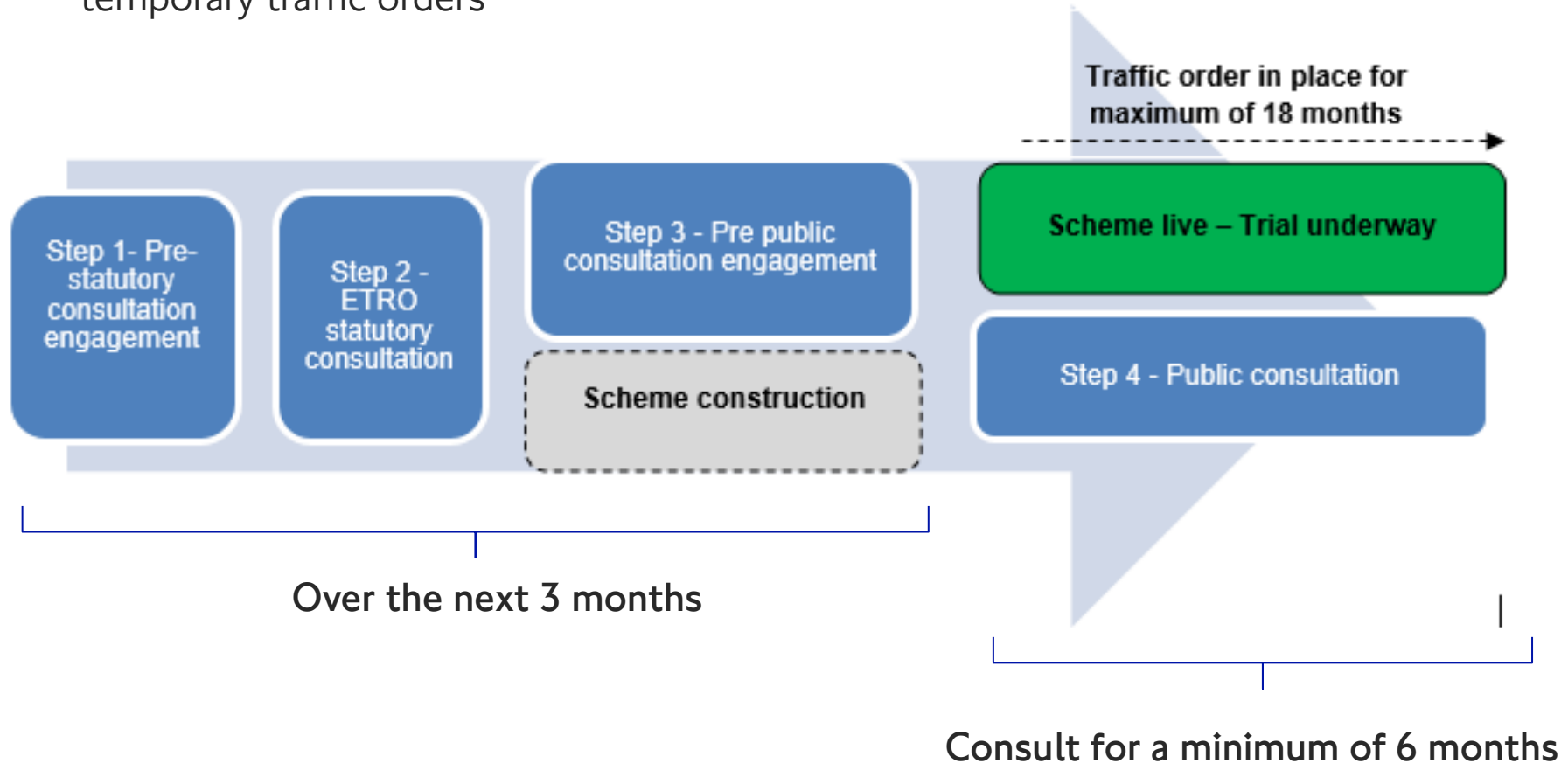
Making a scheme permanent (proposed process)



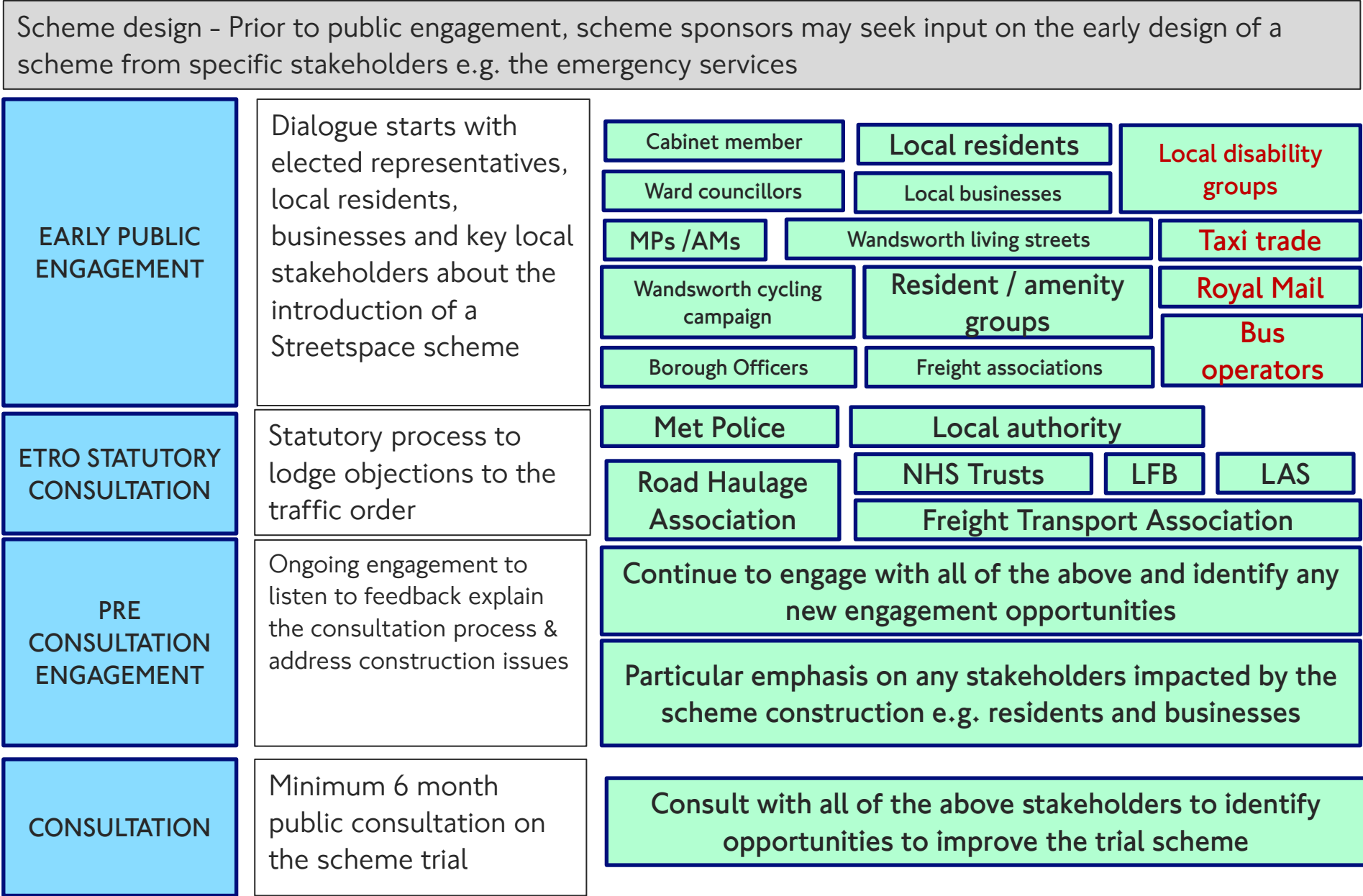
Our approach for the next phase of Streetspace

New Streetspace schemes

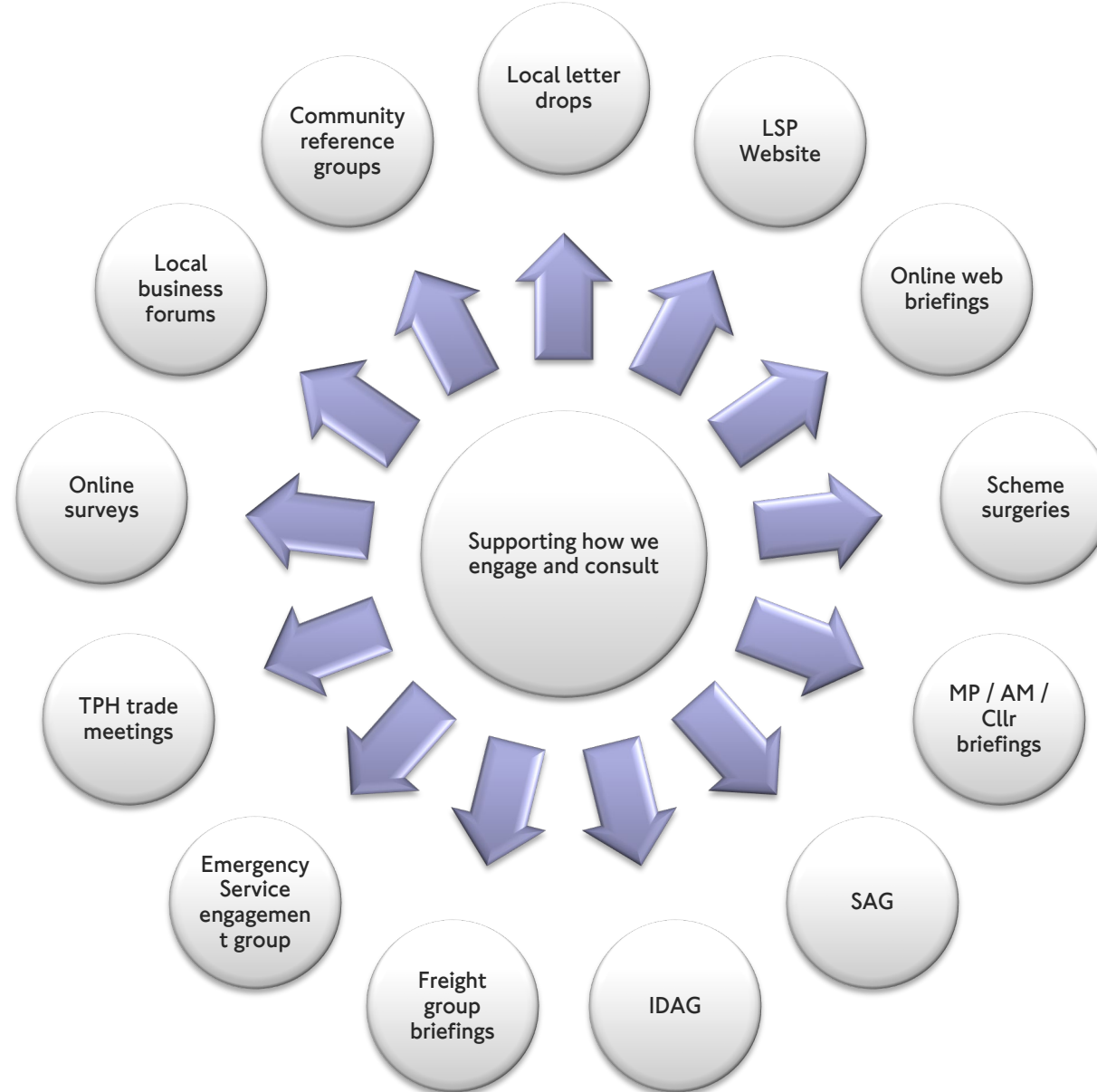
- In 2021 TfL's schemes will be introduced by experimental traffic orders, rather than temporary traffic orders



AN EXAMPLE - ENGAGING ON CS8 PHASE 2



OUR TOOLKIT



Discussion Points

Consultation & engagement

- What opportunities do you see for you and your network to help us increase or improve our level of engagement with London's communities and stakeholders?
- We know we must improve the inclusivity of our consultation and the diversity of people within communities responding, how can we do this?
- While we're aiming to increase the time allocated to engage with communities ahead of scheme delivery, we're still being asked to deliver at pace. With time still limited, what must we prioritise ahead of scheme delivery and what can happen once the scheme is delivered?
- Are there best practice from other schemes/organisations/parts of the UK that you would like to see applied in London?
- Are there questions, impacts, and concerns coming from your networks that our approach doesn't provide a response to? If so, what are they?



Next Steps

Priorities for the
next meeting
(February 2021)

