

# Motorcycles in bus lanes: London TravelWatch

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20 October 2010



# Agenda

- Evaluation of the previous trial
- Design of the new trial
- Monitoring the new trial
- Feedback and stakeholder engagement
- Questions and Answers



# London TravelWatch

- “If the study demonstrates that there are safety disbenefits for users then London TravelWatch recommends that the trial is stopped;
- If the study demonstrates that existing cyclists are be deterred from cycling or others are less willing to become cyclists then London TravelWatch recommends that the trial is stopped;
- If the study demonstrates that bus service performance is negatively affected then London TravelWatch recommends that the trial is stopped.”



# Evaluation of the previous trial

28 main sites and 28 paired control sites had data collection undertaken prior to the announcement of the trial and during the trial

Engagement with stakeholders on the design of the evaluation of the 2008 trial

Evaluation criteria published on motorcycles in bus lanes web page

Evaluation criteria refined through stakeholder suggestions

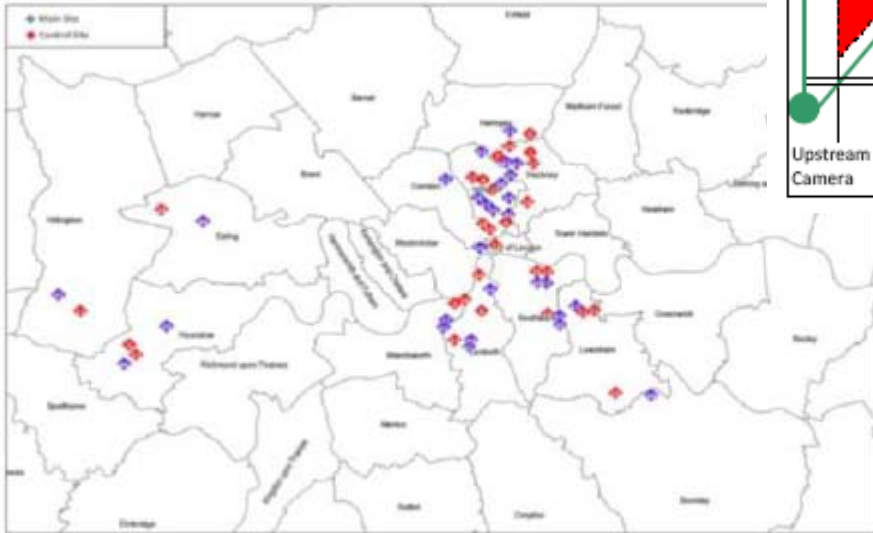
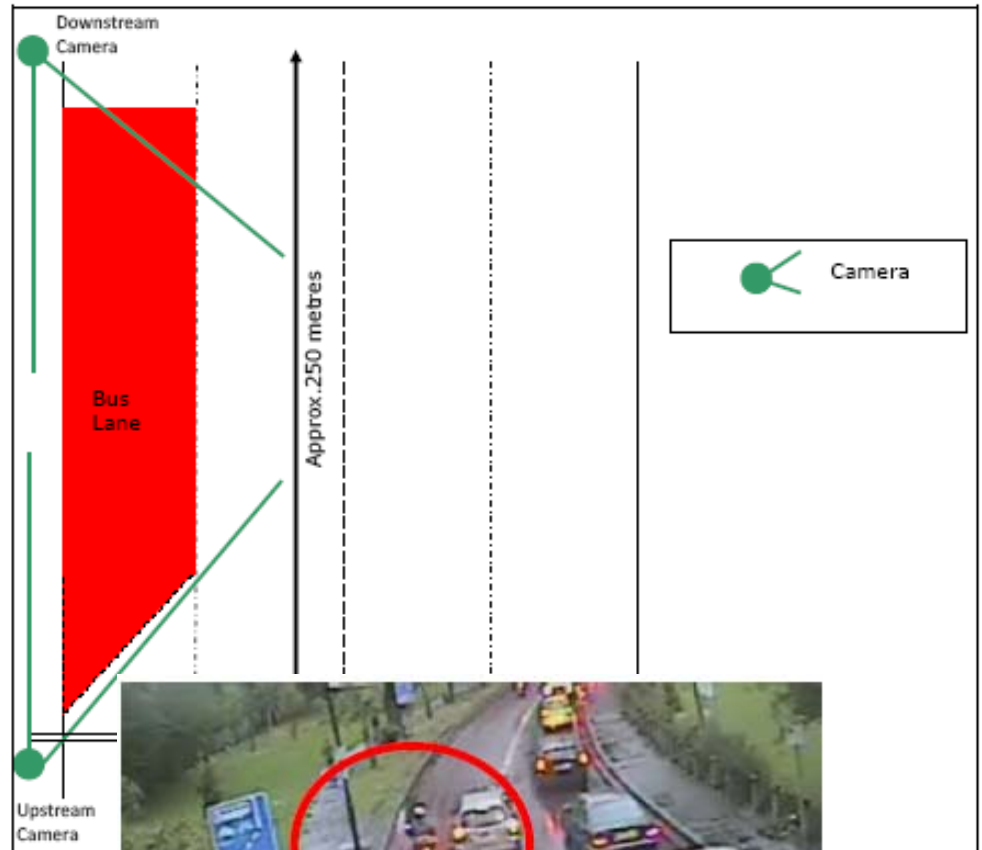


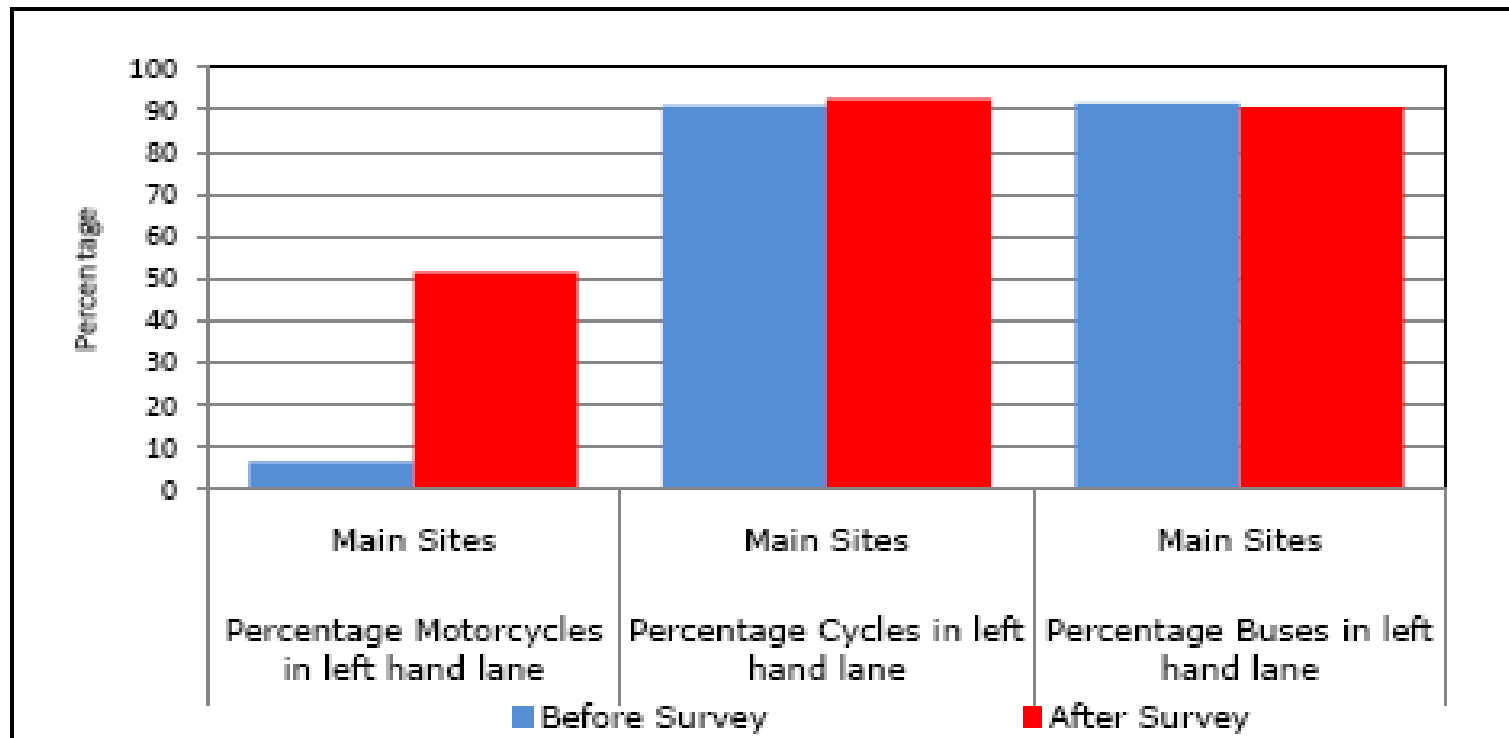
**Assessment of TfL's experimental scheme to allow motorcycles onto with-flow bus lanes on the TLRN**

by I.York, S.Ball, O.Anjum, D.Webster

PPR495  
TfL 2240

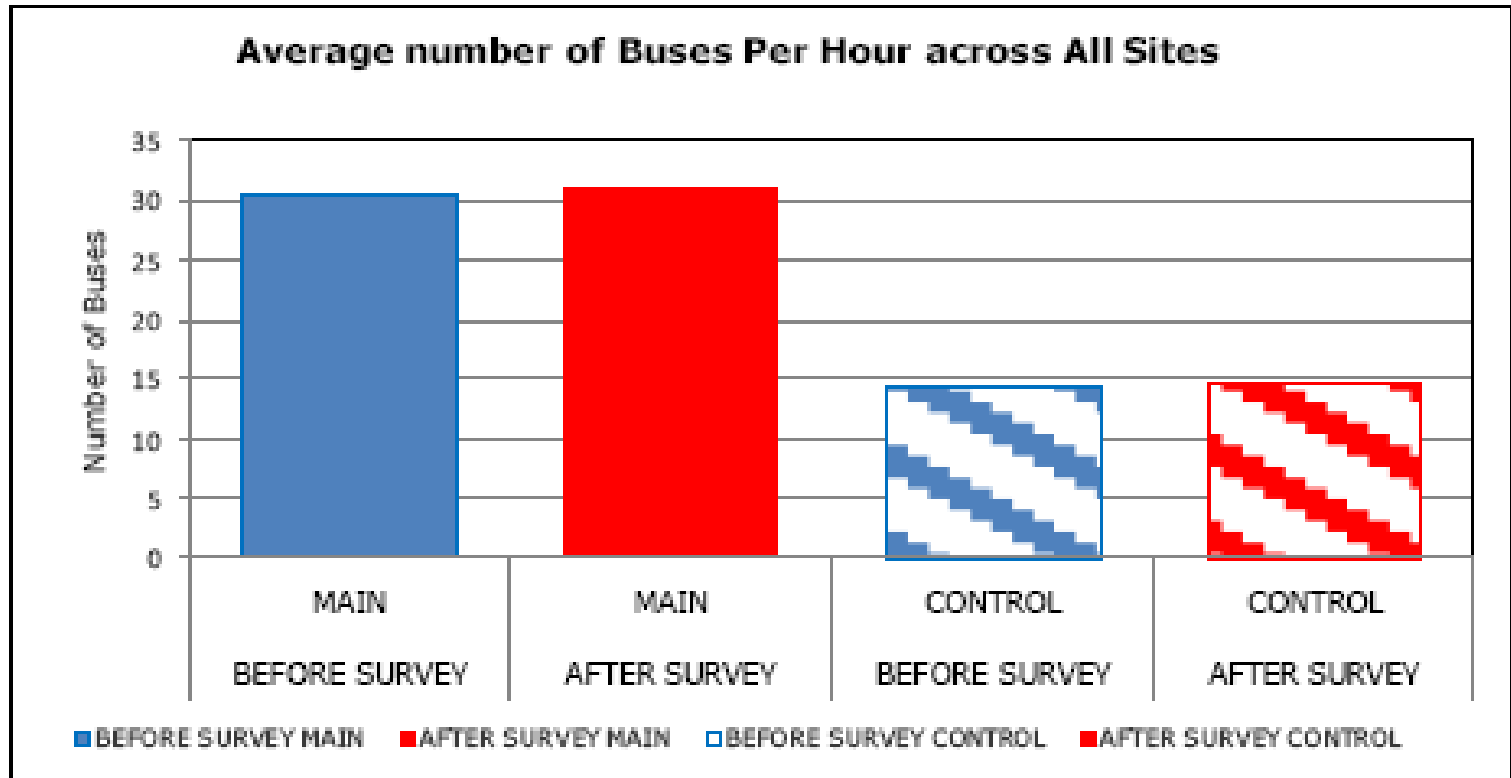
FINAL PROJECT REPORT





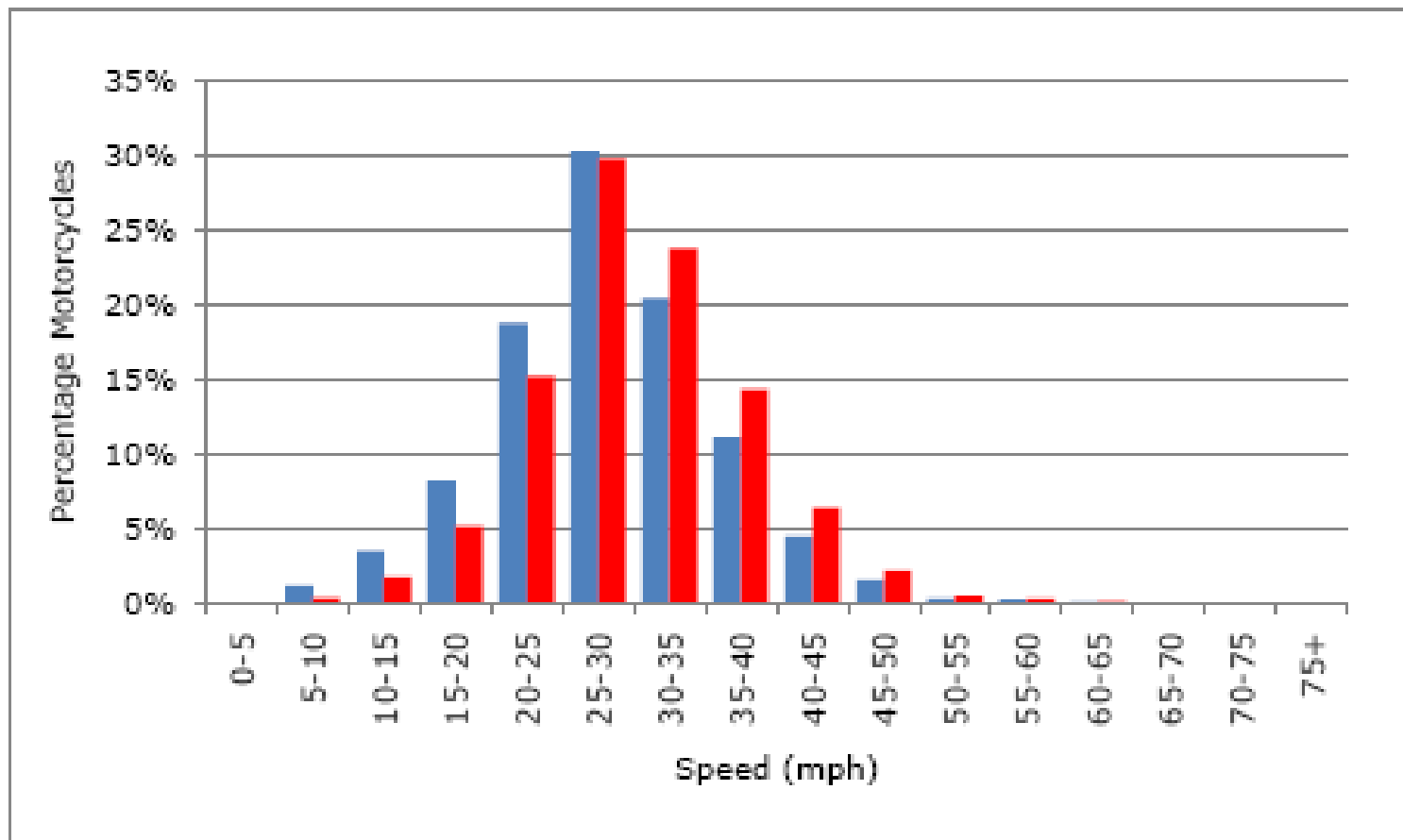
**Figure 14: Bus Lane (Left Lane) Usage by Mode for Main sites**





**Figure 20: Average Number of Buses per Hour Across All Sites**





**Figure 29: Distribution of Motorcycle Speeds on Main Sites with 30 mph Speed Limit (mph)**

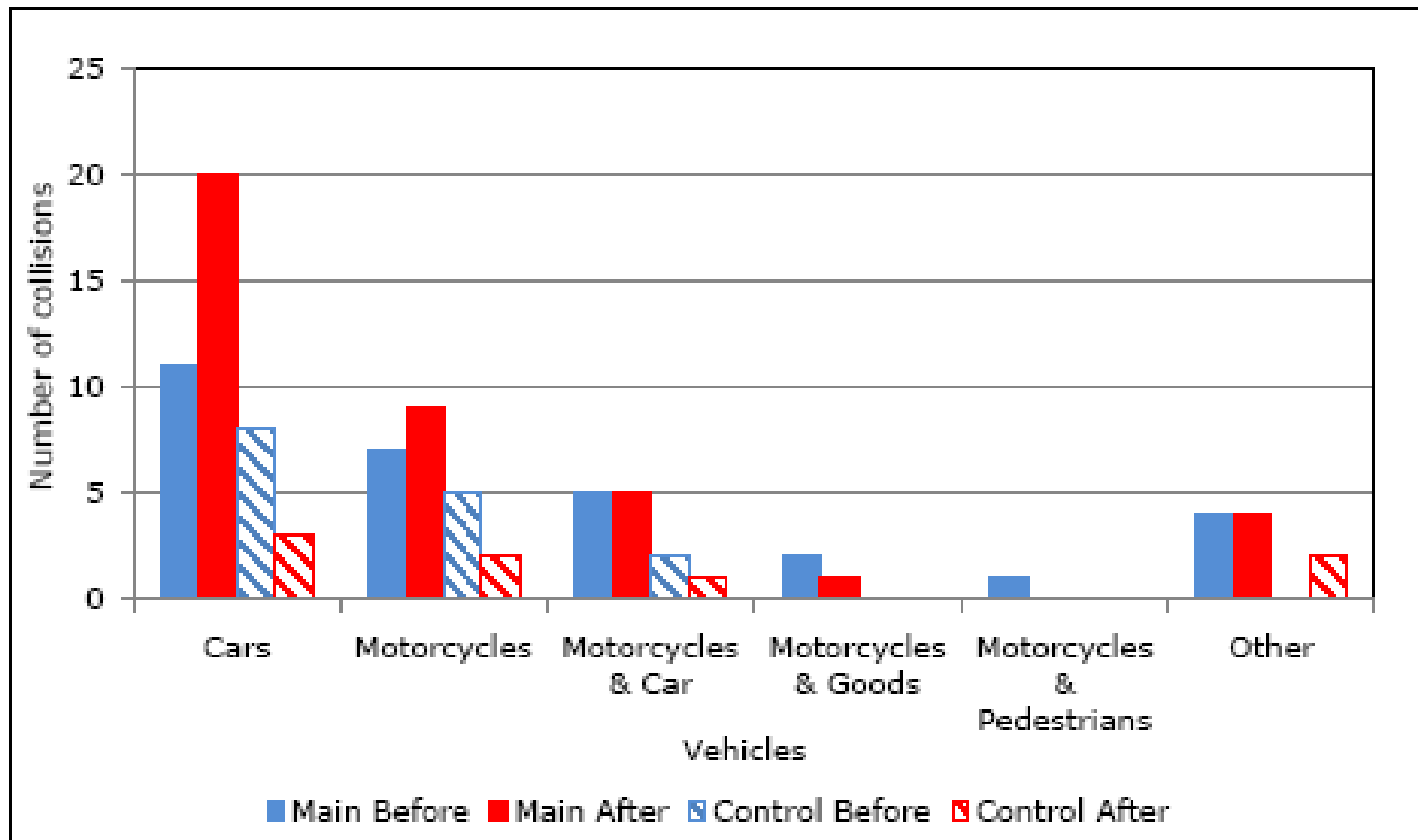




	Main Sites		Control Sites	
	Motorcyclists involved in collisions	Estimated 10 month motorcycle flow	Motorcyclists involved in collisions	Estimated 10 month motorcycle flow
<b>Before</b>	30	7260943	16	2837072
<b>After</b>	41	7460778	8	2874515
<b>% Change</b>		<b>2.75%</b>		<b>1.32%</b>

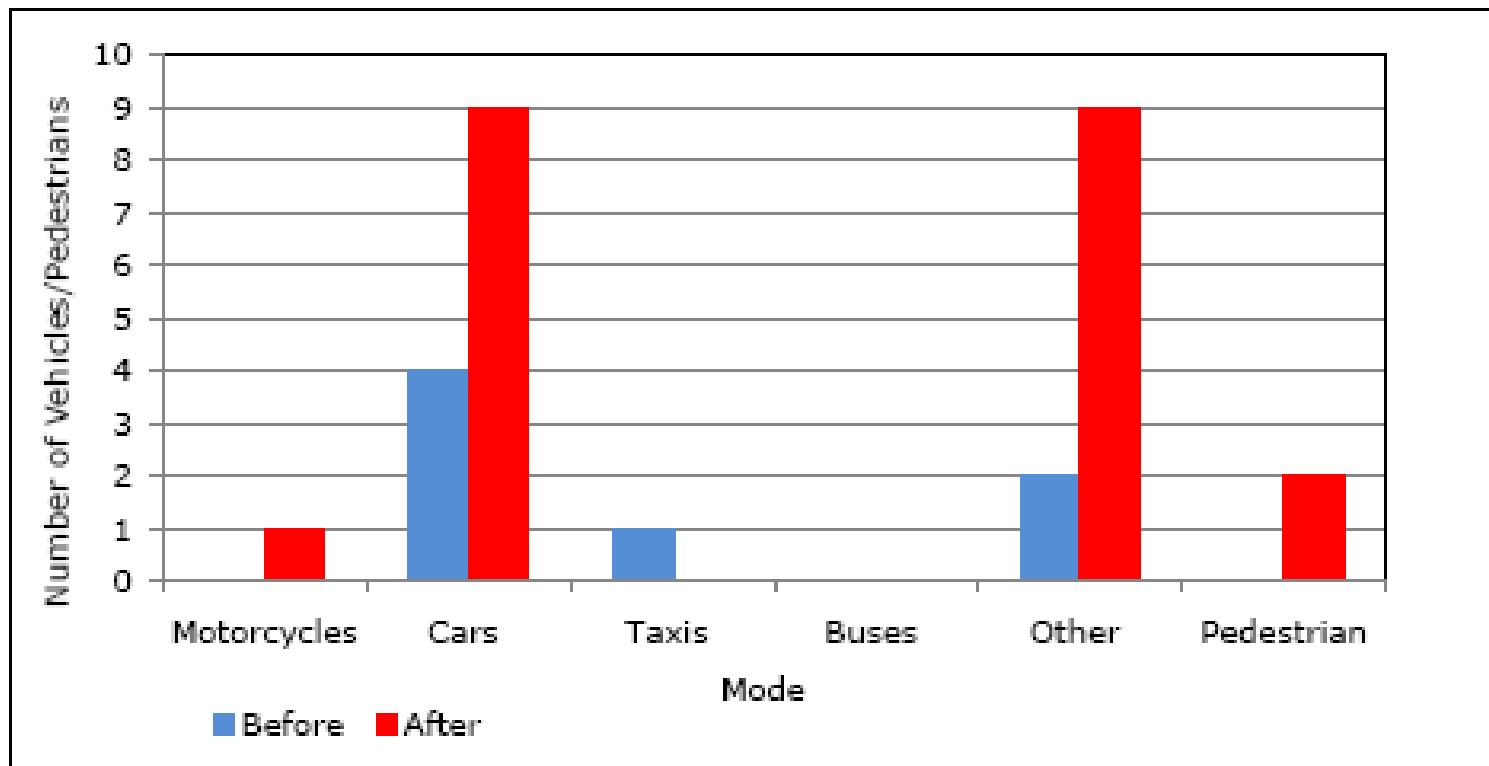
**Table 17 : Summary of Collisions over All Sites (Using Non-filtered Data)**





**Figure 38: Vehicles Considered at Fault: Involving Motorcycles Travelling in Direction of Interest**





**Figure 40: Other Vehicles and Pedestrians in Collisions: Involving Cycles Travelling in Direction of Interest**



# Conflicts

- Graded in severity from 1 to 5
- Very rare occurrences
- 3,000 hours of video studied
- 43,000 observations recorded
- 475 conflicts recorded



# Conflicts

Severity	Motorcycles		Cycles		Total
	Before	After	Before	After	
1	307	116	32	3	458
2	4	8	0	1	13
3	0	1	0	0	1
4	0	0	0	3	3
5	0	0	0	0	0
<b>Total Conflicts</b>	<b>311</b>	<b>125</b>	<b>32</b>	<b>7</b>	<b>475</b>
Total Observations	11,236	11,673	9,801	10,398	43,108

Table 28: Conflicts According to Severity



## Attitudinal research

- 93% of motorcyclists supported the use of bus lanes by motorcycles
- 51% of cyclists and car drivers supported the trial
- 80% of cyclists and pedestrians said that it made no difference to their journey choice
- 54% of motorcyclists now use bus lanes more often



# Design of the new trial

- The design of the new trial has been framed to test the impact of key mitigating actions
- The key mitigating actions have been drawn from the lessons and evidence from the evaluation of the previous trial
- The key mitigating actions considered the three E's
- Education and enforcement indentified as the most appropriate areas of focus



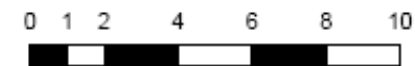
Status: Draft

Legend

Total Collisions along Corridor (per km)

- 7 - 11
- 12 - 18
- 19 - 24
- 25 - 31
- 32 - 36

TLRN



1:100,000 at A2



Corridor ID	Road	Total Collisions	Total Collisions (km)	MBL - Percentage of Road
001	A400, A503	191	26	27
002	A1	245	17	23
003	A503	202	36	40
004	A10	316	31	33
005	A107, A102, A105	154	24	13
006	A11	233	36	29
007	A13	152	28	51
008	A2, A202	173	20	22
009	A2, A20, A24, A219	276	27	33
010	A202	201	36	17
011	A23, A204	301	35	33
012	A23	141	26	37
013	A3, A24	222	33	28
014	A24	143	16	6
015	A3205	104	14	23
016	A4202, A302, A202, A3217	177	21	17
017	A4	128	20	9
018	A41	165	11	15
019	A5205, A5	66	20	10
020	A201, A5209	121	28	22
021	A501, A5201	100	35	25
022	A200, A101	42	9	9
023	A201	100	26	20
024	A203	90	27	21
025	A205	165	18	9
026	A205	33	7	12
027	A23	115	8	7
028	A312	26	13	34



# Enforcement



# Enforcement (to the end of Sept)

- 10 PCN(E) for a speed offence
- 51 motorcyclists have been given a verbal warning for their speed
- 3 motorcycles have been taken off the road for being in a dangerous condition and 4 for no insurance
- 14 other offences
- 20 cyclists have been given a ticket (jumping red lights)



# Marketing campaign

- 1) Announcement of the trial advert
- 2) New radio advert (hear it on Capital, XFM, LBC, TalkSport, Absolute, Heart)
- 3) Email communication (460k Londoners)
- 4) Online activity



Hear the advert at:

<http://www.tfl.gov.uk/roadusers/finesandregulations/10151.aspx>



# Monitoring the new trial

- Monitoring and evaluation will test the effectiveness of the new mitigating actions
- Before and after study design
- Flexible approach on the scope and focus of the analysis
- Video capture of motorcycle speeds
- Site specific and London wide casualty analysis
- Quantitative and qualitative research on effect of marketing campaign



# Ongoing stakeholder engagement

- Stakeholders have been identified from all key user groups within the trial
- Stakeholders will be informed of progress of trial at key milestones throughout the trial
- Meetings and presentations are being arranged with key stakeholder groups: LTW, Cycling groups, Motorcycling groups, Pedestrian groups, DfT, London Councils, Road Peace and others where appropriate



# Feedback

Feedback and comments will be welcomed throughout the trial and will be responded to

Views on the evaluation criteria for the new trial are requested by the end of December, detailed criteria is currently being drafted and will be circulated to stakeholders in early November

Email: [STEngagement@tfl.gov.uk](mailto:STEngagement@tfl.gov.uk)



# Questions and Answers

