

APPENDIX 1 – TRO Rectification (London Street Bus Lane)

Summary of feedback received to the proposed Traffic Regulation Order

Please note that the feedback text contained in this document has been directly copied from the responses we have received to preserve the integrity of the feedback. Where there was any sensitive or identifiable information provided, this text has been removed and has been clearly indicated.

Ward - Street	Summary of Original Request	Feedback received
		Support: 2 Object: 1 Neither support nor object: 0
1. Object	<p>I have been struggling to find any information regarding “amendment order 202*” on the Council weblink provided, and due to annual leave have been unable to confirm whether we responded within the 8 August deadline, or ascertained the view of the Council’s public transport department. I hope that the comments below can still be taken into consideration.</p> <p>From the brief description in the notice it appears to be a proposal to allow cycles and taxis to use the London Street bus lane in addition to buses. The reason why the change is proposed is not stated, and we are unable to identify any public benefit.</p> <p>We object to this proposal on the grounds that it will have an adverse impact on the punctuality of vital bus services from the hospital and university area. The traffic signals do not have sufficient capacity to cater for additional vehicles crossing the IDR junction, and so buses would be exposed to additional cycles of the lights, which are already quite long due to the busy nature of the IDR.</p> <p>We are also concerned that this is another attempt to water down bus priority measures to favour taxis, and consequently undermine bus patronage.</p> <p>It would be nice to allow cycles to use the lane, however in this case the limited width, unusual camber of the road, and the prevalence of on street parking, we think that this may make it unsafe. However, we leave this to the Council’s safety team to determine. We are also concerned about safety crossing the IDR should the traffic signals change whilst a cyclist is crossing this very fast and busy road, and would suggest that an alternative would be to wait to modify the pedestrian crossing to accommodate cyclists as part of the Council’s future plans for this area.</p>	

	<p>It is also unclear how these proposed changes would be funded. I would like to progress some changes that would benefit bus services.</p> <p>Officer Comment: Due to a miscommunication, a copy of the Notice advertising the consultation was placed in the newspaper prior to the consultation commencing, leading to the comments raised in the initial paragraphs of this response. This was explained to the objector and they were referred to the correct notices and accompanying consultation material on the Council's website once the consultation launched.</p>
2. Support	<p>Please amend to add motorcycles to the permitted vehicles list.</p> <p>We have been using this lane to filter, and it enables safe access past the cars queuing at the lights, typically a long slow queue. Buses at the stops have not been a problem, as the cars are usually stationary while we are filtering. This reduces air pollution, as motorcyclists do not have to wait with idling engines, and reduces the traffic jam. Reducing the queue facilitates other vehicle flow. Rejoining prior to the traffic lights has not not been a problem, or impeded other vehicles, including buses.</p> <p>It will also add to consistency of access across the borough.</p> <p>For and on behalf of Motorcycle Action Group and its members.</p>
3. Support	<p>No comments provided.</p>



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Project London St Bus Lane Amendment	Scale N.T.S	Drawn JB
	Date MAY 25	Checked JT
Drawing London St Bus Lane	Approved JP	
	Drawing No. London St Bus Lane	