

# **Reallocation of Roadspace for Active Travel**

Framework and Guidance

May 2020

# Walking & Cycling Interventions

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## BACKGROUND

On Saturday 9th May the government published new statutory guidance for highway authorities regarding the urgent need to reallocate road space towards pedestrians, cyclists and 'active travel'.

The government recognised this moment as a once in a generation opportunity to deliver a lasting transformative change in how we make short journeys in our towns and cities. According to the National Travel Survey, in 2017-18 over 40% of urban journeys were under 2 miles – perfectly suited to walking and cycling.

Active travel is affordable, delivers significant health benefits, has been shown to improve wellbeing, mitigates congestion, improves air quality and has no carbon emissions at the point of use. Towns and cities based around active travel will have happier and healthier citizens as well as lasting local economic benefits.

The government therefore expects local authorities to make significant changes to their road layouts to give more space to cyclists and pedestrians. Such changes will help embed altered behaviours and demonstrate the positive effects of active travel.

**COVID-19**

**Maintain  
social  
distance**

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## **FUNDING**

The government has announced a national fund of £250m to enable these changes to be implemented.

At the time of writing, we are still awaiting details of the scope, amount of funding for Devon and delivery arrangements.

For the schemes that we take forward we must also consider the costs of

- installation;
- maintaining and keeping temporary measures safe;
- any modification that might be required;
- removing the measures.

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## **WHAT IS DELIVERABLE?**

There is wide range of interventions that can be considered.

Some can be delivered quickly, for example educational messages, or simple traffic management (TM) such as cones and barriers. In some instances, with approval from our teams a community could mobilise to self deliver in a matter of days.

Some will take more time, for example restricting access for motorised vehicles where a Temporary Traffic Regulation Order (TTRO) might be needed, would require at least 14 days before implementation.

Larger scale changes such as pedestrianisation of central areas would need significant planning, development and consultation. Therefore, these will be out of scope for this project except where officers have previously developed schemes that can be bought forward and can demonstrate support from the community.

This presentation looks at interventions starting with the easiest to deliver.

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## 1. Non Traffic Regulation / Traffic Management options

### Road Safety Messages

- Posters to highlight likelihood that peds may step off pavements and cyclists may take a wider berth due to social distancing on footways (similar to those we have used for “Biker in your blindspot” etc)
- Variable Message Signs (DCC ‘matrix’ type signs).



Suggested poster campaign designs

Think Campaign, Uk



Tacoma City,  
Washington, USA



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## 2. “Pop-Up” Cycle Facilities

Installing ‘pop-up’ cycle facilities with a level of physical separation from volume traffic e.g.

- cycle lanes, using light segregation features such as road markings or flexible plastic wands;
- converting traffic lanes into temporary cycle lanes (suspending parking bays where necessary) but not to the detriment of public transport;
- widening existing cycle lanes to enable cyclists to maintain distancing.



Timescale	Design	Advertising	Implementation	Total (some activities overlap)
TM Only*	5 - 7 days	n/a	2 - 14 days Dependant on local availability	14 days
TTRO	7 days	7 days	14 days Dependant on availability of cones and barriers	21 days

\*Where communities can facilitate implementation of TM (i.e. cones / barriers can be sourced locally, and there are Chapter 8 trained staff), we will approve scheme proposals within 7 days before agreeing implementation

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## 3. Creating Space for Social Distancing:

Using cones and barriers

- to widen pedestrian provision along lengths of road, particularly outside shops and transport hubs
  - TM only where restrictions don't need to be suspended e.g. existing double yellow lines
  - TTRO where restrictions need to be suspended e.g. parking bays
- to provide more space at bus stops to allow people to queue and socially distance
- to widen pedestrian refuges and crossings (both formal and informal) to enable people to cross roads safely and at a distance.



**COVID-19**  


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**Maintain social distance**

Timescale	Design	Advertising	Implementation	Total (some activities overlap)
TM Only*	7 days	n/a	14 days	14 days
TTRO	7 – 14 days	7 days	14 - 21 days	21 - 28 days

\*Where communities can facilitate implementation of TM (i.e. cones / barriers can be sourced locally, and there are Chapter 8 trained staff), we will approve scheme proposals within 7 days before agreeing implementation

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## 4. Cycling Parking Facilities

Providing additional cycle parking facilities at key locations

- outside bus and train stations
- in high streets
- in car parks.

This could be achieved

- off-street where sufficient space allows for social distancing
- on-street by repurposing parking bays to accommodate cycle racks.



Timescale	Design	Advertising	Implementation	Total (some activities overlap)
Off-street locations	7 days	n/a	14 days Depending on availability of stands from supplier	14 days
On-street locations i.e. TTRO for suspending parking bays	7 days	7 days	14 days	21 days

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## 5. Restricting Access for Motor Vehicles

**Encouraging Walking & Cycling To School** for example through the introduction of ‘school streets’. These are areas around schools where motor traffic is restricted at pick-up and drop-off times, during term-time. They can be effective in encouraging more walking and cycling, particularly where good facilities exist on routes to the school and where the parents, children and school are involved as part of the scheme development.

**Pedestrian & Cycle Zones** by restricting access for motor vehicles at certain times (or at all times) to specific streets, or networks of streets, particularly town centres and high streets. This will enable active travel but also social distancing in places where people are likely to gather.

**Modal Filters** closing roads to motor traffic, for example by using planters or large barriers. Often used in residential areas, this can create neighbourhoods that are low-traffic or traffic free, creating a more pleasant environment that encourages people to walk and cycle, and improving safety.



Consideration will need to be given to bus routes, enforcement, residents access and for loading. Therefore, detailed design will need to be undertaken and these solutions may not be suitable for main roads.

	Timescale	Design	Advertising	Implementation	Total (some activities overlap)
TM Only		n/a	n/a	n/a	n/a
TTRO		28 days	7 days	28 days	56 – 63 days

Signs with fixed posts may be required

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**NEW ROAD  
LAYOUT  
FOR SOCIAL  
DISTANCING**

## 6. Junction Redesign

Changes to junction design to accommodate

- more cyclists – for example, extending Advanced Stop Lines at traffic lights to the maximum permitted depth of 7.5 metres where possible
- more pedestrians – temporary barriers to tighten the junction radius to reduce traffic speed and narrow the road width to reduce pedestrian crossing times.

Timescale	Design	Advertising	Implementation	Total (some activities overlap)
TM Only	28 days	n/a	14 – 28 days	42 – 49 days
TTRO	28 days	7 days	14 – 28 days	56 – 63 days

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## 7. Area wide consideration

### Strategic Route Reviews

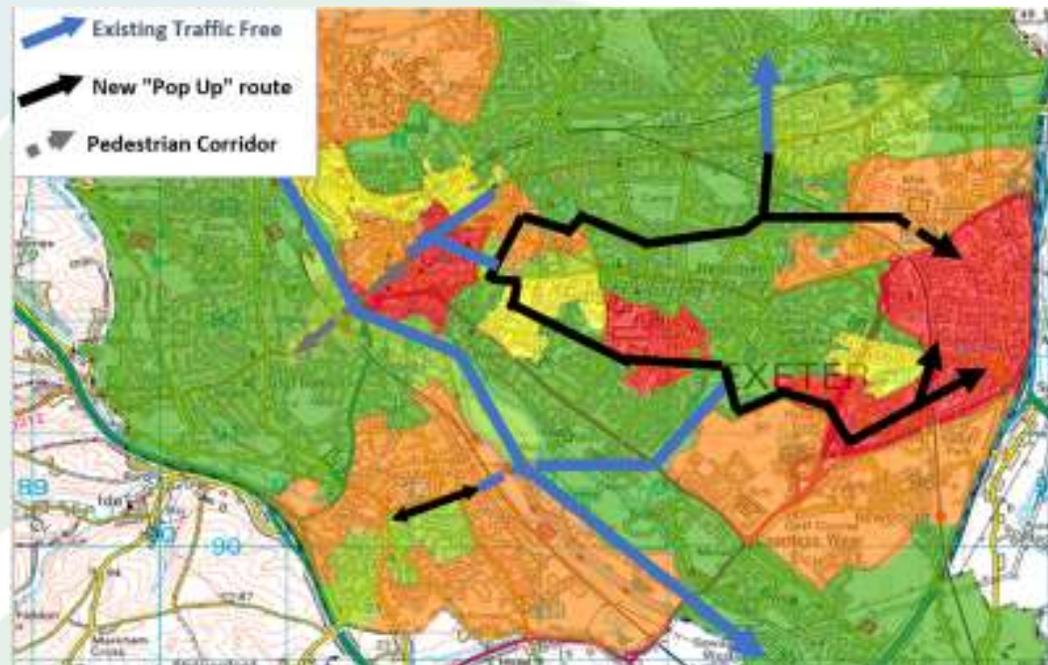
Whole route approaches to create corridors for buses, cycles and access only on key routes into town and city centres.

Reviewing and considering the linking of numerous requests along a route.

### Bringing forward planned schemes

DCC are identifying and bringing forward permanent schemes already planned (for example under Local Cycling and Walking Infrastructure Plans) that can be constructed relatively quickly.

*\*Larger schemes will have significant impact on communities and require careful development. Therefore it is unlikely that new requests will be able to be delivered as part of this initiative\**



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## **What can Temporary Traffic Regulation Orders (TTROs) be used for?**

- Community supported temporary locations similar to Special Events e.g. High Streets, Market areas.
- Localised schemes which require an existing restriction to be suspended e.g. Suspending a parking bay outside a shop to provide pedestrian queuing space.

## **TTRO Process**

- Community application (TTSE-G4-CV19) submitted to DCC's Neighbourhood Team (NHT). Maximum duration of order is 12 months with DfT Approval (Section 16, Events on Highway)

Or

- NHT to process the localised schemes and Community requests via the TTRO system (maximum duration 18 months). (Section 14, Preventing danger to public)

Followed by an on-street Notice, free standing signs and cones which are to be placed by the co-ordinator for the community scheme or by Skanska for the localised schemes.

TTRO legal costs to be funded from the DfT emergency active travel fund.

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## What can Experimental Traffic Regulation Orders (ETROs) be used for?

- Temporary measures which may require Traffic Management layout changes or could be considered to be made permanent.
- Schemes which involve more complex Traffic Management measures. These may have to be more permanent in their nature to ensure the temporary scheme is safe e.g. new kerbs / bus boarders / large traffic signs etc.

These more involved schemes are likely to be outside of scope for this project due to limited financial and staff resources.

## ETRO Process

- Scheme designed in house by DCC design teams.
- Traffic Management Team (TMT) and Legal Team process ETRO (prepare notices, advert, consultation documents)
- Legal constraints – requirement for newspaper advert, min 6 months public consultation period follows implementation of the order (max 18 months)

**Steps to deliver:** Scheme design, TMT to draft ETRO documents (advert, consultation documents, legal Order), on-street Notice and advance warning signs displayed at location (NHT), scheme implemented by contractor.