Courtesy: Ben Addy & Giulio Ferrini, Sustrans

Streets during Covid-19: Moving On

Friday 16th October 2020

Changes to London streets are helping prevent a car dominated recovery and are supporting people to walk, cycle and enjoy using their local streets. Now we need to think carefully about how to consolidate, change or remove these changes. This session looked at how best to move to the next stage, hearing ideas from TfL, with opportunities for delegates to discuss and respond.

Speakers

Joe Lewis – TfL

Giulio Ferrini – Sustrans

Ben Addy – Sustrans

Paul Pilkington – TfL

Rose Yorke Barber – LB Islington

Kerry Meehan – TfL

Peter Fletcher – TfL

Iain Killingbeck – TfL

Paul Lavelle – TfL

Laura Georgescu – TfL

Mark Frost - LB Hounslow

Alexander Baldwin-Smith - TfL

Tobias Newland - LB Hackney

Takeaways

- TfL and the Boroughs have responded to the public health issues posed by Covid-19 by providing:
    - space for social distancing on public transport
    - support for economic regeneration by enabling more active travel & maintaining freight access

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- support for health and wellbeing through low traffic neighbourhoods and school streets
In the long term this should provide sustainable recovery through active travel and lower levels of car use.

- Govt. funding for TfL and Boroughs has helped deliver some 800+ schemes that include: segregated cycling, LTNs, School Streets and space in town centres. TfL have developed their Streetspace Programme and published Guidance on the funding, design and delivery of these schemes.

- Although baseline data is difficult to collect, interventions take time to settle in, and behaviour change to occur - it is important to gather data to identify the benefits and disbenefits of a scheme. Designers should collect a wide range of data on traffic displacement and congestion, collisions, PCN compliance, bus network data, emergency services attendance times, anti-social behaviour and qualitative research. Methods include traffic enforcement cameras, smart traffic analysis such as INRIX and diffusion tubes at local schools.

- Designers should take advantage of the flexibility of the 18-month life of Experimental Traffic Orders and use monitoring data alongside insights from engagement to make informed decisions about the location and nature of permanent Traffic Orders.

- The challenging aspects of LTN's include accessibility (for visually and mobility impaired people), concerns over traffic displacement, impact on bus journey times and impact on businesses. These should be addressed though meaningful engagement with the local community. Given the speed of change designers should: engage with diverse communities to explain decision-making, identify opportunities to build local support and develop stakeholder advocacy and support communities in changing their behaviour to choose and adopt more active healthy lifestyles.

- As we move forward we need to ensure that change is being delivered strategically and equitably and permanent interventions are holistic and of high quality. Schemes should be shaped through community engagement, embed place-making and highlight the multiple benefits of low traffic streets in the design.