

Deputation from Camden Cycling Campaign

To Camden Council, 8th September 2008.

## **Motorcycles in Bus Lanes**

### **Introduction**

Transport for London (TfL) plans to consult on the London Mayor's proposal to allow motorcyclists to use bus lanes on the Transport for London Road Network (Red Routes).

However, the Red Routes comprise only about 5% of the roads in London.

The London Boroughs need to decide whether to allow motorcycles to use the bus lanes on the roads for which they are the highway authority.

The Councils in the Boroughs of Hackney and Lewisham have already resolved not to do so.

We will now present a case urging LB Camden not to permit motorcyclists to use the bus lanes on the roads under its control.

### **Arguments against motorcycles in bus lanes**

#### ***1. Environment***

Motorcycles have direct environmental impacts in the form of pollution; and indirect ones via impacts on cyclists and pedestrians.

*Direct effects:* Comparative figures indicate that, on average, compared to cars, motorcycles have about 14% lower CO<sub>2</sub> emissions per passenger-mile but have much higher emissions of other pollutants. Some larger motorcycles emit more CO<sub>2</sub> than a small car. The main concern relates to unburnt hydrocarbons, carbon monoxide and particulate emissions which are on average 5-7 times greater than a car. Unburnt hydrocarbons are involved in the formation of ground level ozone, which has impacts on human health and is an important greenhouse gas and the others are well known as carcinogens and endanger respiratory health.<sup>1</sup>

*Indirect effects:* if the presence of motor cycles in bus lanes or bike boxes causes people to do less cycling or walking, then those people will use less sustainable modes of transport.

#### ***2. It will slow the current increase in the numbers of cyclists in Camden***<sup>5</sup>

Motorcycles are faster and less predictable than buses or taxis, they can frighten inexperienced cyclists, and seriously intimidate even the hardy ones.

All cyclists like to use bus lanes as a refuge from other traffic, bus lanes allow

cyclists to use major roads; and their use increases the choice of routes – some LCN+ Routes use bus lanes.

Reflecting these concerns, 3500 people signed London Cycling Campaign (LCC)'s petition against allowing motorcycles in bus lanes.

### **3. Safety**

Motorcycles are about 1.5 times as likely as cars to be involved in collisions which cause injury to cyclists, twice as likely to be involved in causing them serious injuries and about three times as likely to be involved in killing them.

The figures are even worse for pedestrians. <sup>2</sup>

### **Motorcycles in Bus Lanes : a false solution**

#### **1. Safety**

A Transport for London report released in April 2008 shows that any safety benefit to motor cyclists is outweighed by increased risk to cyclists and pedestrians but the figures are statistically insignificant. <sup>3</sup>

#### **2. To encourage motorcycling**

We have already shown that there is no benefit to the environment from an increase in motorcycle use.

And an increase in motor cycle use is poor compared with the use of rail, bus, or cycle when noise, pollution or health <sup>4</sup> are taken into account.

### **Support for Cycling**

Camden Council has a good record in supporting cycling;

It's first Cycling Plan in 2001 represented the leading edge in terms of strategic planning and practical measures to encourage more cycling, and was copied by councils around the UK;

The first target in the new Cycling Plan is to achieve a 10% (or higher e.g. 12-15%) modal share for cycle use by 2011<sup>(5)</sup>.

This indicates that Camden understands the need to encourage more people to cycle for the sake of their own health and happiness, and to reduce pollution and congestion;

CCC asks Camden Council to continue to promote cycling:

- 1) by reserving the Bus Lanes for use by buses, and cyclists and possibly taxis;
- 2) inform the Mayor of its opposition to extending the use of bus lanes to motorcycles.

## Footnotes

**(1) The data on Co2 and other pollutants is taken from answers to parliamentary questions.** See the following web pages.

[http://www.publications.parliament.uk/pa/ld200304/ldhansrd/vo040705/text/40705w04.htm#40705w04\\_wqn4](http://www.publications.parliament.uk/pa/ld200304/ldhansrd/vo040705/text/40705w04.htm#40705w04_wqn4)

[http://www.publications.parliament.uk/pa/cm200405/cmhansrd/vo050309/text/50309w18.htm#50309w18.html\\_wqn2](http://www.publications.parliament.uk/pa/cm200405/cmhansrd/vo050309/text/50309w18.htm#50309w18.html_wqn2)

	Grammes per passenger km			Grammes per vehicle km		
	Cars & taxis	P2Ws	ratio	Cars & taxis	P2Ws	ratio
Carbon monoxide	2.57	16.27	6.3	4.02	17.58	4.4
Benzene	0.0062	0.0451	7.3	0.0097	0.0488	5.0
Methane	0.012	0.136	11.3	0.019	0.147	7.7
Other VOC	0.248	2.225	9.0	0.387	2.403	6.2
1.3 butadiene	0.0024	0.0289	12.0	0.0037	0.0313	8.5
Particulates	0.012	0.098	8.2	0.019	0.106	5.6

VOC: volatile organic compounds

### **(2) Motorcycles and safety**

Using data from the National Travel Survey and Road Casualties Great Britain, CTC calculates that, per mile travelled, PTWs are about 1.5 times as likely as cars to be involved in collisions which cause injury to cyclists, twice as likely to be involved in causing them serious injuries and about three times as likely to be involved in killing them.

For pedestrian injuries, PTWs compare even more unfavourably; per mile travelled they are about 3.8 times as likely as cars to be involved in slightly or serious injuring pedestrians, and over 4 times as likely to be involved in killing them.

Injury type	PTW per vehicle-km relative to cars
Cyclist slight injuries	1.6
Cyclist serious injuries	2
Cyclist fatalities	3
Pedestrian slight injuries	3.8
Pedestrian serious injuries	3.8
Pedestrian fatalities	>4

### **(3) Transport for London report on P2Ws in Bus Lanes**

- six of the eight trials showed safety benefits for motorcycles riders and the other two showed a disbenefit

- three of the eight trials showed safety benefits for pedal cyclists and the other five showed a disbenefit .

- two of the eight trials showed safety benefits for pedestrians; five showed a disbenefit; one no change.

<http://www.tfl.gov.uk/assets/downloads/P2W-in-bus-lanes-study.pdf>

#### **(4) Health**

According to BUPA, "Getting on your bike regularly not only gets you where you want to go faster than a car, it protects you against a wide range of ill health, and also makes you feel better. It's good for the heart, helps against obesity and improves your mood."

Motorcycling does not have these benefits and anything that discourages people from cycling is detrimental to their health.

[http://www.bupa.co.uk/health\\_information/html/healthy\\_living/lifestyle/exercise/cycling/cycling\\_health.html](http://www.bupa.co.uk/health_information/html/healthy_living/lifestyle/exercise/cycling/cycling_health.html)

#### **(5) Modal share of Cycling in Camden**

Figures taken from screenline data in Camden (supplied by Chris Nicola of Street Policy).

2000	2001	2002	2003	2004	2005	2006	2007
4.33%	4.35%	4.82%	5.49%	6.57%	7.77%	8.69%	8.25%