



Trial of motorcycles in red route bus lanes

Questions and Answers

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Contents

General information

- | | | |
|---|--|-----|
| 1 | How does TfL define 'motorcycles'? | p 3 |
| 2 | What are red routes? | p 3 |
| 3 | What are red route controls? | p 3 |
| 4 | What is the difference between the red routes and the borough roads? | p 3 |
| 5 | Will these changes apply to borough roads? | p 4 |
| 6 | What is the difference between 'with-flow' and 'contra-flow' lanes? | p 4 |

About timing

- | | | |
|---|---|-----|
| 7 | When will the experimental traffic order will come in to place? | p 4 |
| 8 | When will the experimental traffic order finish? | p 4 |

About experimental traffic orders

- | | | |
|----|--|-----|
| 9 | What is an experimental traffic order? | p 4 |
| 10 | How are experimental traffic orders implemented? | p 4 |
| 11 | How does the statutory notification work? | p 5 |
| 12 | Why is this an experimental traffic order? | p 5 |

About the scheme

- | | | |
|----|--|-----|
| 13 | What is the new arrangement with motorcycles? | p 5 |
| 14 | How does it differ from the existing arrangements? | p 5 |
| 15 | Why are motorcyclists being allowed in bus lanes? | p 5 |
| 16 | When and how will a decision be made about whether this becomes permanent? | p 6 |
| 17 | Which roads will be affected? How will I know which bus lanes I can travel in with my motorbike? | p 6 |

About engaging with stakeholders and the public

- | | | |
|----|---|-----|
| 18 | How will you be engaging with people about the scheme? | p 6 |
| 19 | Why isn't consultation taking place before the changes are made? | p 6 |
| 20 | How will I be able to have my say? | p 7 |
| 21 | Will you publish the results of the experimental order trial? | p 7 |
| 22 | What will you do if the representations show that most people do not want the scheme to become permanent? | p 7 |

Questions and Answers

General Information

1. How does TfL define 'motorcycles'?

For the purposes of this scheme, the term 'motorcycle' refers to:

- Motorbikes
- Mopeds
- Scooters
- Tricycles (three wheeled motorcycles)

It does not include motorcycles with sidecars. This definition is consistent with existing motorcycle parking bay restrictions, and complies with descriptions under UK law.

2. What are red routes?

Red routes are the roads in London that are owned and maintained by Transport for London (TfL). Five per cent of the roads in London are red routes, but they carry about a third (approximately 33 per cent) of the city's traffic. These are the key routes or major arterial roads in London.

Red routes are easily identified because they have red instead of yellow lines (yellow lines are used on borough roads). Red routes are also known as the Transport for London Road Network (TLRN).

The red route network of priority routes was created in 1991 under the Traffic Director for London. The Traffic Director for London became TfL in 1999.

3. What are red route controls?

Red route controls are a series of controls and restrictions that operate on the red routes. Because the red route consists of the key routes in, out and around the Capital, the controls aim to keep the traffic as free running as possible. The controls were created under the Road Traffic Regulation Act 1984.

People should check and follow the local control signs when entering a red route.

4. What is the difference between the red routes and the borough roads?

The red routes are owned and maintained by TfL. The other 95 per cent of the roads in London are owned and maintained by the 33 boroughs, each of which determines the rules on their roads and carries out the respective traffic enforcement.

5. Will these changes apply to borough roads?

No. TfL can only make decisions about the traffic on red routes and it is up to the individual boroughs to decide upon the bus lane operational hours and whether they will allow motorcycles in their bus lanes. Westminster, Kingston and Richmond currently allow motorcycles in their bus lanes.

There are clear signs on all bus routes – both on red routes and on borough roads – which show road users what time the bus lanes operate and which vehicles are allowed in them.

6. What is the difference between ‘with-flow’ and ‘contra-flow’ lanes?

‘With-flow’ bus lanes are bus lanes in which traffic travels in the same direction as the rest of the traffic on the road. Traffic on a ‘contra-flow’ bus lane runs in the opposite direction to the main flow of traffic.

About timing

7. When will the experimental traffic order will come in to place?

The experimental traffic order will come in to place on 5 January 2009.

8. When will the experimental traffic order finish?

The experimental traffic order must remain in place for a minimum of six months and a maximum of 18 months.

About experimental traffic orders

9. What is an experimental traffic order?

An experimental traffic order allows traffic control schemes to be implemented for a maximum period of 18 months whilst monitoring takes place. They are effective under Section 9 of the Road Traffic Regulation Act 1984.

10. How are experimental traffic orders implemented?

An experimental traffic order is granted by the Traffic Authority using the Road Traffic Regulation Act 1984. It can last for a minimum of six months, after which the scheme must be reviewed. At this point any objections received as part of the statutory notification will be considered.

The experimental order can last for up to 18 months, after which either a permanent traffic order must be applied for and approved, or the scheme has to be discontinued.

11. How does the statutory notification work?

Statutory notification must begin at least 28-days before the order is implemented and include a number of bodies such as the boroughs affected and the emergency services.

A public notice is published in the press to tell people that an experimental traffic order has been made and indicates where documents can be viewed and how objections can be made.

12. Why is this an experimental traffic order?

An experimental red route-wide scheme will provide TfL with robust data. It will also allow all interested parties to see the effect of the experimental traffic orders and make a valued contribution to any debate on the issue.

This will enable TfL to make an informed decision about whether to permanently allow motorcycles in red route bus lanes.

About the scheme

13. What is the new arrangement with motorcycles?

Motorcycles will be allowed to drive in most of the red route bus lanes in London. They will be able to use the bus lanes that are 'with-flow' rather than 'contra-flow' and are currently used by cyclists and taxis. These rules will be in place during bus lane operating hours; at all other times the red route bus lanes can be used by all road users.

14. How does it differ from the existing arrangements?

At the moment, motorcycles may not drive in any red route bus lanes during bus lane operating hours (with the exception of some bus lanes on the A41, A23 and A13, which were part of an earlier small scale trial). They may drive in bus lanes on some borough roads. Taxis and cyclists can legally travel in most with-flow bus lanes.

15. Why are motorcyclists being allowed in bus lanes?

This was a transport manifesto pledge from the Mayor, Boris Johnson. Page five of his transport manifesto states:

“I believe we should embrace any measure that has the potential to relieve congestion, especially if new evidence shows it to be safe and effective. Therefore, I will allow motorcycles in bus lanes. I believe that motorcycles will help combat congestion, and we should encourage greater use of them.”

This trial is being undertaken at the request of the Mayor.

16. How will a decision be made about whether this becomes permanent?

Monitoring, analysis and evaluation of the scheme will be carried out for the duration of the eighteen-month experimental traffic order. TfL will make evidence-based recommendations to the Mayor who will then make the final decision.

17. Which roads will be affected? How will I know which bus lanes I can travel in with my motorbike?

These new rules will only apply to London's red routes. Signs along all bus lanes clearly indicate which vehicles are allowed in that lane. You can also check on the website at tfl.gov.uk/MotorcyclesInBusLanes

About engaging with stakeholders and the public

18. How will you be engaging with people about the scheme?

There will be four phases of engagement:

- a. TfL will provide information on the website (tfl.gov.uk/MotorcyclesInBusLanes), issue press releases and engage with key stakeholders in the period before the mandatory 28-day statutory notification period which is required for delivering an experimental traffic order.
- b. During the 28-day statutory notification period, TfL will advise a series of key stakeholders about the experimental traffic orders under the Road Traffic Regulation Act 1984. In addition, notifications will be published which will advise how to submit representation regarding the proposals.
- c. During the first six months of the 18-month experimental traffic order period TfL will take representations from stakeholders and the public. Objection guidelines as prescribed by the Road Traffic Regulation Act 1984 will be followed.
- d. Arrangements for engaging with interested parties when the experimental traffic order is evaluated will be determined at a later date.

19. Why isn't consultation taking place before the changes are made?

Taking feedback from stakeholders and the public while the experimental traffic orders are in place allows everyone involved to understand the impacts upon traffic and road users. All feedback will be taken into consideration when the decision is made about whether to make the traffic orders permanent.

20. How will I be able to have my say?

TfL will accept representations from stakeholders and the public for a period of six months from the start of the experimental traffic order, 5 January 2009. Details about how to take part will be published in the relevant communications including the website (tfl.gov.uk/MotorcyclesInBusLanes). TfL will endeavour to respond to all feedback.

If you wish to contact us about this before 5 January 2009, you can send an email to londonstreets@tfl.gov.uk

21. Will you publish the results of the experimental traffic order trial?

The results will be published on the TfL website and copies will be made available upon request.

22. What will you do if the representations show that most people do not want the scheme to become permanent?

The views of user groups and stakeholders are valued and will be evaluated in combination with the results of the experiment. They will be included in the assessment of the proposed scheme.