

NEW ROAD LAYOUT FOR SOCIAL DISTANCING

**NEW STATUTORY GUIDANCE
IN RESPONSE TO
COVID-19**



1.

REALLOCATING ROAD SPACE IN RESPONSE TO COVID-19



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NEW ROAD LAYOUT

COVID-19 RESPONSE

This mini guide from Dynamic Transport Planning looks at the new guidance released by the Government in response to COVID-19

- SECTION 1** What was announced?
- SECTION 2** Traffic Management Act
- SECTION 3** Traffic Signs to Support Social Distancing

SECTION 1: **WHAT WAS** **ANNOUNCED?**



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WHAT WAS ANNOUNCED?

£2 billion Package

£2 billion was pledged by the Government to encourage alternative ways to travel in an attempt to relieve the pressure on public transport during COVID-19

£250 million Emergency Active Travel Fund

An immediate amount of money will be made available to create pop-up bike lanes, wider pavements and cycle/bus only corridors in England

Fast-Track Statutory Guidance

Guidance has been released to reallocate roadspace, closing side streets to through traffic and providing vouchers for cycle repairs through the Cycle to Work scheme

E-Scooter Trials

E-Scooter trials will now be available from June and offered to all local areas across the country

SECTION 2:

TRAFFIC

MANAGEMENT

ACT



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TRAFFIC MANAGEMENT ACT

The Traffic Management Act 2004 was updated on 9th May 2020 to bring forward measures for reallocating road space

Reallocating Road Space: Measures

Installing 'pop-up' cycle facilities including mandatory cycle lanes, widening of existing cycle lanes and providing physical segregation where possible.

Using traffic cones and barriers to widen footways and widen pedestrian refuges and crossings

Encourage walking and cycling to school with the introduction of 'school streets', restricting pick up and drop off times.

20mph limits adopted for residential roads

Introduction of additional pedestrian and cycle zones

TRAFFIC MANAGEMENT ACT

Reallocating Road Space: Measures

Providing additional cycle parking facilities at key locations and re-purposing parking bays to provide cycle spaces

Changes to junction design to accommodate more cyclists

Bringing forward permanent schemes already planned under Local Cycling and Walking Infrastructure Plans

TRAFFIC MANAGEMENT ACT

Traffic Regulation Orders (TROs)

All of the measures can be introduced temporarily and it is also worth noting that some interventions such as lightly-segregated cycle lanes will not require a TRO.

TRO Types for Remaining Measures

Permanent: includes prior consultation on the proposed scheme and a 21-day notice period for statutory consultees

Experimental: Used for trial schemes that may be made permanent but requires substantial monitoring arrangements to be in place

Temporary: Can be in place for 18 months with a 7 day notice period prior to making the TRO and a 14 day notification period after it is made

SECTION 3: **TRAFFIC SIGNS** **TO SUPPORT** **SOCIAL** **DISTANCING**



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TRAFFIC SIGNS

Traffic Signs to Inform Changes In Layout

The following traffic signs have been published alongside this guidance and are covered by the update to Traffic Signs Regulations and General Directions 2016 therefore no special sign authorisation is needed

Signs for pedestrians



*Distance may be varied or omitted

Signs for drivers/cyclists



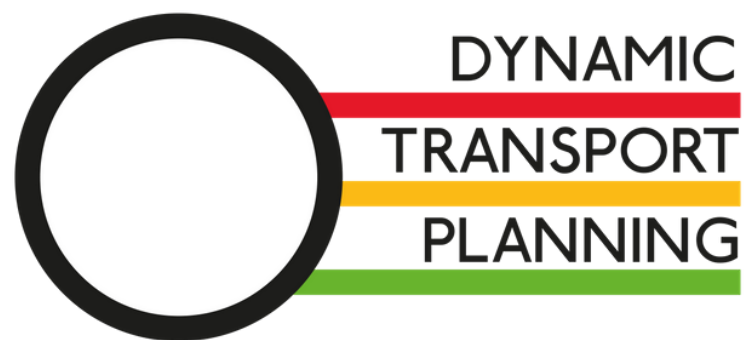
**NEED HELP
IMPLEMENTING
THE GUIDANCE?**



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DYNAMIC TRANSPORT PLANNING

If you are ready to make your development accessible, safe and fit for the future, get in touch to discuss your requirements



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