

GREATER LONDON AUTHORITY

[REDACTED]
(By email)

Our Ref: MGLA161020-7474

27 October 2020

Dear [REDACTED]

Thank you for your request for information which the Greater London Authority (GLA) received on 16 October 2020. Your request has been dealt with under the Freedom of Information Act 2000

You asked for:

Under the Freedom of Information Act, please email by return the legal explanation and process as to how, as Mayor, it has been possible to implement countless new bicycle lanes across London. This policy is crippling the city and having a devastating and atrocious effect on local economies. Furthermore, due to the congestion created by these short sited measures, pollution from traffic has massively increased.

Our response to your request is as follows:

Under the Mayor's Streetspace programme, Transport for London and the boroughs are creating more space for people to safely walk and cycle whilst social distancing rules reduce the capacity of our public transport network. We are doing this to prevent a sharp increase in car use. If people switch even a fraction of their previous journeys from public transport to cars, essential deliveries and emergency services will be caught in gridlock and air quality will worsen, the last thing we want during a respiratory pandemic. Bikes are a much more efficient use of our limited city space than cars, with bike lanes able to move five times more people per square metre than lanes for motor vehicles.

Streetspace measures are designed to amend highway layouts to address an immediate danger and risk to people from the COVID-19 pandemic. In line with [guidance from the Department for Transport](#)¹, we are predominantly using Temporary Traffic Order (TTO) to make these changes. Each TRO will explain in summary what changes TfL intend to make and provides a legal basis for them to be made temporarily, for a maximum of 18 months. For example, the traffic order for the implementation of new bikes lanes on Burdett Road in Tower Hamlets can be read here:

<https://consultations.tfl.gov.uk/traffic-orders/ed3442b2/>

¹ <https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities/traffic-management-act-2004-network-management-in-response-to-covid-19>

Some boroughs are also using Experimental Traffic Orders as the legal mechanism for installing Streetspace schemes. These traffic orders are in place for a maximum period of 18 months, which means residents and businesses can see how schemes work in practice before having their say. The views of residents and businesses, including any suggested changes to how schemes operate, are taken into account before any decision on whether or not to make the measures permanent. Residents can have their say up until six months after measures have been implemented.

If you have any further questions relating to this matter, please contact me, quoting the reference at the top of this letter.

Yours sincerely


Information Governance Officer

If you are unhappy with the way the GLA has handled your request, you may complain using the GLA's FOI complaints and internal review procedure, available at:

<https://www.london.gov.uk/about-us/governance-and-spending/sharing-our-information/freedom-information>