Superloop Bus Priority – Identification of potential projects and proposed next steps
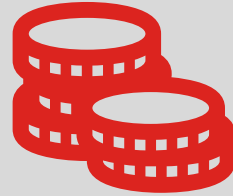
The bus is the most cost effective, accessible and available mode of transport in London

The bus is the most common mode of transport for journeys to London's town centres and play a big role in connecting people to their local area

Facilitating short trips is particularly important due to the shift towards localism as a result of the pandemic

These three components are why London buses deliver for the needs of London's diverse population

Most cost effective mode of travel

At £1.75 a trip, London buses are the cheapest public transport mode to get around London.

Seven in 10 Londoners earn an annual income of less than £20,000 making the bus a life line for many

Most accessible mode of transport

19,000 bus stops with c.95 per cent accessible. Bus users are most representative of the London-wide demographics including:

- BAME
- Women
- 65+
- Disabled
- Not working

Most available mode of transport

The London bus network has the most coverage of all other modes. Over 94 per cent of Londoners live within 400 metres of a bus stop. Whilst 94 per cent of London homes are within 1,500 metres of a rail station.
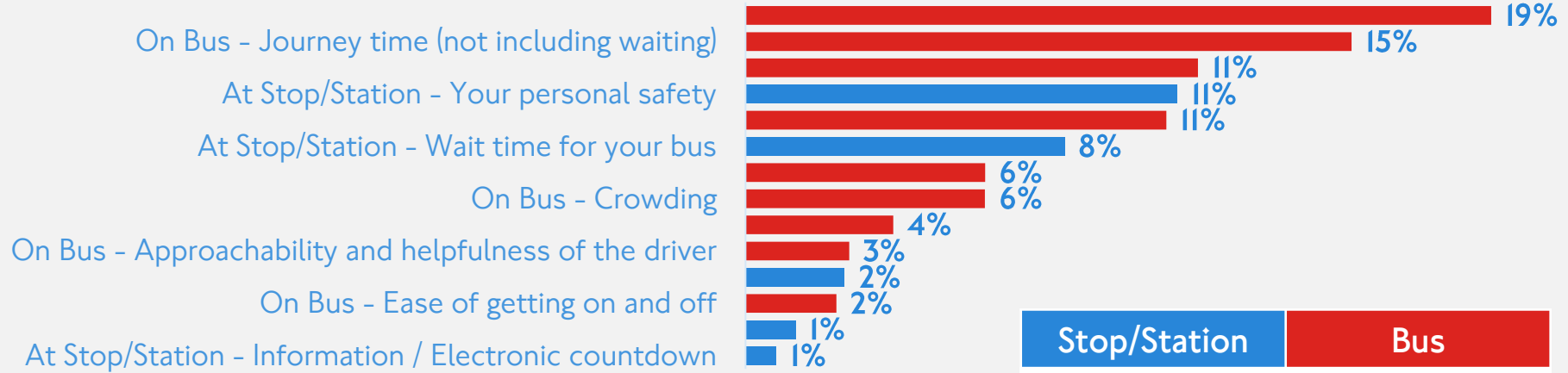
Why Bus Priority is important...

At present average bus speeds are 9.6 mph and not set to meet the 10.2mph target by 2030 without more action

70% of the most important streets for buses in London are on Borough roads, so we need to work in partnership together

- Bus journey times matter to Londoners and are one of the top drivers of customer satisfaction including a top trigger to use the bus more

- We can also see that smoothness of journey and journey time have the strongest effect on overall satisfaction for bus users

- There is a clear correlation between declining bus demand and deteriorating average bus speeds: A 10% increase in journey times can, on its own, lead to a 6% fall in bus demand.
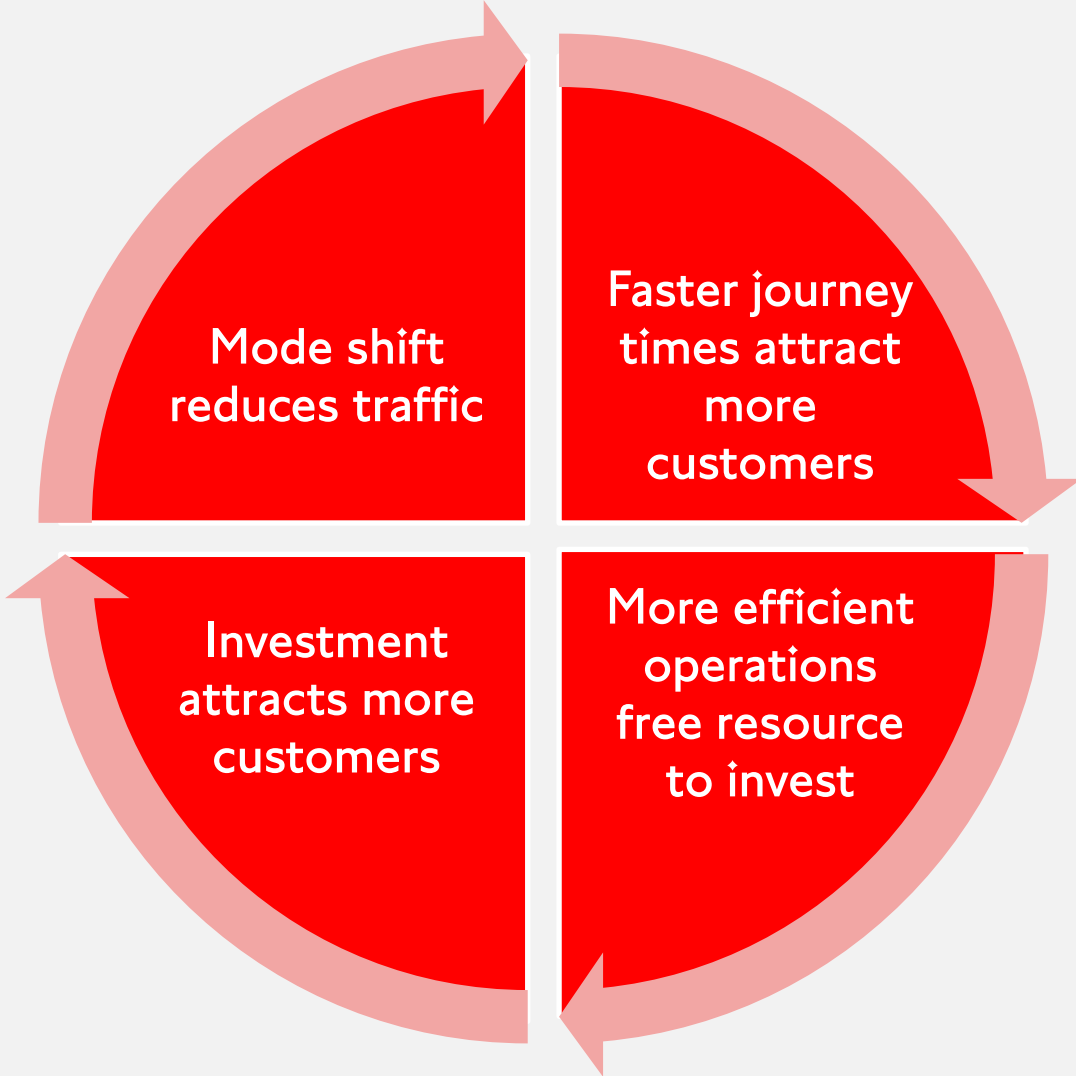
Drivers 2022/23
(Ranked in % Importance to overall satisfaction)

Driver	%
On Bus – Journey time (not including waiting)	19%
	15%
At Stop/Station – Your personal safety	11%
	11%
At Stop/Station – Wait time for your bus	11%
	11%
On Bus – Crowding	8%
	6%
On Bus – Approachability and helpfulness of the driver	6%
	4%
On Bus – Ease of getting on and off	3%
	2%
At Stop/Station – Information / Electronic countdown	2%
	1%
	1%

Stop/Station Bus

3

To unlock this potential, buses need to be able to move free from traffic, to deliver competitive and reliable journey times

These vehicles are carrying…

69 people who could all…

be on this one bus ➡

Mode shift reduces traffic

Faster journey times attract more customers

Investment attracts more customers

More efficient operations free resource to invest
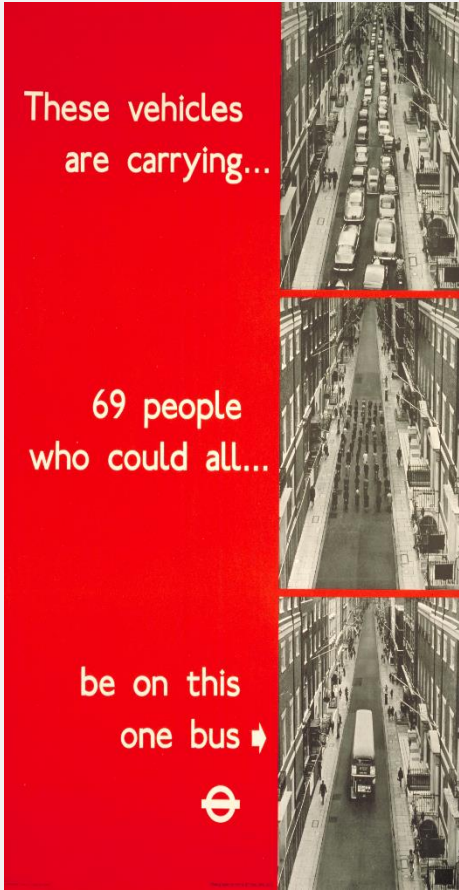
The need for bus priority

- To optimise the mode shift and customer benefits of Superloop we need to consider what opportunities there are to enhance the street environment so that Superloop buses can offer fast and reliable journeys
- Initial analysis shows that almost 30 per cent of Superloop (c.135km) is planned to run on streets identified as needing performance enhancement

Strategic Bus Analysis performance
- Very high priority
- High priority
- Medium priority
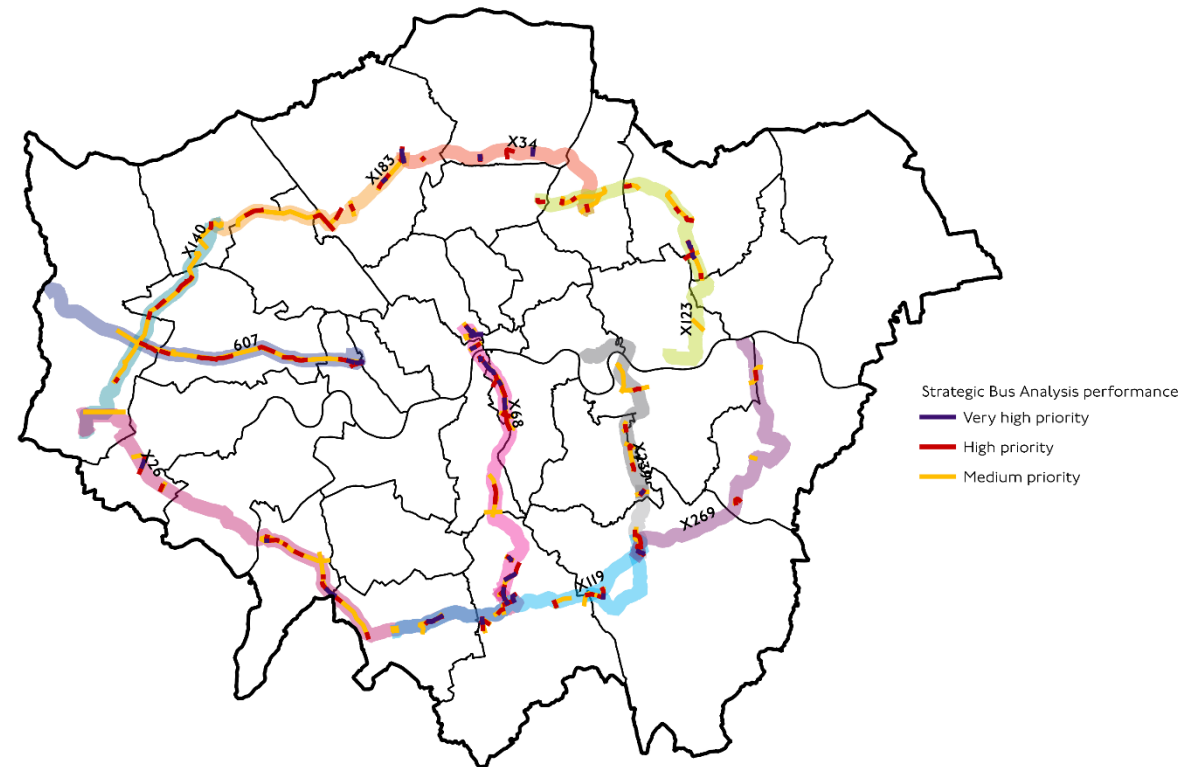
- We should look for opportunities to lock in priority for buses (i.e., bus lanes, bus lane hours extension, kerbside rationalisation) on the network to futureproof performance and deliver reliability for customers

Bus Priority Identification

A total of 176 potential schemes have been identified for prioritisation: 35 on the TLRN and 131 on the BRN. Schemes interventions include:

- Bus lanes
- Bus lane hour extension
- Parking removal or consolidation
- Junction modification
- Pipeline corridor outcome definition

1. Desktop Review + Bus Route Tests

- 183 km covering routes SL9, SL10, SL1, SL2 and SL3 were assessed in two parts - desktop review to identify bus lane potential based on extra carriageway space and bus rides to see where non bus lane bus priority could be implemented

- Approximately 17km has been identified as having potential for new bus lanes through a high level assessment with our engineers and traffic modellers

- The main reasons bus priority cannot be taken forward in more locations are **a)** spatial constraints - i.e., single carriageway streets), **b)** traffic capacity – where taking out a general lane of traffic would have capacity implications, or **c)** stretches of parking in residential or high street areas.

2. Healthy Streets Pipeline

- SL5, SL7 and SL8 are covered, or partially covered, by Healthy Streets pipeline corridors

3. Not included (with the exemption of bus lane hour extension)

- For SL6 bus priority has been implemented where possible and further potential was limited. Therefore this route has been excluded.

- SL4 is dependant on the Silvertown Tunnel but also the interventions / changes to the landscape on the approach to / from the tunnel. Some thinking is being done by the project team but for now this has been excluded from the prioritisation.

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Short List Snap Shot

There are 176 schemes in total, 35 on the TLRN and 131 on the borough network. The highest scoring schemes are:

Route	# of schemes
SL1	6
SL2	15
SL3	27
SL4	2
SL5	26
SL6	13
SL7	32
SL8	8
SL9	25
SL10	22

Rank	Route	Location Information	Authority	Intervention
1	SL 2	North Circular from Woodford New Road RAB to the M11	TLRN (Redbridge)	Bus Lane (1500m)
1	SL 2	North Circular from Woodford New Road RAB to the M11	TLRN (Redbridge)	Bus Lane (1500m)
3	SL10	Kenton Road - Saint Leonards Ave - Kenton Gardens	Brent	Bus Lane Hour Extension (143m)
4	SL8	The Broadway - Delamere Rd - Livingstone Rd	Ealing	Bus Lane Hour Extension (251m)
5	SL10	Kenton Road between Nash Way to Northwick Avenue Stop FF and Totternhoe Close to Upton Gardens Stop LL to	Harrow	Bus Lane (780m)
5	SL10	Kenton Road between Kenton Lane to Gooseacre Lane	Harrow	Bus Lane (620m)
7	SL 2	Forest Road - Wood Street Library Stop A	Waltham Forest	Reduce bay by 1 car length
7	SL10	Kenton Road - Wincley Close - Rbdt	Brent	Bus Lane Hour Extension (219m)
9	SL8	Uxbridge Road - Egress from the parkway	Hillingdon	Bus Lane Hour Extension (250m)
9	SL8	Uxbridge Road – Springfield Rd – Yeading Brook	Hillingdon	Bus Lane Hour Extension (279)m

TfL RESTRICTED

TfL Restricted

Next Steps

Points to note:

- We encourage Boroughs to use their own data and local knowledge to identify projects as well

- All funding requests remain subject to ongoing business planning decisions

- We are offering simple to access seed funding on the Form A submission

- We will clarify in due course how Superloop Bus Priority funding will be administered on the Portal

- Ahead of the game? Please speak to your Borough Sponsor and Bill Davey, BPP Portfolio Sponsor for further details of allocating 2023/24 and 2024/25 funding

October 2023: Identified list of potential schemes shared with affected boroughs

December 2023: TfL confirm seed funding allocations

January 2024: 121 meetings

April: 2024/25 LIP funding allocated

Mid-year 2024/25: Dedicated Superloop Bus Priority submission process introduced ahead of 2025/26 financial year

Offer of up to £10k seed funding as part of 2024/25 LIP funding allocation (not a necessity!)

Requests for funding / further funding can be made later in 2024/25 or 2025/26

Our commitment to the 25x25 programme to deliver 25km of new bus lanes by 2025 remains

We understand resource challenges and are working on ways to support you in your design and delivery – more information to follow in due course