Guidance on developing borough Healthy Streets delivery plans 2023/24-24/25
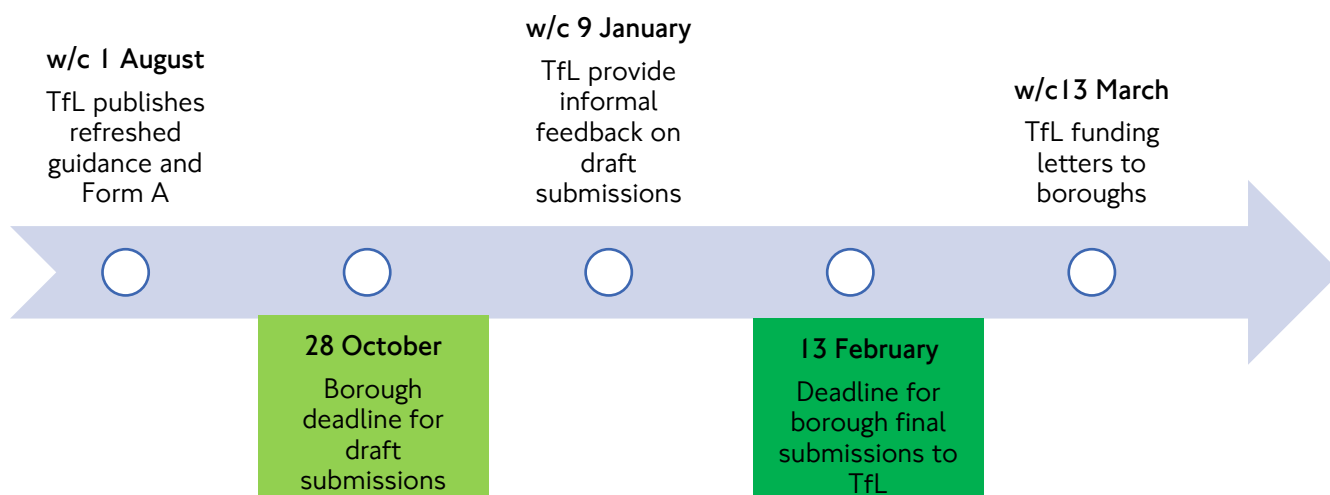
October 2022

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1 Background to the three-year delivery plan

1.1 Purpose of this guidance note

1.1.1 Healthy Streets play a central role in addressing the challenges that London faces, including rebuilding from the pandemic, tackling deep-rooted health inequalities and resolving the climate emergency. Borough delivery is key to the success of the Healthy Streets Approach, as boroughs are responsible for around 95 per cent of London's streets, including 70 per cent of the most strategic streets for buses, as well as crucial for delivering a high quality, connected London-wide cycle network.

1.1.2 In 2018, TfL published Local Implementation Plan (LIP) guidance alongside the Mayor's Transport Strategy (MTS). Following this, boroughs produced LIPs including three-year delivery plans, covering the period 2019/20 – 2021/22. As set out in the 2018 guidance and subsequently Guidance on developing LIP three-year delivery plans for 2022/23-2024/25 (October 2021) boroughs were asked to prepare a second three-year delivery plan, covering the period 2022/23 – 2024/25. Due to funding uncertainties and the challenges of planning in the emerging recovery context, TfL agreed with boroughs that this plan should be developed in two stages. In 2021 boroughs submitted a one-year plan for 2022/23 and now boroughs are requested to submit their delivery plans for 2023/24 and 2024/25.

1.1.3 The GLA Act empowers TfL to provide funding to boroughs to deliver safe, integrated, efficient and economic transport within London. TfL does this via the Local Implementation Plan process, statutory plans to implement the MTS. This guidance sets out the requirements for boroughs to develop high-quality delivery plans aligned to the MTS to access this funding, including guidance on priority areas for investment and evidence led planning. A 'How to' guide for the revised Form A is provided in the guidance sheet of the form.

1.2 Process overview

1.2.1 Boroughs are asked to submit their delivery plan using Form A provided by TfL and supporting maps by email to their TfL sponsor and the boroughprojectsandprogrammes@tfl.gov.uk inbox. No other documentation is required or should be submitted.

1.2.2 The diagram below sets out the planned timeline for submission, this has draft and final submission stages. TfL will use the draft stage to undertake internal review to provide a set of pan-TfL feedback to boroughs. Boroughs will have the opportunity to make revisions next year for 2024/25.

w/c 1 August
TfL publishes refreshed guidance and Form A

w/c 9 January
TfL provide informal feedback on draft submissions

w/c13 March
TfL funding letters to boroughs

28 October
Borough deadline for draft submissions

13 February
Deadline for borough final submissions to TfL

1.2.3   TfL understands this timeline might be challenging for boroughs to meet and will consider flexibility for boroughs on an individual basis. Please speak to your borough sponsor if this is the case to agree a revised submission timeline.

2 Developing the three-year plan

2.1 Priority areas for Healthy Streets investment

2.1.1 Outlined below are the two focus areas for borough Healthy Streets investment to focus on in years two and three of the three-year plans, along with key interventions TfL would like to see plans focused on.

Enabling all Londoners to feel that active travel is a safe and accessible option through a range of Vision Zero and other interventions that deliver safer streets for cycling and walking	Enhancing and expanding London's bus priority network to enable faster and more reliable buses, making them a compelling offer for Londoners
Primary deliverables • Tackling high risk locations for Vision Zero • New or upgraded cycle routes aligned to the Strategic Cycling Analysis • Connectivity enhancements e.g., permitting two-way cycling on one-way streets, cycle-contraflows crossings, local links and removal/upgrade of access controls. • Low Traffic Neighbourhoods (LTNs) and 'Bus and cycle only' streets • 20mph and compliance measures • New or upgraded pedestrian and/or cycle crossings including at signalised junctions where no current pedestrian crossing facilities exist. Upgrade of pedestrian refuges to zebra or parallel crossings. • Improving access to transport interchanges for active modes	**Primary deliverables** • New bus lanes aligned to the priority locations for bus performance enhancement, as well as new bus gates and 'bus and cycle only' streets (with appropriate timings) • Increases in operational hours of existing bus lanes to operate 24/7 • Extensions to existing bus lanes • Transformational junction redesigns to prioritise buses and sustainable modes • Signal priority for buses (delivered with the TfL Network Performance team)
Alongside these primary measures, boroughs may deliver supporting measures such as: • School streets and accompanying measures to promote active travel to school • Reallocation of parking and carriageway space to walking, cycling and public realm e.g., parklets • Pedestrian improvements such as footway widening • Enhancements to pedestrian accessibility • Upgrades and improvements to existing signed Cycleways as discussed with TfL Portfolio Sponsor, including enhancements to cycle route accessibility e.g., access barrier removal • Upgrading the experience and accessibility of the Walk London network	Alongside these bus priority deliverables to improve bus speeds, boroughs may deliver supporting measures such as: • Bus stop accessibility enhancements • Improved conditions at and around stops focused on safety and security • Improvements to the accessibility and experience of walking routes to bus stops • Rationalised kerbside activity to limit interference with bus and cycle progression

Cycle parking:
Boroughs are being provided with an equal allocation of funding for residential cycle parking, this is to be used for residential cycle parking only and the proposals are to be detailed in the "Residential

Cycle Parking" tab of Form A. These proposals must meet the priority criteria set out below for residential cycle parking.

Boroughs can also use Safer Corridors & Neighbourhoods funding to deliver other types of cycle parking or additional residential cycle parking. A programme should be created in the Programme Sheet of Form A for each type of cycle parking funded via the Safer Corridors & Neighbourhoods allocation. This should include the number of spaces proposed. Coordinates are not required for individual sites within these programmes, but boroughs should provide as much detail as possible in the "location description" (e.g., name of schools, stations, town centres, or council housing associations). Boroughs should follow the priority criteria set out below for these proposals).

Boroughs are also encouraged to include cycle parking in the design of other Safer Corridors & Neighbourhoods schemes e.g., LTNs.

Cycle parking priorities:
- **Residential cycle parking:** council housing associations/areas of higher deprivation (Index of Multiple Deprivation between 1 to 4) in an LTN or connected to the strategic cycle network i.e., within 400m of the signed Cycleway network, including former Quietways/Cycle Superhighways, or within 400m of a Strategic Cycling Analysis (SCA) connector.
- **On-street cycle parking:** town centres and high-streets connected to the strategic cycle network or SCA connector
- **School cycle parking:** schools must be engaged or accredited through the STARS programme and either a) within 400m of the cycle network/ SCA connector, b) in an LTN or c) on a School Street (or planned LTN or School Street within the borough's three-year plan)
- **Station cycle parking:** stations that do not meet TfL's recommended provision i.e., minimum 20 spaces within 50m of the station and 30% spare capacity

Boroughs may deliver aligned supporting behaviour change/activation measures to promote new infrastructure or tackle barriers to active, efficient and sustainable modes e.g.:
- Cycle training for adults or children
- Try before you bike scheme (i.e., cycle loan with or without option to buy at the end)
- Ebike/adapted bike/cargo bike loan scheme
- Dr Bike/Bike Maintenance
- Cycle safety and security equipment scheme (e.g., cycle marking and registering)
- Local cycling/community events
- Led rides
- Local community grant schemes
- Evidence led road safety education programmes e.g., for P2Ws
- Appoint active travel business/school engagement officers
- Implementing FORS and CLOCS in procurement processes and supply chains

Supporting behaviour change/activation measures should be aligned to infrastructure in their delivery but should be separate schemes in Form A.

Other points to note

- Through the pandemic we have seen the success of experimental schemes for delivering change on London's streets rapidly and flexibly. Through this delivery plan boroughs should continue to look to use experimental schemes where suitable to accelerate delivery of changes to London's streets, discussing appropriate approaches with TfL Sponsors as required. TfL has published guidance for delivery of experimental Healthy Streets schemes to support boroughs with experimental scheme delivery.[1]

- It will not generally be possible to fund electric vehicle charging infrastructure development or delivery via the LIPs unless it is part of a wider Healthy Streets scheme.

- Car clubs can be delivered as a complementary measure to schemes removing substantial amounts of parking in a neighbourhood where there is evidence that they will support traffic reduction. Ideally funding for implementation of bays should be sought from the car club operator or revenue generated from permits or profit share agreements.

- Features such as SuDS, soft landscaping, green infrastructure and seating should be delivered as part of schemes delivering multiple priorities rather than as standalone schemes.

- Whilst Healthy Streets investment addresses climate change by encouraging mode shift, when designing schemes consideration should be given to the carbon impacts across the asset lifecycle for example through the PAS 2080:2016 framework.

- In considering their Public Sector Equality Duty boroughs may choose to undertake an additional Equalities Impact Assessment (EqIA) for the delivery plan beyond any LIP3 EqIA undertaken and scheme level EqIAs it is intended to undertake.

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[1] https://tfl.gov.uk/info-for/boroughs-and-communities/streetspace-funding

2.2 A data-led approach to streets planning

2.2.1 TfL has developed a range of datasets for London's road network to support strategic, evidence-led, balanced and multi-modal planning for streets. These datasets highlight strategic priorities on the road network for safety, buses, walking and cycling. TfL will share this data as a pack of maps which should be used to identify opportunities and challenges to address through Healthy Streets investment alongside local evidence of priorities. Further details about the data and analysis behind these maps can be found in Appendix 1. Alignment to these and/or a strong case based on local evidence will be an important part of the assessment process.

2.2.2 These datasets should be used as an integrated suite to ensure that schemes are considering potential opportunities and demands for all modes, and that any potential conflicts between modes are properly considered.

2.2.3 Deliverability, including operational considerations, should be fully considered both when selecting potential locations for intervention and throughout any subsequent scheme development. Early dialogue with TfL's Network Performance team is strongly encouraged to identify issues and mitigations, they can also advise on any internal TfL consultation or processes required. Also, benefits can be achieved through optimisation of signal timings or minor changes to signals infrastructure, so boroughs are encouraged to discuss opportunities with the Network Performance team as part of the development of their plans.

2.2.4 Boroughs are encouraged to engage with local stakeholder groups, especially those representing those with protected characteristics to shape their plans, this should factor in subsequent scheme level consultation.

2.2.5 In addition to these strategic maps, boroughs are encouraged to consider using tools such as the City Planner Tool, GLA Climate Risk map or Green Infrastructure focus map to support development of the programme.

2.3 Considering planned investment

2.3.1 When preparing their delivery plans, boroughs are encouraged to consider any major transport projects in their areas and plan for local complementary and/or parallel programmes where appropriate. For example, improved accessibility to a station which is being made step free either by TfL or Network Rail.

2.3.2 Boroughs are encouraged to consider how their asset renewal programme can synchronise with their investment in LIP enhancements, without compromising safety. It is also important that asset renewals contribute to LIP objectives, for example when resurfacing using cycle friendly gully grates and reduction in areas resurfaced in hard materials by replacing these with green infrastructure or permeable materials.

2.3.3 Asset renewals are an opportunity to improve inclusion on street, for example by including the introduction of, or upgrading to current standards, dropped kerbs and tactile paving into resurfacing schemes or using the opportunity to create smooth even pavements addressing root damage from street trees. It may also be an ideal opportunity to conduct an audit to declutter and consolidate street furniture. In some cases, the asset renewal budget may cover this enhancement or if not, it would be acceptable to use Safer Corridors & Neighbourhoods funding for this purpose.

2.4 Programme of investment and identification of funding sources

2.4.1   The Programme should derive from the borough's LIP objectives and should set out the measures proposed to achieve the stated objectives. The programme should be informed by strategic data from TfL.

2.4.2   Boroughs are required to identify all interventions which are intended to be wholly or partly funded using TfL funding. Boroughs should identify the proposed source of funding for each of these interventions, i.e., how much is from LIP funding allocations and how much comes from other sources (e.g., Section 106/CIL contributions).

2.4.3   When funded by TfL in previous years, revenue from the camera enforcement up to at least the value of the camera purchase price or rental cost must be reinvested in delivering active travel interventions and must be identified within the delivery plan.

2.4.4   Whilst this is a two-year plan, for the second year boroughs will be able to confirm their detailed programme and make changes ahead of that year as required.

2.4.5   While boroughs are not required to include interventions that do not need any TfL funding, we encourage the inclusion of non-TfL funded interventions that contribute to the delivery of LIP objectives and targets. Projects that support the LIP and are funded by third parties (for example developers or the Government's Levelling Up Fund) should ideally be included to give a complete picture of the investment in transport in each borough. Projects that impact on TfL services or the TLRN or SRN, or require changes to traffic signals, will all still require engagement with TfL at an early stage, regardless of funding source.

2.4.6   Activation and behaviour change initiatives can be funded via LIPs and must be detailed within the plan, these should be no greater than 20 per cent of a borough's Safer Corridors & Neighbourhoods allocation.

2.4.7   The TfL Cycle Training Programme is managed separately from the LIP process and boroughs do not need to apply to receive their funding allocation. However, boroughs can request LIP funding for additional cycle training as a supporting behaviour change measure (see section 2.1).

2.4.8   Boroughs are encouraged to create a pipeline of schemes at different stages of the delivery cycle, including feasibility studies for Healthy Streets schemes. However, long term studies about more general transport planning matters, such as town centre redevelopment, whilst helpful in informing future decision making, do not have near term tangible outcomes. If these are to be included in the delivery plan, boroughs should discuss these with TfL in advance.

2.4.9   Boroughs may submit 'mini-programmes' where one scheme has multiple locations. Whilst these will have one Portal ID, details of each intervention should be provided. Mini programmes must be under a cumulative value of £100k (project cost only) and should only be used where individual scheme elements total under £25k each. If a mini programme is likely to be over £100k, boroughs should discuss this with their Sponsor before submitting Form A. The mini programmes approach also applies to behaviour change where a behaviour change programme might be one overall scheme; each element needs to be individually split out in Form A and costed.

3   Overview of scheme delivery

3.1   Healthy Streets Check for Designers

3.1.1   To support practitioners in delivering the Healthy Streets Approach, the Healthy Streets Check for Designers tool scores how proposed designs for new schemes relate to the 10 Healthy Streets Indicators. It also provides a way to inform the public of proposed changes to a street and how the design is delivering improvements in line with the Healthy Streets Approach.

3.1.2   The Healthy Streets Check for Designers should generally be used for all Healthy Streets infrastructure schemes funded by TfL to assess the benefits the scheme is delivering. However, this is not expected for schemes where it

Source: Lucy Saunders

would be disproportionate e.g., cycle parking. Exceptions will be reviewed as part of the submission and review process. Boroughs are asked to identify the schemes they plan to use the check on in their Form A submission.

3.1.3   The Check should be used throughout the design process and involves collecting data on the existing conditions, with further reviews on the preferred design and the post-consultation design. Boroughs are encouraged to share scores and designs early and throughout the design process to ensure efficiency and promote an ongoing design dialogue.

3.1.4   TfL may choose to audit completed checks and work with the borough to enhance a scheme where an uplift score is low. Where a scheme is shown to not be delivering Healthy Streets benefits, and discussions with the borough do not lead to an enhanced uplift, TfL may put a hold on further claims on that Portal ID until the quality issues have been resolved. TfL has the right to withdraw and reallocate funding where no agreement can be reached on enhancing scheme quality or transferring funds to a scheme of greater benefit within a borough's programme.

3.1.5   The Check is available as part of the Healthy Streets toolkit, which includes guidance on how to use the tool: https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/healthy-streets

3.2   New Cycle Route Quality Criteria

3.2.1   TfL and national government have high expectations around the quality of new cycle routes. To ensure that borough LIP delivery is contributing to a consistent high-quality cycle network, it is essential that proposed signed cycle routes meet the quality thresholds defined for the London-wide Cycleways network and comply with best practice in the London Cycling Design Standards (LCDS). TfL therefore now requires boroughs to use the New Cycle Route Quality Criteria (or Quality Criteria for short) to assess the quality of all cycle routes delivered through LIP funding and will work with boroughs to add these routes to the Cycleways network through on street and digital signage.

3.2.2   The Quality Criteria are based on LCDS best practice guidance, focusing on whether conditions are appropriate for routes to be designed to mix people cycling with motor traffic, as well as recommending an appropriate level of provision for cycling on busier roads. The Quality Criteria assessment is provided in the form of a spreadsheet tool for data collection, alongside a technical note explaining the process.[2]

3.2.3   The Quality Criteria tool can be used throughout the lifecycle of a cycle route project to inform the scheme development process and avoid sunk costs later in the process:
   - To assist in the selection of a preferred route alignment and exploration of potential design forms alongside other factors including existing conditions, modal and network requirements and stakeholder input
   - At feasibility design / option selection stage to help identify the range of route design forms and the selection of a single preferred option
   - At the concept / preliminary design stage to ensure the design is fit for purpose

3.2.4   As a minimum, TfL requires a completed Quality Criteria assessment to be submitted to TfL via the borough's Principal Sponsor at the concept / preliminary design stage to ensure the design is fit for purpose. However, it would be beneficial in most instances to submit an assessment as soon as the baseline data is collected to identify constraints and potential challenges when they first emerge. This will be used to provide the borough with feedback on any areas to focus on to improve quality, prior to moving to detailed design and implementation. Where it would not be possible to bring a route up to the required minimum standard, TfL will ask a borough to look at alternative alignment options or potentially to cease work on the project and look to reallocate funding within their programme.

3.2.5   Borough routes delivered via LIPs will, when delivered to this quality standard, be able to be included within the signed London-wide Cycleways network so will be able to use branded signage and have a route number within the numbering system. This process is being developed in detail and will be communicated to boroughs.

3.2.6   As part of ongoing assurance of the Cycleways Network Development (CND) Programme, TfL has developed a Stage gate process which all CND schemes are required to follow. The Stage Gate process ensures the correct level of governance is in place on all borough led CND schemes. A guidance document has been produced which gives an overview of the project requirements needed to create a Cycleway within the CND programme. The document sets out what is required from both the delivery partner and the TfL Sponsor. Funding will be released at the successful completion of each stage. Please contact the CND portfolio sponsor for a copy of the process.

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[2] https://tfl.gov.uk/corporate/publications-and-reports/cycling

3.3 Monitoring

3.3.1 Outcome monitoring is required as part of the experimental scheme process and is an important part of realising the benefits of permanent schemes. Outcome Monitoring is in addition to the usual audit and Traffic Accident Diary System (TADS) requirements.

3.3.2 High quality monitoring will support local case making and further evidence the value of Healthy Streets investment. Activation and behaviour change measures should be monitored against high level outcome indicators to inform future decision making about the value of particular behaviour change interventions. To support outcome monitoring, TfL has published monitoring guidance.[3]

3.4 Programme finance management

3.4.1 Boroughs are encouraged to exercise prudent cost controls in the development and delivery of their LIP programmes. It is recommended that regular meetings (e.g., quarterly) are held with TfL officers to review costs in the light of programme and project progress and identification and management of risks. Boroughs are required to prepare a Value of Work Done (VOWD) profile for each scheme and to keep this up to date at least once every two months; further information on this and other matters relating to the provision of LIP funding is provided in the '*LIP Finance & Reporting Guidance*' (April 2019).[4]

3.4.2 Boroughs are reminded that schemes funded by the Department for Transport's (DfT) Active Travel Fund through TfL and implemented using an Experimental Traffic Order (ETRO) cannot be removed using LIP funding, or without engagement with TfL. Guidance on the Experimental scheme process is available on the TfL website and states that 'monitoring is required for changes or removal to be made at the end of the ETRO.' Guidance also states that any consultation local authorities must provide ongoing monitoring and evaluation, which can include traffic counts, cycle counts, air quality data or feedback from residents. Ideally consultation would last up to six months. This reflects government Statutory guidance Traffic Management Act 2004: network management to support active travel. Neither DfT ATF funding nor TfL funding is to be used for scheme removal.

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[3] https://tfl.gov.uk/info-for/boroughs-and-communities/streetspace-funding

[4] http://content.tfl.gov.uk/lip-finance-guidance-19.pdf

Appendix 1 – Overview of strategic map packs

Casualty harm (road danger) and Excess harm analysis

The approach to identifying road safety priorities considers historic casualty harm, expected harm and actual harm by mode to identify locations with excess harm, and therefore where intervention should have the biggest impact by reducing risk the most and helps to focus attention on where you can potentially get the greatest reductions in collisions.

Casualty Harm is a weighting applied to casualties based on severity rather than a straight count of collisions and provides more information than focusing on KSIs alone. Department for Transport RAS60001 figures were used as a basis for measuring casualty harm, that is casualties weighted by severity. The weights were determined by calculating the ratio between the cost of each severity to the cost of a Slight – this is because a single Fatal casualty would hold too much influence per road segment when compared to several Slight or Serious casualties and is prone to changes due to random chance. The weights can be seen below and show that Fatal casualties are worth a value of 10.7, Serious casualties 3.6 and Slight casualties 1.0.

Excess harm is defined as the additional harm observed per road segment compared to expected harm.

Casualty Quantiles show the range which the harm rate or excess harm sits for each road segment. For example, the least harmful 25% of roads are in the 0-25% category, whereas the most harmful 2% of roads are in the 98-100% category. These quantiles are shown on the maps. the casualty harm data covers time period 1 January 2016 to 3 April 2020, so some casualty injury severity ratings may have since been revised but given changes in travel patterns during the pandemic may give a more accurate determination of risk.

These rates can be applied to both TLRN (Transport for London Road Network) and BPRN (Borough Principal Road Network). This data shows the level of risk for each segment on these road networks.

The maps should be used alongside TfL's Road danger reduction dashboard, local intelligence and other data, for example complaints and Police reports. We also encourage Collstats to be used, where there are some useful formats for STATS19 data available to boroughs such as ranked listings and csv extracts. More general information in the changes we're seeing in collision data and some borough tables are also available in the 2021 end of year factsheet that has been recently published: https://content.tfl.gov.uk/casualties-in-greater-london-2021.pdf

Strategic bus analysis

The strategic data for buses shows the streets that buses use in London, categorised as either strategic or local/connector. This is based on bus frequency, passenger demand, interchange and trip attractors on each street, such as hospitals and town centres.

The 'strategic streets' represent high frequency, high boarding corridors for buses, while connector and local streets are those that enable buses to provide wider connectivity and connect communities into town centres, rail interchange and other opportunities. Maintaining and growing bus ridership on these corridors will be an important part of delivering the MTS and LIP goals across London, and important to your own residents and to the accessibility of older and disabled residents in particular. Protecting bus performance, in particular speeds and journey times, on the strategic bus network is therefore a priority.

In addition, the data highlights sections of road which would benefit most from investment in measures to improve bus speeds, including bus priority and traffic reduction measures. This can be used to target new bus priority schemes, and are categorised as Very High, High and Medium priority.

Strategic walking analysis

The Strategic Walking Analysis (SWA) identifies the top 10 per cent locations with the highest potential to grow walking within each borough, based on data about current walking and short car journeys that could be reasonably walked instead.

These 'Priority walking locations' should be used to begin informing walking interventions, together with data on trip attractors and other factors that impact walking, such as severance. Accordingly, the data maps provided also illustrate modelled severance, as well the Walk London Network of leisure walking routes.

Strategic cycling analysis

The Strategic Cycling Analysis (SCA) is TfL's data-led framework for developing the cycle network. It identifies a network of cycling connections where high-quality, signed Cycleways would have the biggest impact on growing cycling, based on data about current, potential and future cycling levels.

Driven by new evidence and borough feedback, we have refreshed the SCA to update our picture of where cycling investment should be prioritised across London. Using more recent data on current and potential demand – baselined against the latest Cycleways network – we have identified scores of new connections to complement those in the original SCA. These new connections support our efforts to tackle the pressing challenges facing our city: with much more demand identified in outer London, reflecting huge source of cycling potential; and an increased proportion of new connections in areas of higher deprivation and/or ethnic diversity – supporting our core aspiration to diversify cycling.

The SCA should be used as the basis for all cycle network development. As well as bringing forward proposals for cycle routes that align with SCA connections, boroughs are encouraged to develop schemes which will provide local connectors and feeders to the SCA, extending the reach of the strategic cycle network.
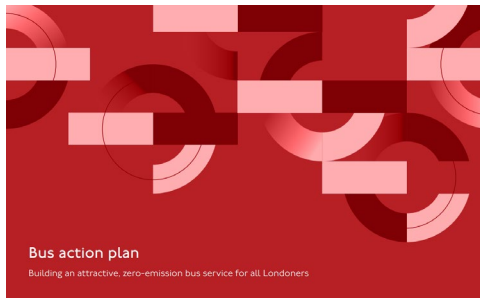
Appendix 2- Action plans, toolkits, and guidance

[Guidance for Borough Officers on Developing the Third Local Implementation Plan](#)
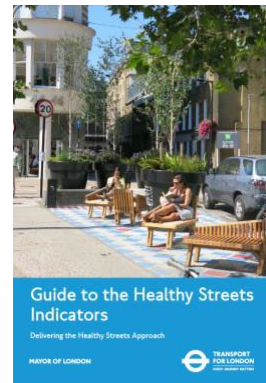
[Guide to the Healthy Streets Indicators](#)

[Bus Action Plan](#)

[Vision Zero action plan](#)

[Walking action plan](#)
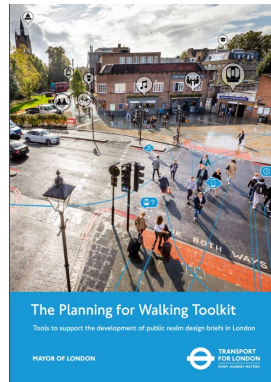

[Cycling action plan](#)
Please note- a revised version is planned but continue to refer to this version until publication.

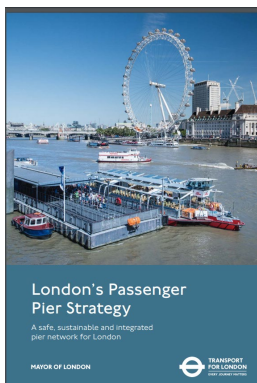[Cycle parking implementation plan](#)

[TfL Freight and Servicing Plan](#)

[The Planning for Walking Toolkit](#)

[Small Change, Big Impact](#)

[London Passenger Pier Strategy](#)

[Cycle route quality criteria](#)

[Borough monitoring guidance for Healthy Streets schemes](#)

[Guidance for delivery of experimental Healthy Streets schemes](#)

[Guidance Note for Local Zero Emission Zones](#)

[London Cycling Design Standards](#)

[Streetscape Guidance](#) (2019)

[Accessible Bus Stop Design Guidance](#)

[Kerbside Loading Guidance](#)

[Urban Motorcycle Design Handbook](#)

Please note- a revised version is planned but continue to refer to this version until publication.

[SuDS in London- a guide](#)