

Emergency Active Travel Funding

London Streetspace Plan

- *‘Local authorities in areas with high levels of public transport use should take measures to reallocate road space to people walking and cycling, both to encourage active travel and to enable social distancing during restart (social distancing in this context primarily refers to the need for people to stay 2 metres apart where possible when outdoors). Local authorities where public transport use is low should be considering all possible measures.*
- *Measures should be taken as swiftly as possible, and in any event within weeks, given the urgent need to change travel habits before the restart takes full effect.*
- *None of these measures are new – they are interventions that are a standard part of the traffic management toolkit, but a step-change in their roll-out is needed to ensure a green restart..’*

TfL London Street Space Plan

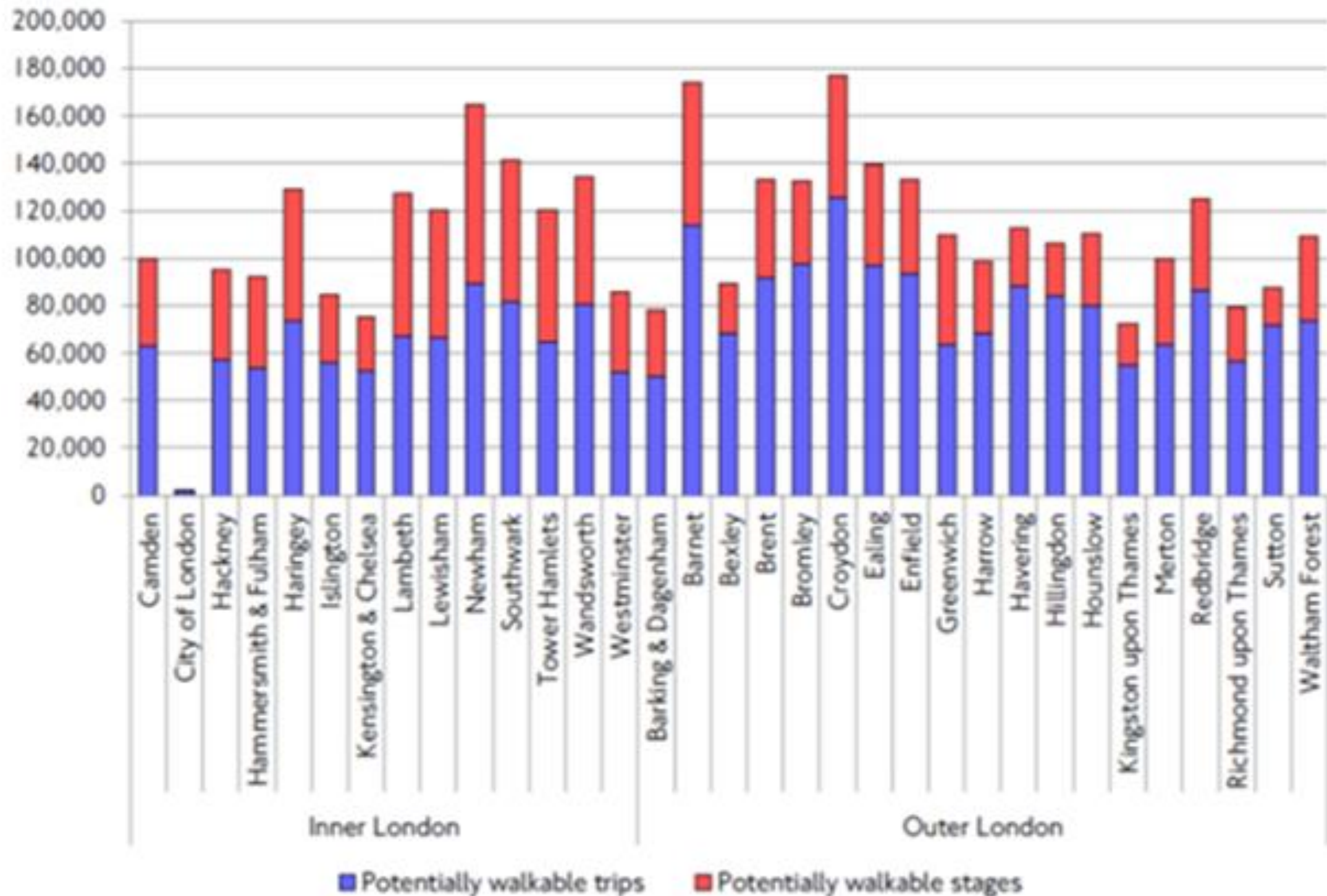
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- **Deliverability** - Considers the complexity, timescale, political and community support, and any dependencies that could inhibit the delivery of the project.
- **Location and Borough** – Considers the needs and issues of the location and borough. This can 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
- **Strategic Cycling Analysis & Temporary Strategic Cycling Analysis** - for the strategic cycling proposals we look at this, the temporary SCA also uses an overlay of Public Transport trips that could be made by bike. More detail is on the website.
- **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. The guidance points to low cost, fast delivery methods rather than permanent full cost projects, or extensive time for engagement. This will also allow TfL to prioritise funding as the programme is expected to be oversubscribed. Consideration will be given to deliver a balanced programme for London best meeting strategic needs and across the programme objectives.

Location:

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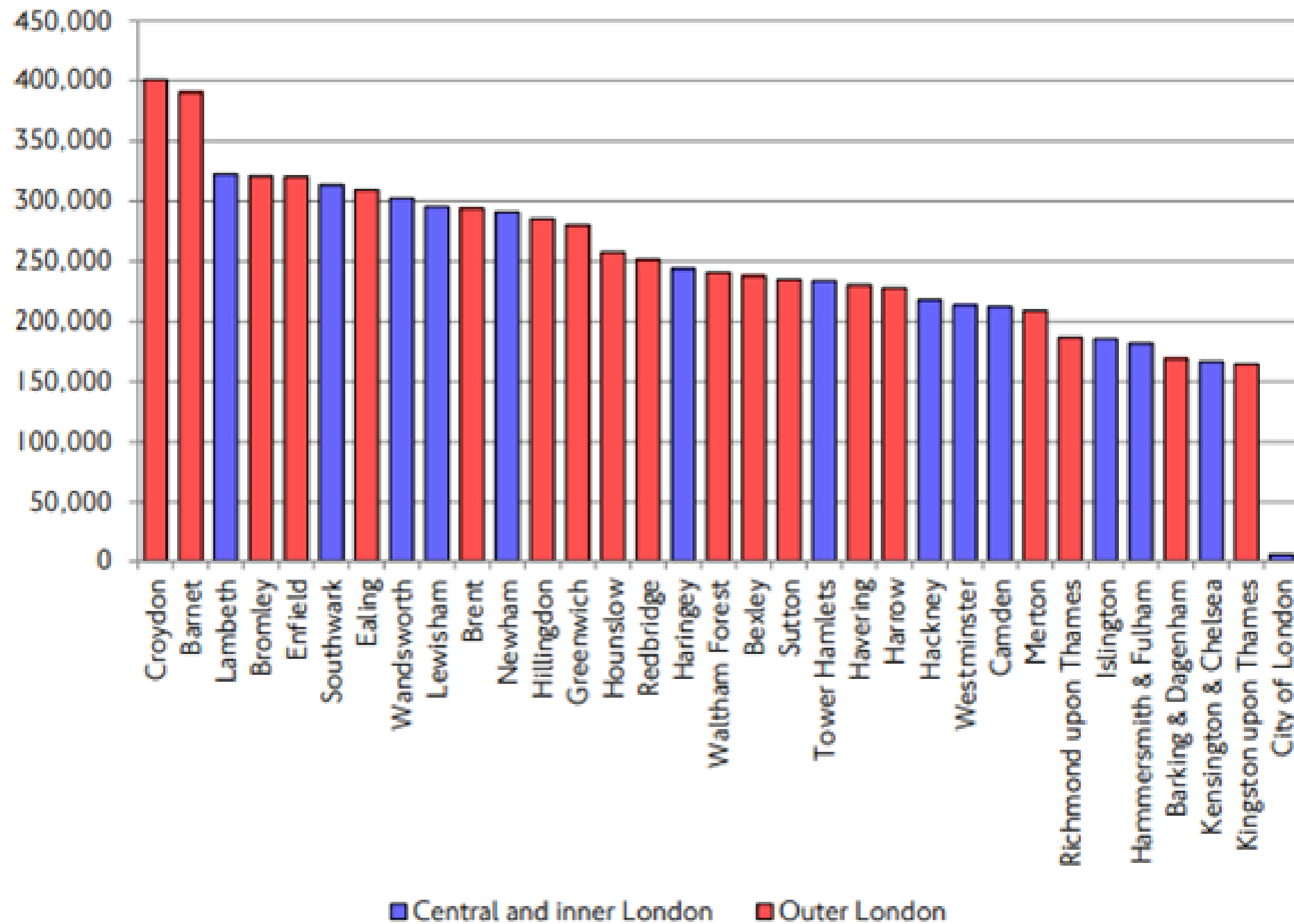
Potentially walkable trips and stages by borough of residence



Location

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Potentially cyclable trips by borough of residence



Location

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

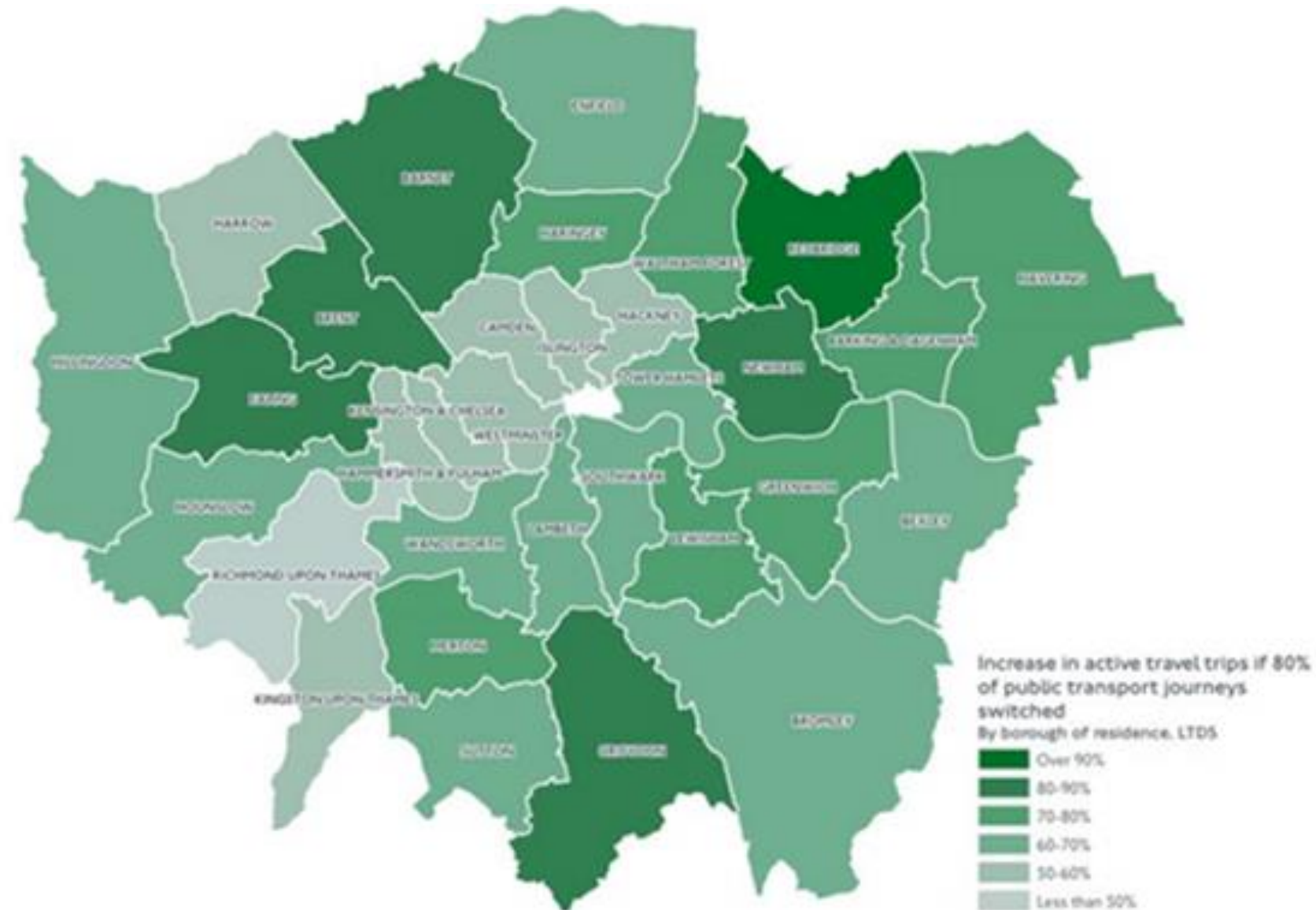


Fig. 4 Number of passengers boarding at bus stops per week

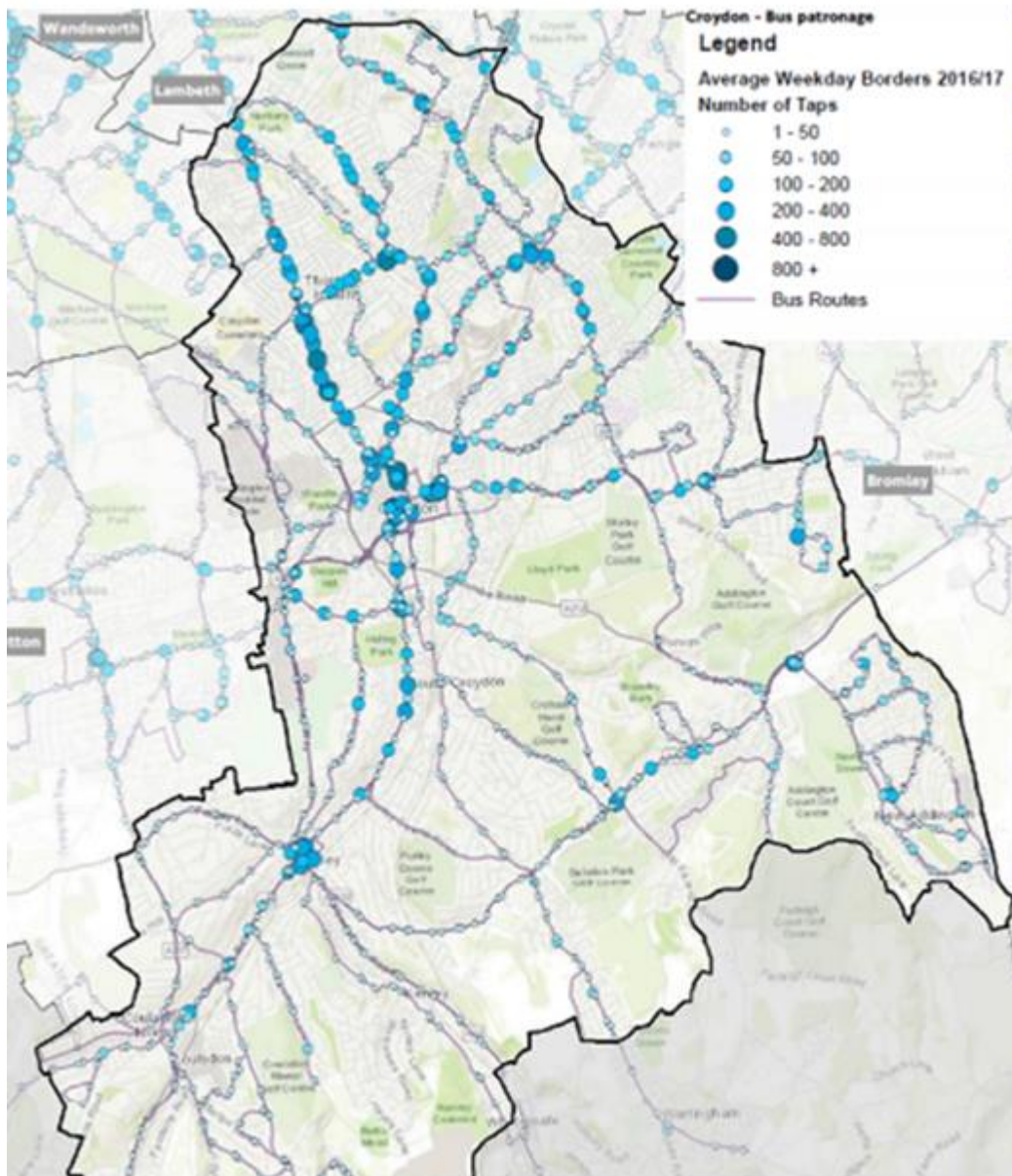
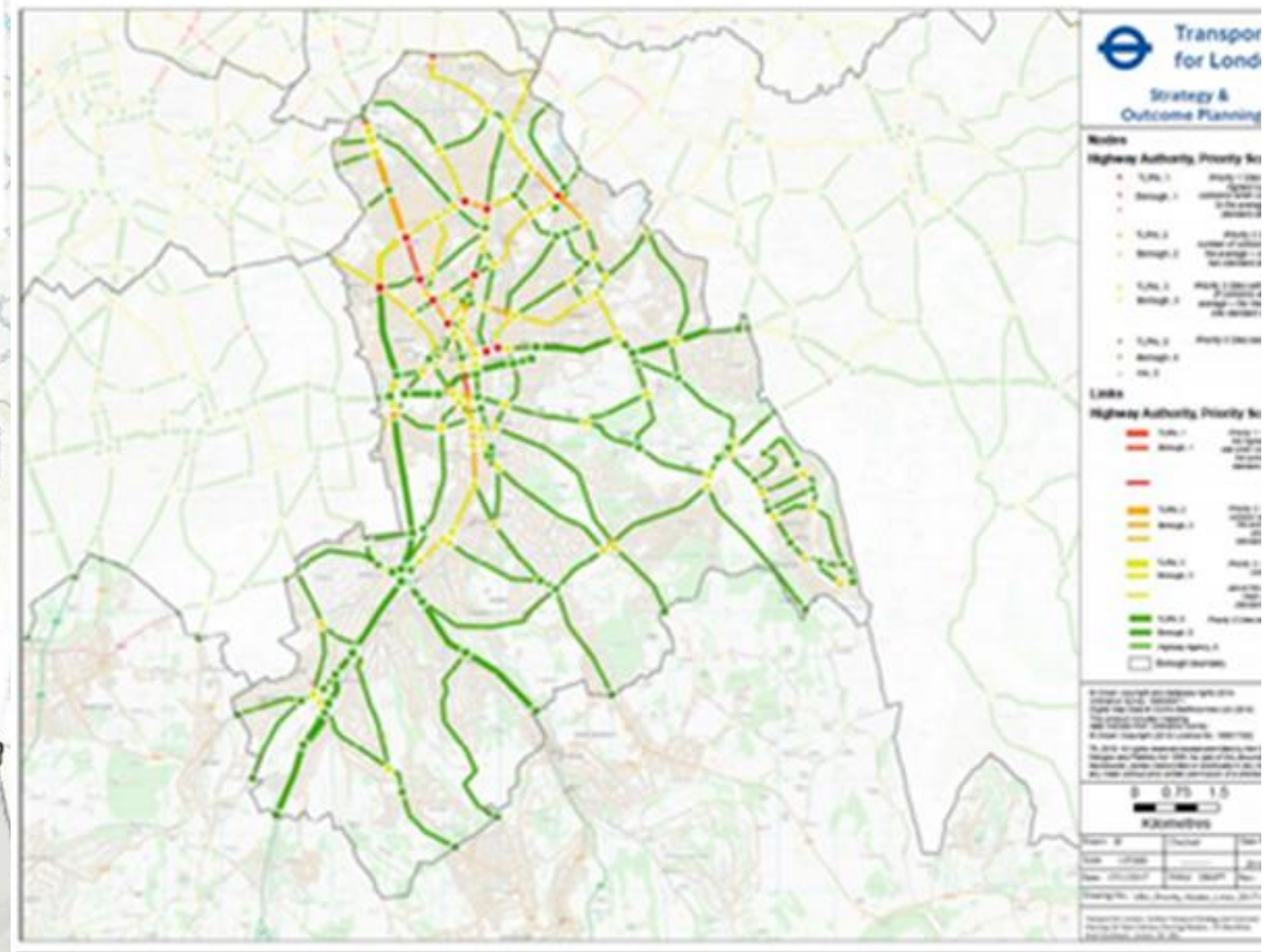


Fig. 5 Vulnerable Road User Casualties

Figure A24: Priority Junctions and Links for Vulnerable Road User Collisions [Source: TfL]



Location

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Fig 6 Cycle Skills Audit

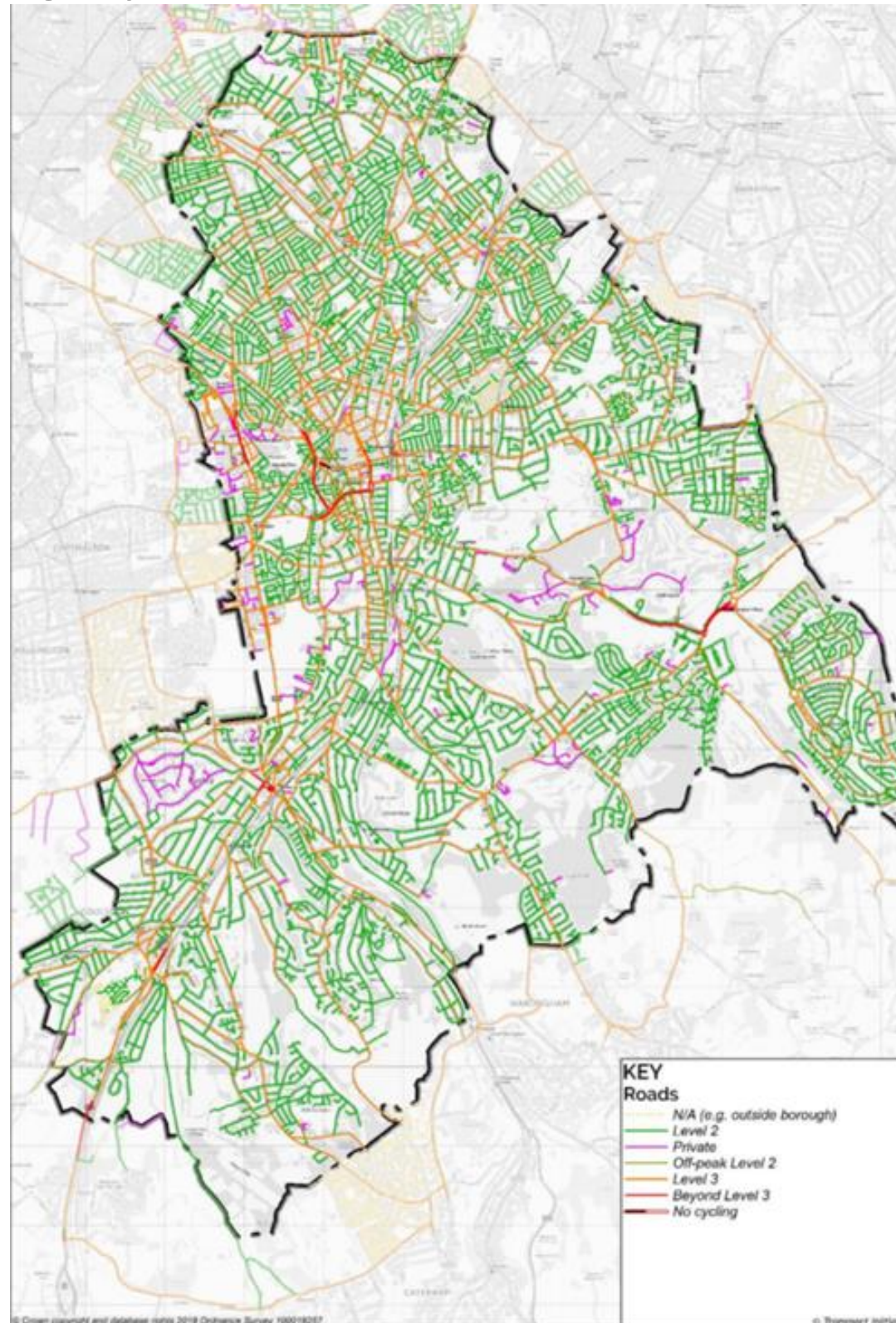
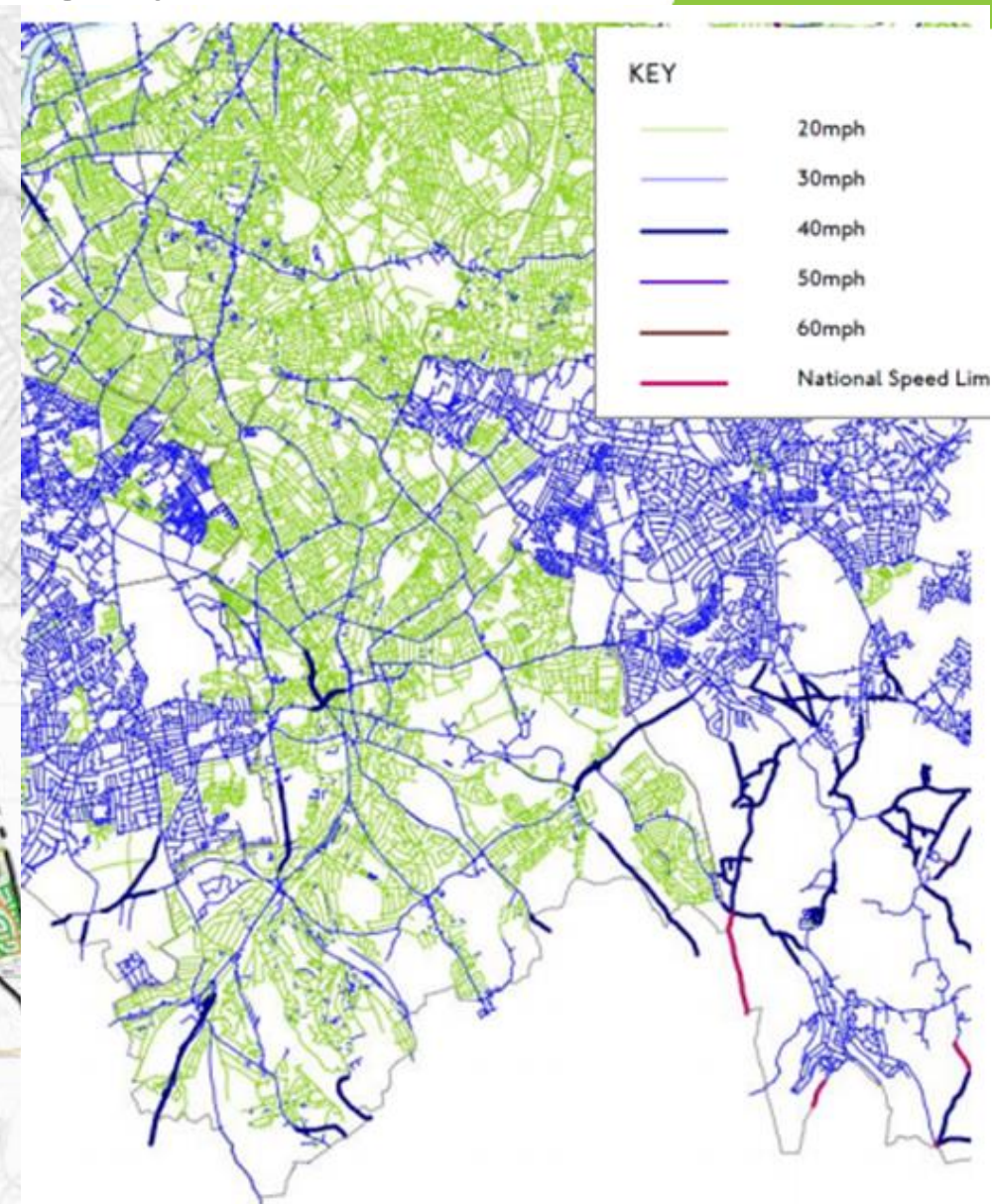
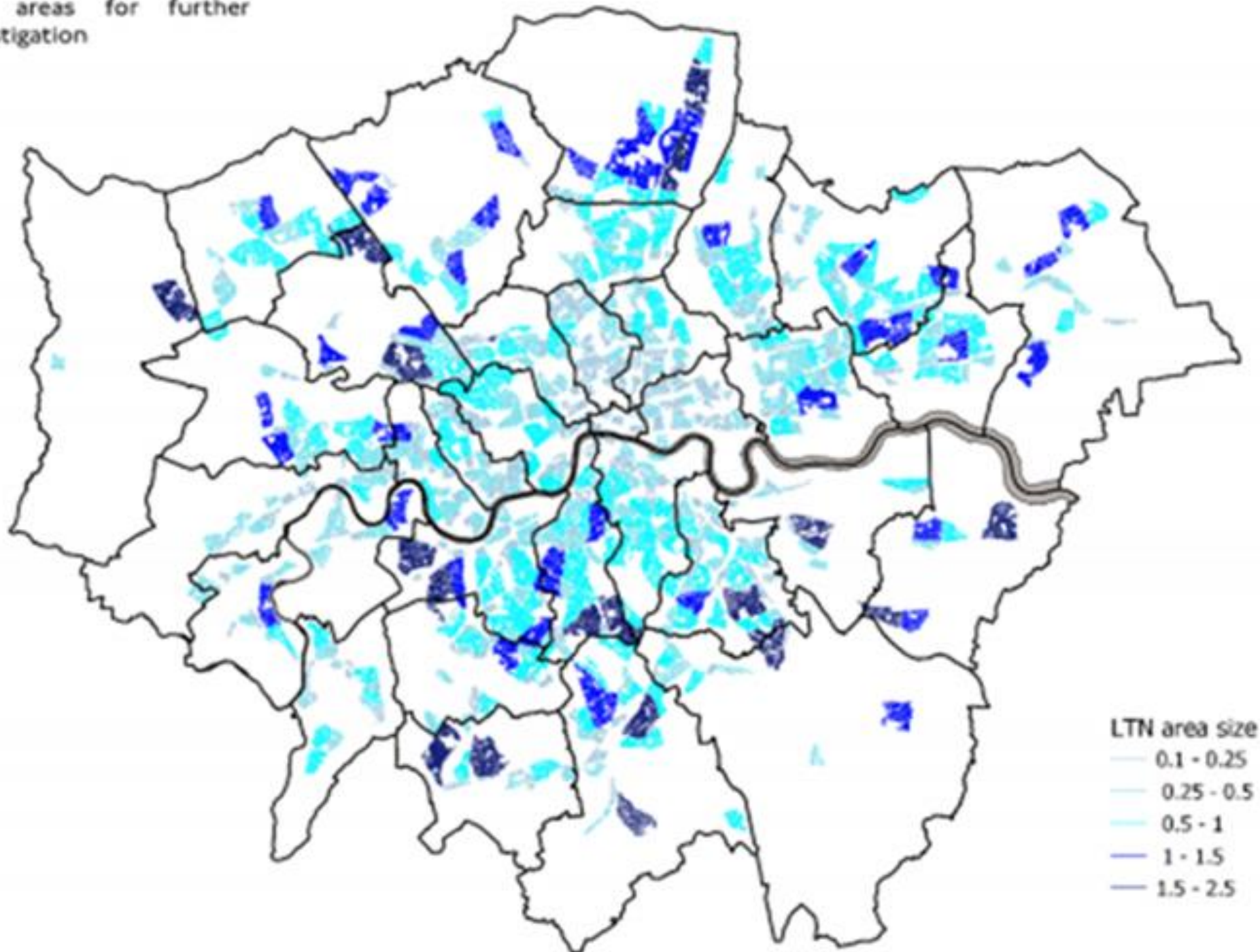


Fig 7 Speed limits



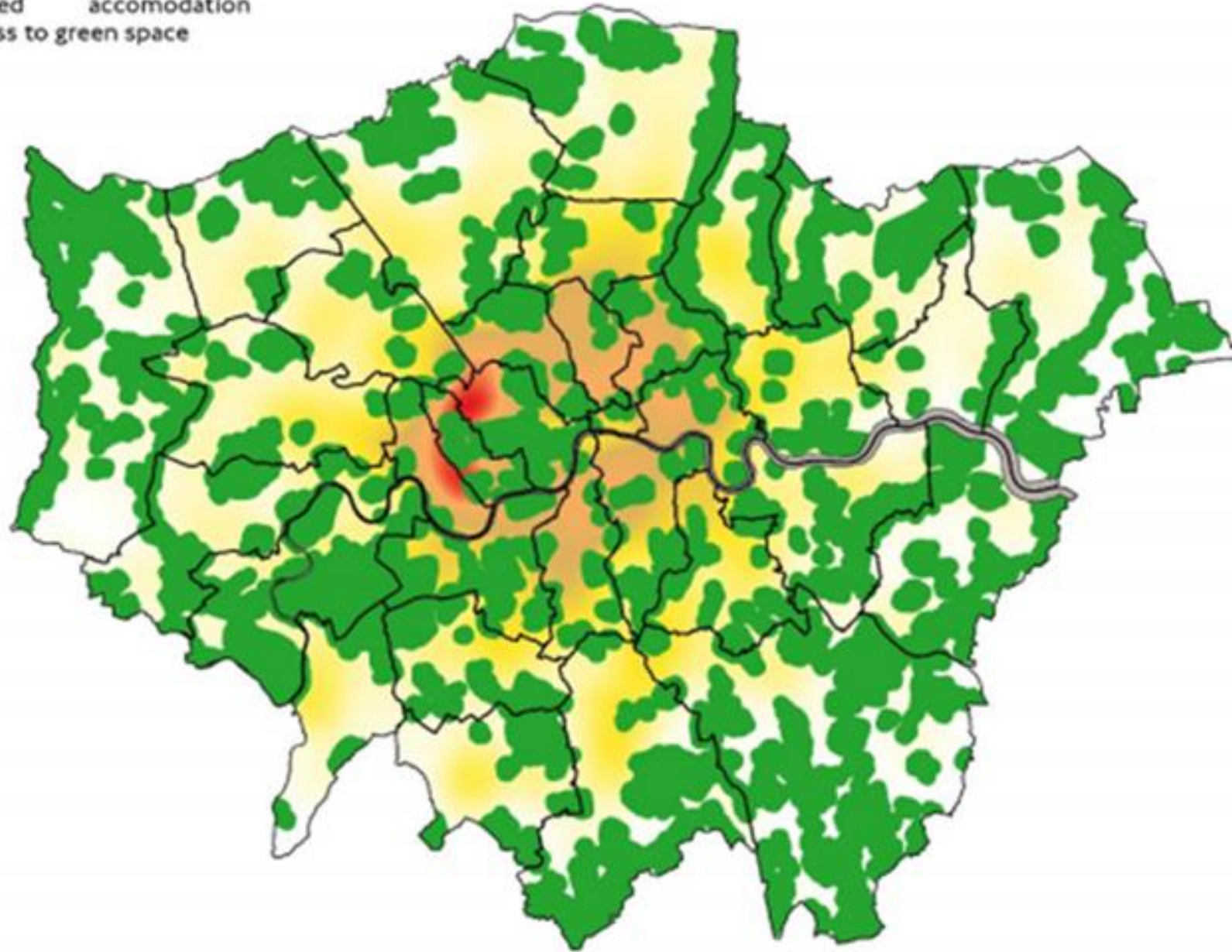
LTN areas for further investigation

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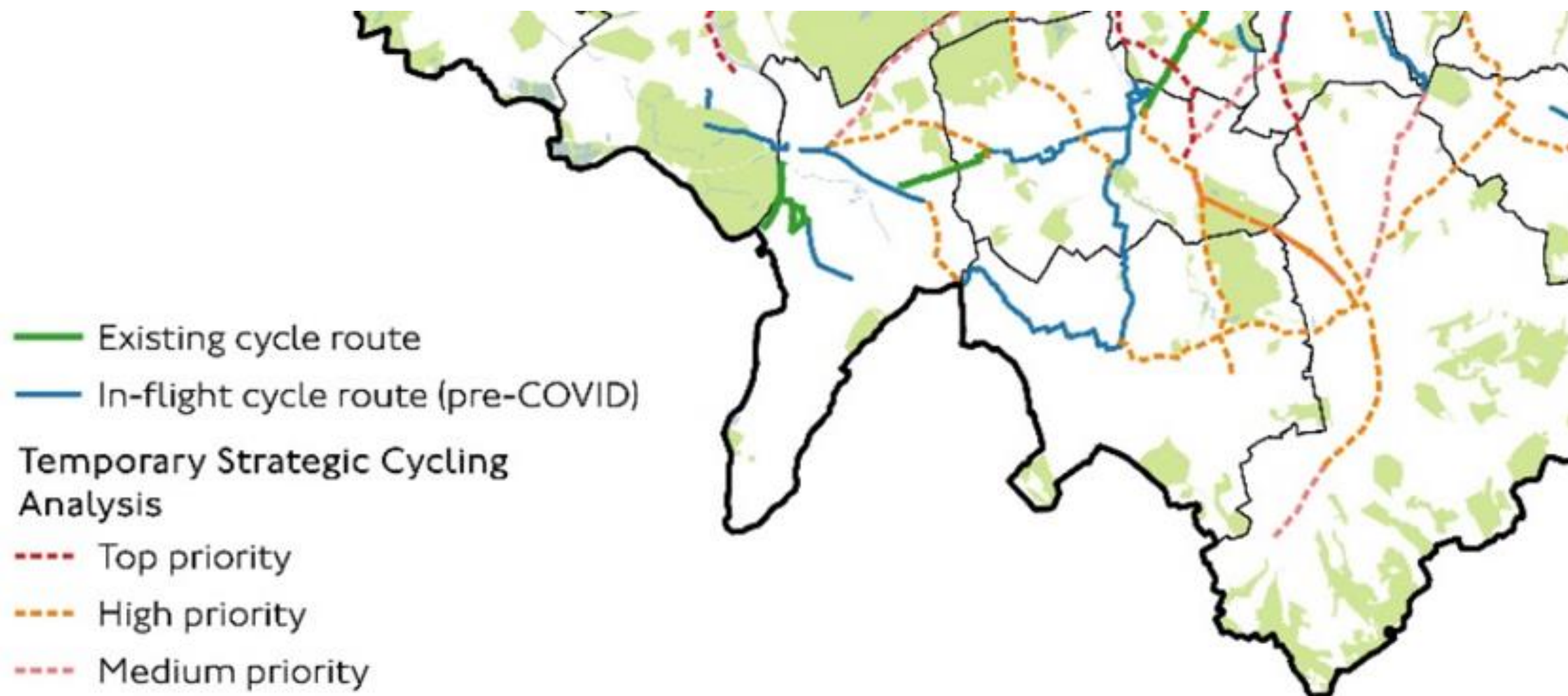


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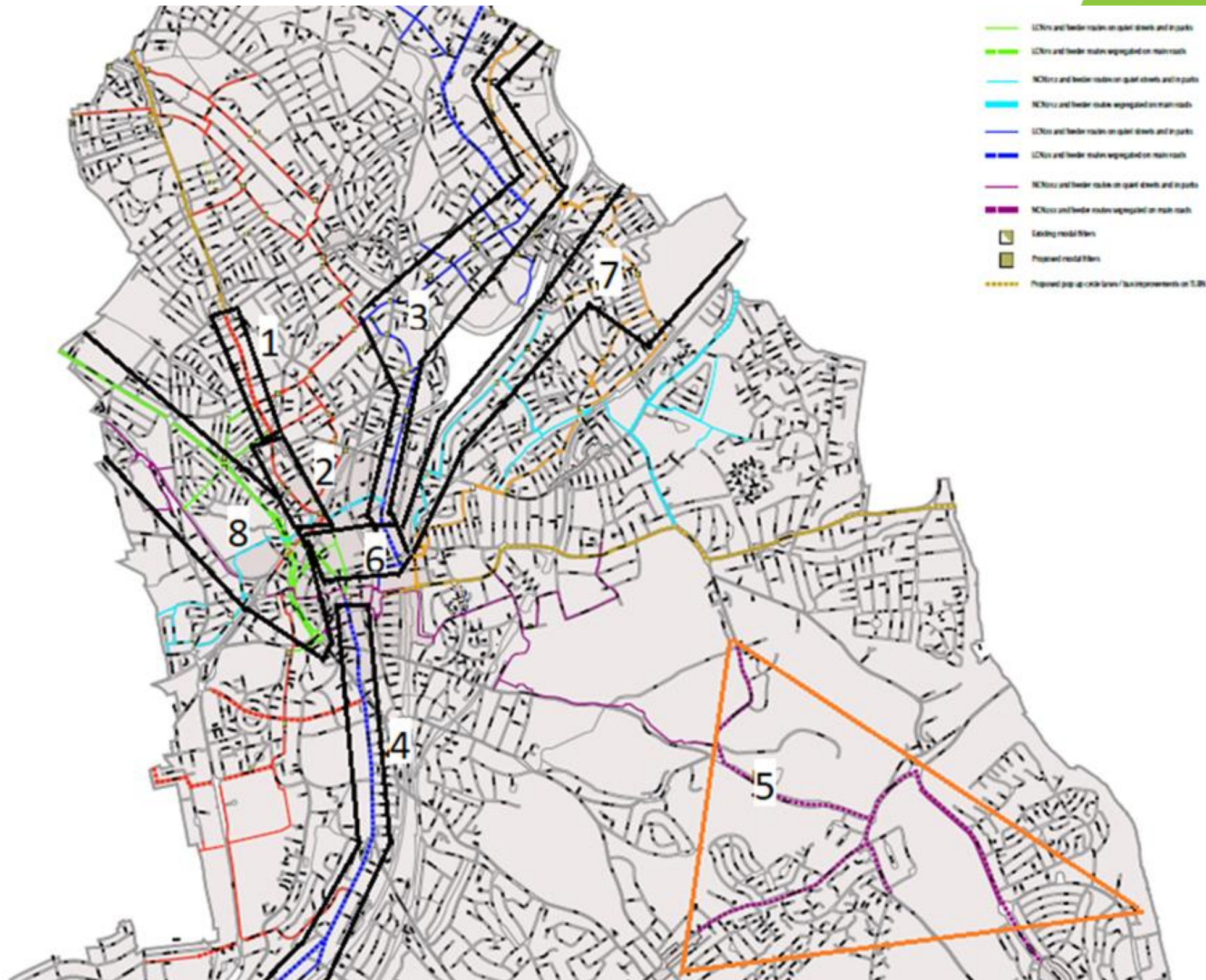


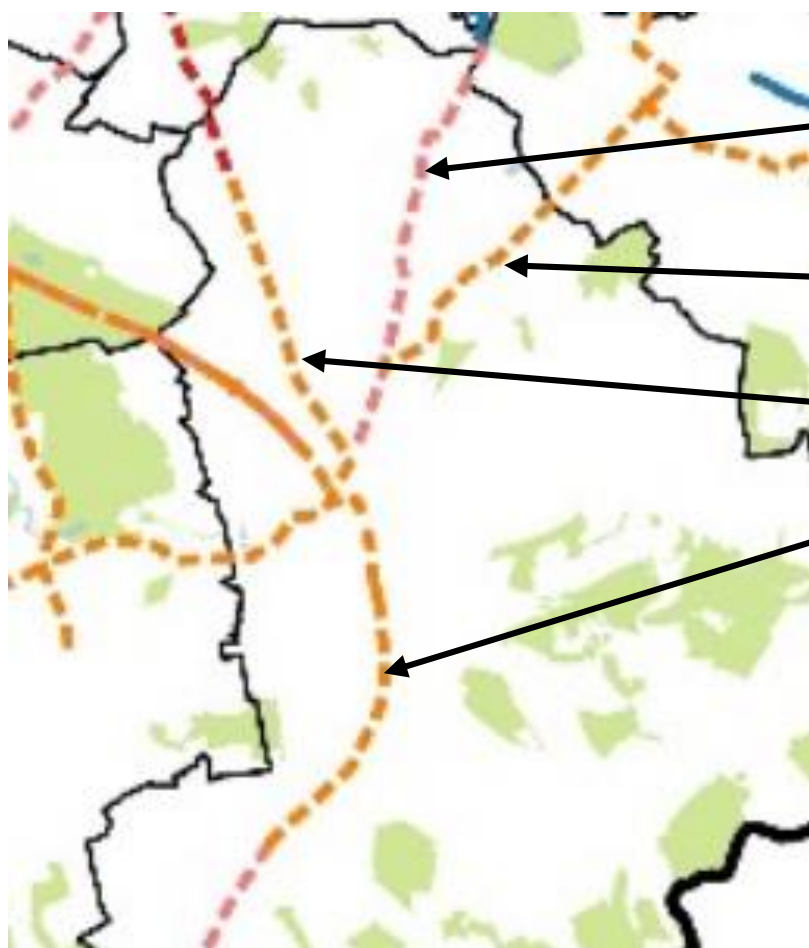
Temporary Strategic Cycling Analysis for Streetspace Plan



Selection

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1. Crystal Palace to Croydon Metropolitan Centre strategic cycle route
2. From NCN Route 21 to Croydon Town Centre strategic cycling route
3. London Road strategic cycling route
4. Brighton Road strategic cycling route

