

Why are we doing the trial?

As the city starts moving again, people are changing the times that they choose to travel to avoid peak periods and risk overcrowding on the network.

We want to make sure that people choosing to travel on the bus network have the safest, quickest and most reliable journey at all times of the day.

Our trial of 24/7 bus lanes will mean your bus journey time is more likely to be the same regardless of the time you choose to travel.

These improvements in bus reliability will mean we can reduce the time people spend waiting at bus stops. This will allow us to reduce crowding at bus stops and enable better adherence to social distancing requirements.

As we recover from coronavirus, we're starting to see more private vehicles using parts of the road network than before. There is an increasing need to provide more safe space for people to use active, sustainable and socially distant modes of travel.

We must use London's limited road space to move as many people as possible to reduce the risk of a car-led recovery, which will increase pollution, road danger and see essential delivery vehicles and emergency services stuck in gridlock.

This trial follows recent extensions to bus lane hours that have seen improvements to bus speeds and reliability.

How did we make a decision to proceed with the trial?

We undertook a statutory consultation in late July. We also discussed the proposals with London's boroughs and other groups across London, including passenger representative groups, the business sector, accessibility and inclusion groups, as well as road safety and road user groups. We also invited people to email us about the proposals.

Most of the people we heard from were supportive of our proposal to extend bus lane operating hours and the decision to start the trial from mid-September was taken.

What feedback did you receive regarding this proposal?

The key themes raised during the statutory consultation were:

1. Congestion

Some concerns were raised that the new operating hours could increase congestion for general traffic. As we start to recover from the pandemic, we are beginning to see more private vehicles using parts of London's road network than before the pandemic.

Buses are a space-efficient mode of transport, a single decker bus even with current social distancing capacity guidelines, can carry ten times more people than the average car and yet only use twice the amount of road space. Increased bus speeds and

reliability will in turn lead to greater bus ridership and a move away from car use, which will reduce overall traffic.

We must use our finite road space to carry as many people as possible to reduce the risk of a car-led recovery from the pandemic, which will increase pollution, road danger and see essential delivery vehicles and emergency services stuck in gridlock.

We'll be monitoring any general traffic impacts throughout the trial and consider appropriate adjustments if required.

2. **Enforcement**

Many people asked how the new bus lanes would be enforced. Motorists who park or travel in any bus lane in which they are not permitted will be subject to enforcement via our enforcement camera network or enforcement officers. This is the same way our existing bus lanes are enforced and can result in motorists receiving a Penalty Charge Notice for £130 (reduced to £65 if paid within 14 days).

We're undertaking a significant publicity campaign using radio, press, direct letters and posters on the roadside, to notify people about the changes. We want to achieve compliance with the new bus lane operating hours rather than having to enforce motorists for using the bus lanes when they are not permitted to do so.

3. **More space to cycle**

After the proposals were announced, many cyclists got in touch to state their support for the additional bus lane operating hours. People cycling will experience significant benefits during the trial; with an extra 80 kilometres of road space away from general traffic to use at all times of the day and night.

This is particularly beneficial on routes where road space is limited, and we are therefore unable to deliver separated cycle lanes.

People cycling will no longer need to weave in and out of the bus lanes, making it safer for everyone using these busy roads and reducing the risk of car-dooring.

4. **Car parking**

We understand some people have concerns about the suspension of car parking bays. However, overnight parking will still be possible in some locations before 7am and after 7pm, Monday-Saturday, and on Sundays. The full list of parking bays that have been suspended can be found [here](#), however the best way to confirm if you can park on any route is to check the parking signs on-street.

We'll be reviewing the impact any existing car parking has on the bus speeds, including night bus services, and those that experience high passenger demand before 7am and after 7pm.

If you have concerns about the suspension of parking bays, you can share your experiences with us (see 'We want to hear your experiences' above).

5. Loading and deliveries

All loading facilities will initially be retained during the trial, so businesses can continue their delivery schedules as normal.

We will however be monitoring if these loading facilities are impacting bus reliability, when and how often the loading bays are being used, as well as the type of loading that occurs, to understand if they can be moved to other areas.

6. Bus timetables

Some passengers and stakeholders asked whether we can run more buses if bus journeys during off-peak times are quicker during the trial. While there are no plans to increase service frequency, part of our evaluation will seek to understand whether faster and more reliable journey times during off-peak periods attract more passengers to bus services.

7. Buses running overnight

London runs many overnight services to get people around the city safely. During the trial, we'll be monitoring how the lanes are used overnight to determine the best use of road space.

People cycling and using motorcycles, as well as black cabs will also be permitted to travel in many of the bus lanes and will benefit from the lanes overnight.

8. Emergency services

While travelling to and from an emergency response, emergency service vehicles will be able to use bus lanes as they are currently permitted.