



Bus Lane Supporting Evidence list;

1. Observational Study of the use of Bus Lanes by Motorcycles and Bicycles.

The Study;

The author undertook observational studies at on the A23 on the stretch of road between Cranmer Road and Vassall Road, adjacent to Mandela Walk (Mini A-Z Ref:- P66, Grid C3). This stretch of road lies on the busy A23 route in and out of Central London. It lies about half a mile from the boundary of the Congestion Charging zone. The nature of the road network allows commuting journeys to Brixton and beyond to South and South East London. Several road junctions are located along this stretch, though the author positioned himself to study a relatively straight stretch of road, with several right hand junctions intersecting the road when travelling southbound.

2. Bus Lane Key Stakeholder Briefing Summary

TfL appointed the Transport Research Laboratory to conduct extensive monitoring of the trial, and their final report is now available and will be uploaded onto the TfL website today

3. Cycle Lobby Case

The Cyclists Touring Club put up some severe opposition to Motorcycle and Scooters using bus lanes. The Motorcycling community looked at the opposing statements and answered them with independent observations and studies.

4. Transport for London P2W in Bas Lanes Study

The Mayor and TfL recognise that the P2W has a positive role to play in reducing congestion and associated pollution by offering a practical and efficient alternative to four wheeled motorised modes – especially cars and vans for courier and light freight. Other benefits to transport in London stem from low financial costs associated with the mode. Many P2Ws, including small motorcycles, mopeds and scooters, are cheap to buy and run, and are increasingly recognised by TfL and nationally by the Department for Transport (DfT) as an important component in tackling social and economic exclusion.

5. National Motorcycle Council Meeting 20-10-2010

Presentation with notes.

6. Evaluation of Journey Time and Emissions of P2W's in Bus Lanes

Local Transport Projects Ltd. was appointed by Transport for London's Motorcycle Police unit to carry out a study modelling typical powered two wheeler journeys on main routes into London

This study seeks to determine whether there are likely to be journey time savings and consequent emission reductions generated by permitting powered two wheelers to use bus lanes. The outcomes of this work are intended to complement the on going 18 month trial of motorcycles in bus lanes instigated by the London Mayor's Office in January 2009

Code of Conduct

REFERENCE CAN BE DRAWN FROM THE FOLLOWING RULES IN THE HIGHWAY CODE

141 - Bus lanes - These are shown by road markings and signs that indicate which (if any) other vehicles are permitted to use the bus lane. Unless otherwise indicated, you should not drive in a bus lane during its period of operation. You may enter a bus lane to stop, to load or unload where this is not prohibited.

240 - You must not stop or park on:

- The carriageway or the hard shoulder of a motorway except in an emergency (see rule 270)
- A pedestrian crossing, including the area marked by the zig-zag lines (see rule 191)
- A clearway (see rule 107)
- Taxi bays as indicated by upright signs and markings
- An urban clearway within its hours of operation, even when a broken white line is on your side of the road, except to pick up or set down passengers (see rule 107)
- A road marked with double white lines, except to pick up or set down passengers
- A tram or cycle lane during its period of operation
- A cycle track
- Red lines, in the case of specially designated 'red routes', unless otherwise indicated by signs

12 - Bus and cycle lanes - Take care when crossing these lanes as traffic may be moving faster than in the other lanes, or against the flow of traffic

183 - When Turning - keep as close to the left as is safe and practicable. Give way to any vehicles using a bus lane, cycle lane or tramway from either direction.

THE TOP 10 TIPS ARE:-

- 1 We share bus lanes with other vulnerable road users, take extra care around them**
Motorcyclists do not 'own' the bus lane. We will be sharing it with other road users some of whom are as vulnerable, if not more so, as us. Interact with buses, taxis and cyclists in a courteous manner and treat them with the same respect as you would wish to be afforded to you.
- 2 Be aware of pedestrians walking through traffic queues and at bus stops**
Pedestrians crossing the bus lanes will be more intent on looking where they want to go than watching out of motorcyclists in the lane. They may not see or hear you coming and will not be used to seeing motorcyclist using the bus lane for some time after the 'go live' date.
- 3 Look out for pedal cycles and give them a wide berth, they may suddenly change direction or position**
A cyclist's stability is susceptible to changes in road surface, (drain covers, road paint, road debris etc), physical make up of the road (hills, both up and down) and weather variations (wind). Be aware of sudden changes in their position caused by their avoidance of these hazards.
- 4 Pass cyclists on the offside only - never undertake**
Overtake cyclists with caution - avoid startling them. Keep the speed differential low and pass on their offside, giving them as much room as possible. Do not overtake buses or taxis within the lane.



This Code of Conduct was developed in consultation with the above organisations.

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- 5 Always assume cyclists cannot hear or see you behind them**
Cyclists may not see you. They do not often have rear view mirrors and looking behind may destabilise them. They may well be listening to music or concentrating on the road ahead and will be unaware of your presence.
- 6 Do not use excessive speed when using bus lanes or overtaking cyclists**
Bus lanes are subject to the same speed limit as the adjacent lane. Do not exceed the safe or posted speed limit. Be grateful

CODE OF CONDUCT FOR MOTORCYCLISTS USING BUS LANES



As from the 5th January 2009, motorcyclists will be allowed to ride in the majority of "with flow" red route bus lanes in London. This document offers guidance to motorcyclists to minimise the impact of sharing the road space with other vulnerable road users.

It is important to note that:-

- 'Motorcycles In Bus Lanes' only refers to those bus lanes clearly marked with a motorcycle picture on the signs marking out the bus lane and does not apply to ALL bus lanes. In particular, motorcycles are not allowed into contra flow bus lanes.
- Motorcyclists are not permitted to stop or park in bus lanes during its period of operation unless in a designated parking space or in case of an emergency or breakdown.

that you are travelling faster than the surrounding traffic. Passing a cyclist at excessive speed can startle a cyclist and may put you and the cyclist in danger.

- 7 Do not overtake each other**
Avoid racing each other in the bus lane. Travel at a sensible and legal speed, keep your vision high and anticipate other road users crossing your path from either the near or offside.
- 8 Watch out for other vehicles at junctions and side roads**
Take extreme care when approaching and passing side roads, entrances to premises or driveways. Vehicles may emerge into your path unaware that you are legally allowed to travel within the Bus Lane. They may also turn left across the lane prior to a left turn junction.
- 9 Take extra care when riding alongside congested pavement areas**
A busy pavement will increase the possibility of pedestrians entering the live carriageway from a position that a motorcyclist might not initially see. This includes the possibility of a cyclist emerging into the carriageway from the pavement having been screened by pedestrians or street furniture.
- 10 We are ambassadors for motorcycling, riding in a bus lane is a privilege that needs to be respected.**
Motorcyclists will be judged by other road users on how they use this opportunity. This legislative change is for a trial period only and that if there is evidence of abuse of this privilege, the authority to use bus lanes may be withdrawn.