

## **TfL Central London Bus Services**

*5 November 2018*

[https://consultations.tfl.gov.uk/buses/central-london/consult\\_view/](https://consultations.tfl.gov.uk/buses/central-london/consult_view/)

### **About the London Cycling Campaign**

London Cycling Campaign (LCC) is a charity with more than 20,000 supporters of whom over 11,000 are fully paid-up members. We speak up on behalf of everyone who cycles or wants to cycle in Greater London; and we speak up for a greener, healthier, happier and better-connected capital.

This response was developed with input from LCC's borough groups.

### **General comments on this scheme:**

This response is on the principles that should underpin TfL's strategic planning of not just bus services and its bus network, but all transport schemes and networks, rather than on the finer detail of specific bus route alterations.

TfL's Strategic Cycling Analysis is used to highlight areas and corridors of the highest demand and highest potential to grow cycling. A similar approach should be applied to other modes, including walking, trains, tube, buses etc. to maximise uptake of these modes, reduction of private motor traffic and usefulness. These models should also interrelate modes to enable "mixed modal trip-chaining" potential to be identified also.

As per the Mayor's Transport Strategy, the walking, cycling and bus networks should be configured to take priority over provision of capacity for private motor vehicles. And as far as possible, these networks should be designed to be separate (or "unbundled") from each other, and any overlaps between them should be carefully planned.

As the data on bus/cycle collision risk highlighted in the Mayor's recent "Vision Zero Action Plan" shows, buses sharing space with those cycling represents a significant risk to the latter and a significant barrier to cycling uptake. To be clear, that means that LCC opposes the use of bus lanes as de facto (and very substandard) cycling route provision. We also oppose the way in which bus lanes and bus priority measures - which we agree with as a general rule - are repeatedly advanced as a reason to weaken or not progress cycling schemes.

A significant proportion of the growth in the aggregate mode share for walking, cycling and public transport required to ensure targets set out in the Mayor's Transport Strategy are achieved will need to come from cycling - not just from buses. So it is vital all three modes are planned holistically, to ensure bus lanes and provision do not automatically block cycle routes, or vice versa.

The obvious answer to this conundrum in a constrained city such as London is to take space, time and priority from those in private motor vehicles. One key method to ensure more

capacity is available for other modes across London would be to implement “smart road-user pricing” as a replacement to the Congestion Charge.

**General points about cycling schemes:**

- LCC requires schemes to be designed to accommodate growth in cycling. Providing space for cycling is a more efficient use of road space than providing space for driving private motor vehicles, particularly for journeys of 5km or less. In terms of providing maximum efficiency for space and energy use, walking, cycling, then public transport are key.
- As demonstrated by the success of recent Cycle Superhighways and mini-Holland projects and other cycling infrastructure schemes, people cycle when they feel safe. For cycling to become mainstream, a network of high-quality, direct routes separate from high volumes and/or speeds of motor vehicle traffic is required to/from all key destinations and residential areas in an area. Schemes should be planned, designed and implemented to maximise potential to increase journeys – with links to nearby amenities, residential centres, transport hubs considered from the outset.
- Spending money on cycling infrastructure has been shown to dramatically boost health outcomes in an area. Spending on cycling schemes outranks all other transport modes for return on investment according to a DfT study. Schemes which promote cycling meet TfL’s “Healthy Streets” checklist. A healthy street is one where people choose to cycle.
- All schemes should be designed to enable people of all ages and abilities to cycle, including disabled people.
- LCC wants, as a condition of funding, all highway development designed to London Cycling Design Standards (LCDS), with a Cycling Level of Service (CLoS) rating of 70 or above, with all “critical issues” eliminated.