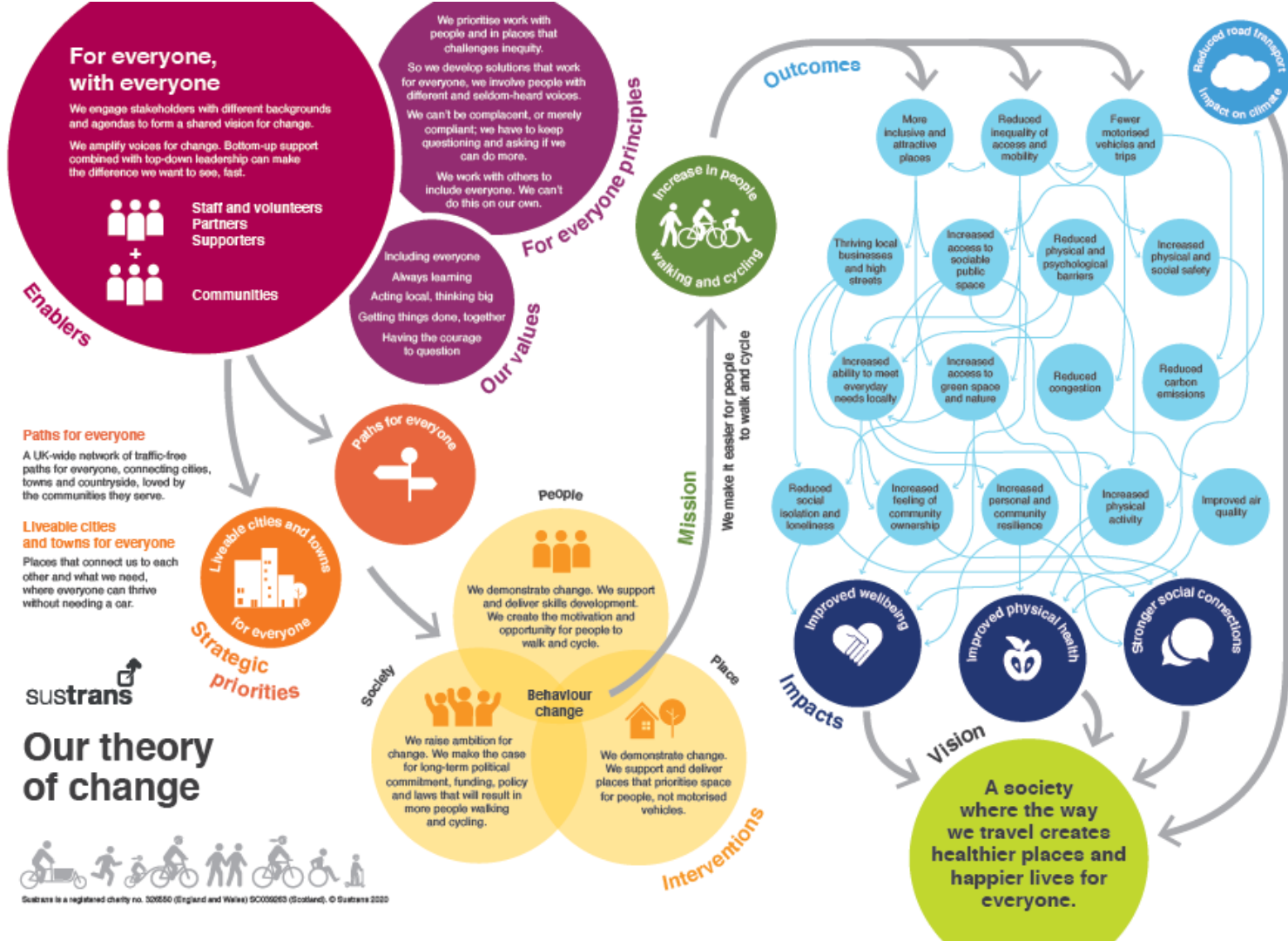
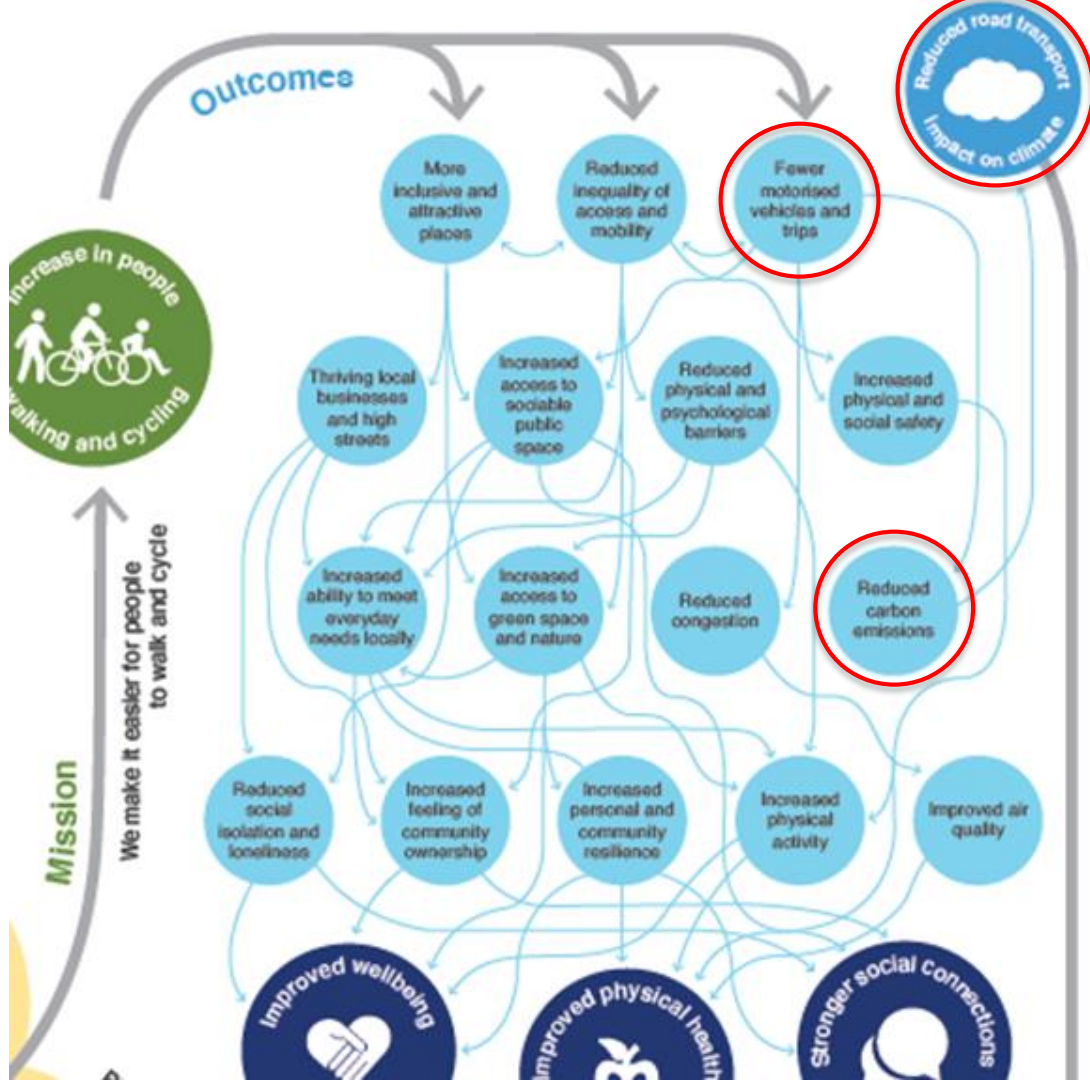




Decarbonising transport after the COVID-19 crisis: Reallocation of road space to promote active travel

Andy Cope
Director of Insight, Sustrans





What to invest in (Walking and Cycling Alliance)...

1. High quality infrastructure – do it properly or not at all

- Protected cycle lanes
- Low-traffic neighbourhood treatments
- Other public realm improvements
- Junction treatments and major road crossings

2. Supporting revenue and capital programmes

A. Capital – e.g. cycle-rail improvements, hire bike schemes, e-bike grants, greenways, and access to green space

B. Revenue – e.g. walk/cycle to school and community engagement

3. Local Authority Capacity Building

General Principles

Mix of capital/revenue investment -70/30 moving to 80/20 as infrastructure is delivered
Reallocate road space in favour of walking and cycling to increase impact & value by driving mode-shift

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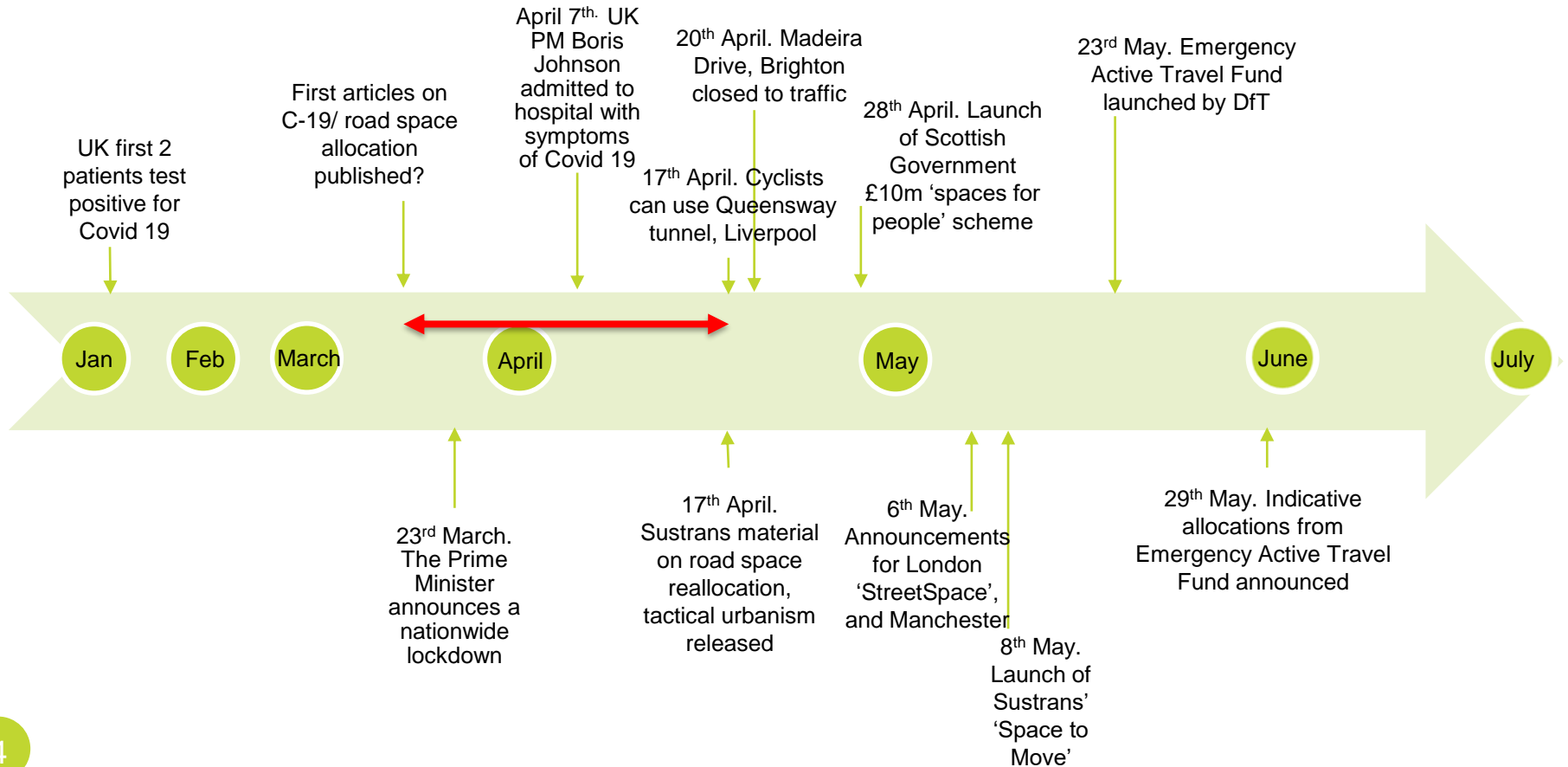
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Reallocation of road space in response to C-19: timeline



Three releases from Sustrans...

Tactical urbanism

- A vision
- The change we need to see
- How to approach it

**Empower cities,
local authorities**

Information and guidance

- For designers and authorities
- Measures, powers, case studies
- Recommendations

**Focus on practical
suggestions**

Space to Move – data tool

- Extent of activity
- Get feedback
- Catalyse a response

**Engage the public
– to support cities**

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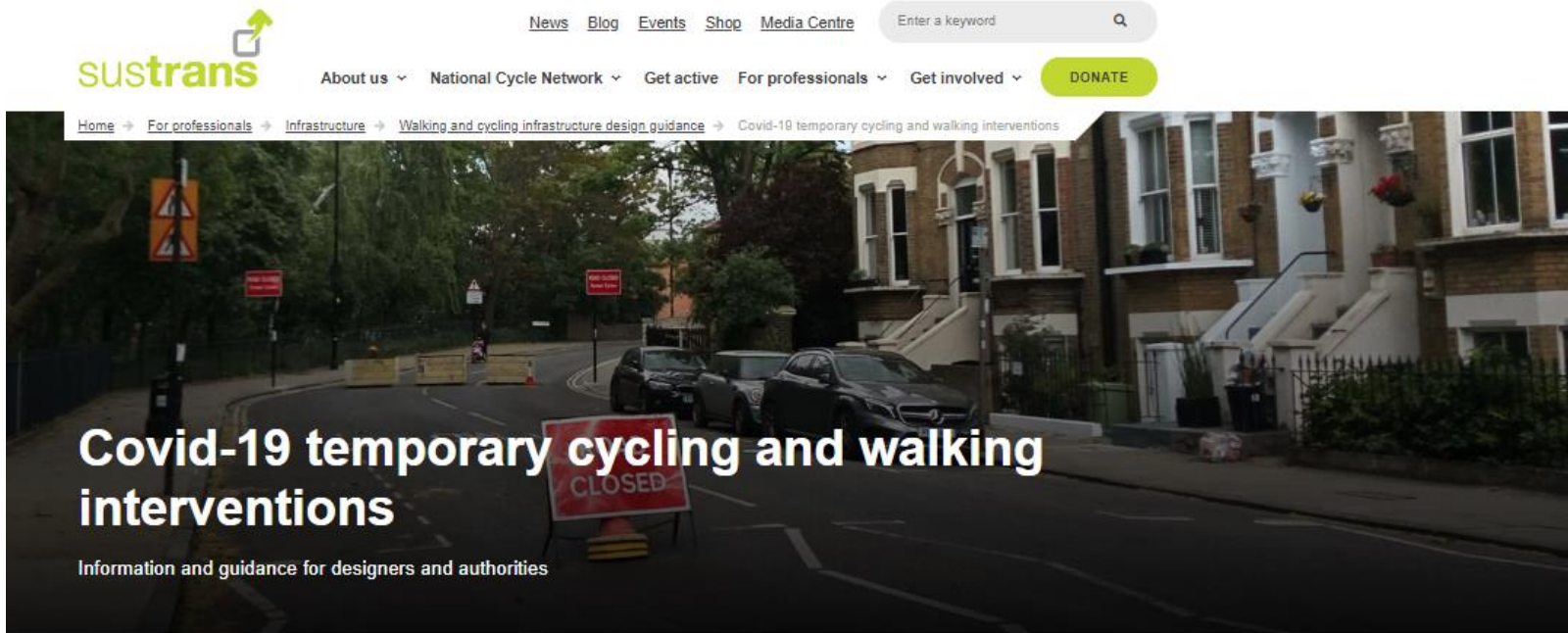
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Engage the public
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<https://www.sustrans.org.uk/for-professionals/infrastructure/walking-and-cycling-infrastructure-design-guidance/covid-19-temporary-cycling-and-walking-interventions/>



We're seeing more and more local authorities making changes to our streets to make it safer for people to walk and cycle during the Covid-19 pandemic and beyond.

So we've put together a list of guidance, technical briefings and examples to support designers in creating temporary cycling and walking interventions.

Information and guidance for designers and local authorities: Links to guidance...

DfT - Traffic orders: Advertising during COVID-19

Urban Design Group - Fast Urban Change: A how-to guide

DfT - Reallocating road space in response to COVID-19

Landscape Institute - Seven design principles for pop-up infrastructure

DfT - Traffic signs to support social distancing

TfL - Streetspace for London guidance

Rapid cycleway prioritisation tool

A guide to low traffic neighbourhoods

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**Engage the public
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Extract from Space to Move website – points on map link to user survey

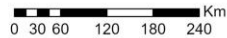
Map of all UK road space reallocation schemes before Space to Move launch – end of April
n = 4

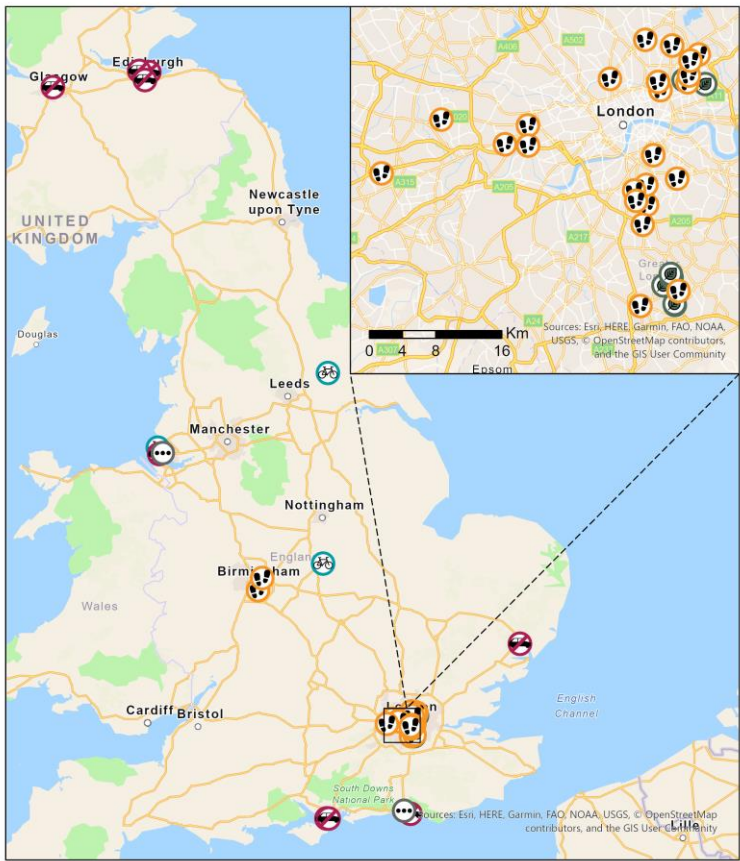


Legend

Space to Move - first four schemes

- Creation of temporary protected cycleway
- Installation of street furniture (plant containers, bollards etc) to prevent through motor traffic - local traffic may be present
- Street closed to all motor vehicles but open for walkers and cyclists
- Widening of pedestrian footway
- Other strategies

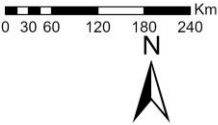




Extract from Space to Move website – points on map link to user survey

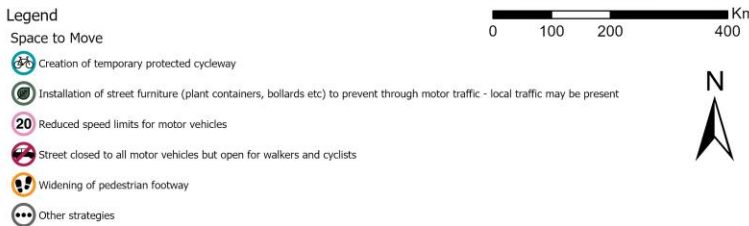
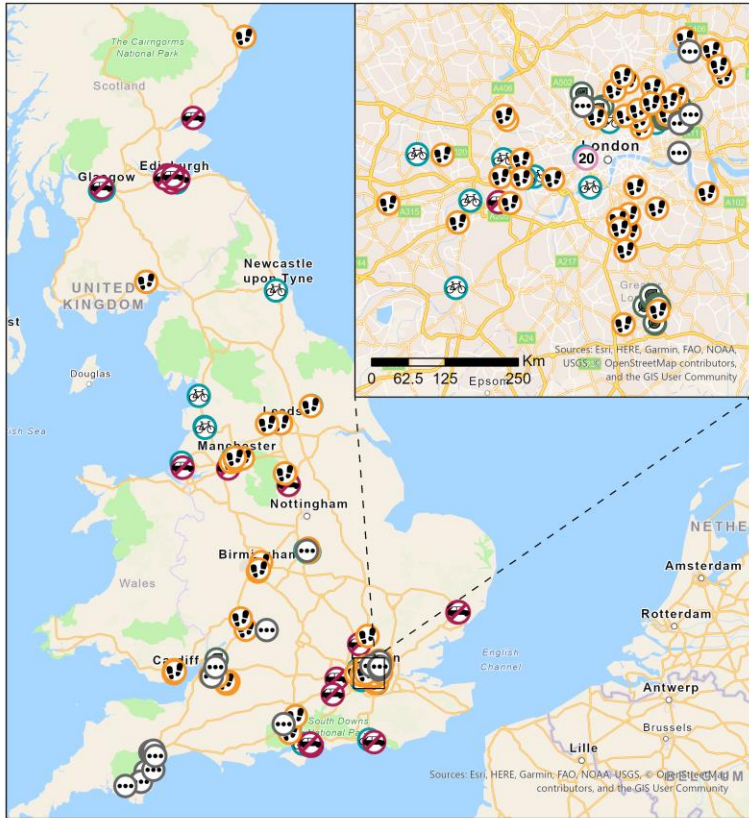
Map of all UK road space reallocation schemes at point of Space to Move launch – May 8th
n = 42

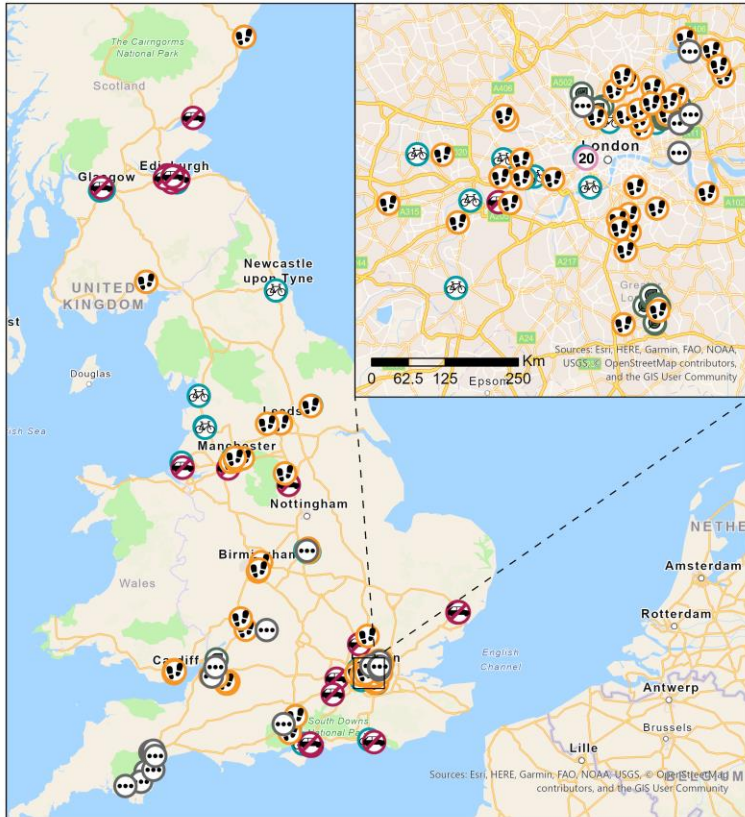
- Legend
- Space to Move
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Extract from Space to Move website – points on map link to user survey

Map of all UK road space reallocation schemes at June 15th
n = 190





Legend

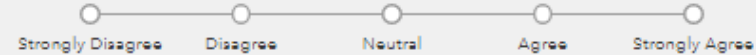
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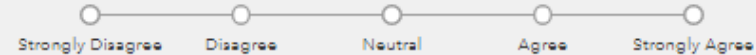


To what extent do you agree or disagree with the following statements?

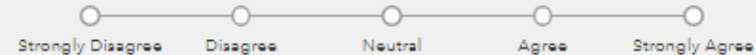
These changes have helped me to maintain physical distancing while walking, cycling or wheeling*



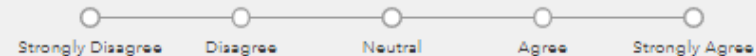
These changes have been helpful for me to make essential journeys [e.g. to shops, to work] or to exercise



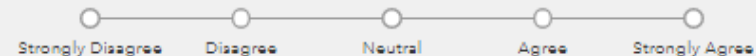
I feel safer because of these changes



I would be more likely to walk, cycle or wheel in this area if these changes were made permanent



I think these changes could have a positive impact on the area in the longer term



*wheeling refers to travel using a wheelchair or mobility scooter

Space to Move process...

1) Sustrans officers plot the sites – LAs tell us where they are; the public tell us about schemes; we see them on the ground; some LAs send scheme list

2) Promotion of the survey happens locally – use local media, share the link ‘on-the-ground’; a QR code is available for use

3) Sustrans collates data – we have a couple of automated dashboards the output response details; typically when 100 responses are collected

4) How and when we share data is up to local connections – Sustrans officers who liaise with your LA

5) Also a repository for case studies – photos, news feeds, LA web pages, etc, can be linked to the Space to Move site plot entry

Number of Responses



100

Last update: a few seconds ago



74

respondents live near the scheme



36

respondents work near the scheme



2

respondents own a business near the scheme



12

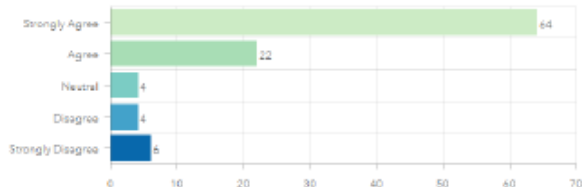
respondents travel through the area



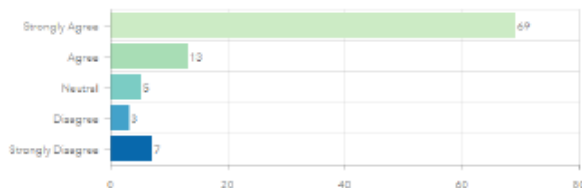
Overall, how happy are you with these changes?



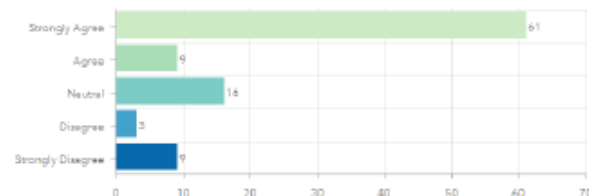
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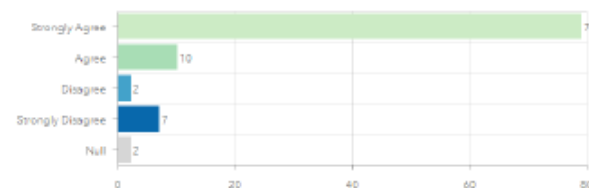
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Most recent comments...

The High Road in Holyrood Park
The road doesn't go anywhere a car needs to, it's a sonic road in a park. I don't see any reason car would ever need to go up it other than for disabled access.

The High Road in Holyrood Park
Modify the gate at Duke's walk entrance to the high road to allow cyclists to pass without having to jump up onto the pavement. Or better still close all roads in the park to cars so that this gate is no longer needed.

The High Road in Holyrood Park
I fail to see why cars should be allowed here during normal times - it's a park and our city's greatest asset. Also, we need a speed camera between the roundabouts at the bottom of the high road and dynamic earth.

The High Road in Holyrood Park
the top road is closed to cars but the through/lower road should be closed too, also HES should open the path under Salisbury crags which is a wonderful walk closed for years

The High Road in Holyrood Park
Please do something to address the problem of speeding vehicles on queens drive. They are dangerous and detract hugely from the amenity of the park. Break up the road with more pedestrian crossings, make money from speed cameras.

The High Road in Holyrood Park
Close all the park roads, it's like a racetrack. I would definitely cycle to




**Emergency Active Travel
Fund tranche 1; tranche 2**

**Local authority capacity?
Help is available – ask!**

Longer term...

Further significant funding?

Plans being shaped NOW

Link to CWIS/LCWIPs

**Sustrans provides LCWIP
technical support**

**Decarbonisation – interface
with other activity**

**C-19; PT and other modes;
e.g. TCF investment**



<https://www.sustrans.org.uk/for-professionals/infrastructure/walking-and-cycling-infrastructure-design-guidance/covid-19-temporary-cycling-and-walking-interventions/>

<https://www.sustrans.org.uk/our-blog/opinion/2020/april/tactical-urbanism-during-covid-19-and-beyond/>

<https://www.sustrans.org.uk/space-to-move/>

<https://www.cyipt.bike/rapid/>