

From: Mika Murray [REDACTED]@tfl.gov.uk>
Sent: Friday, January 12, 2024 11:58 AM
To: [REDACTED]@london.gov.uk>; [REDACTED]
[REDACTED]@london.gov.uk>
Cc: +Streets&PolicingPressDesk [REDACTED]@tfl.gov.uk>
Subject: Re: Telegraph right of reply: Floating bus stops

Fab thanks - looks good to me!

From: [REDACTED]@london.gov.uk>
Sent: 12 January 2024 11:54
To: Mika Murray [REDACTED]@tfl.gov.uk>; [REDACTED]
[REDACTED]@london.gov.uk>
Cc: +Streets&PolicingPressDesk [REDACTED]@tfl.gov.uk>
Subject: RE: Telegraph right of reply: Floating bus stops

Hi Mika,

We were also approached so planning to send the below. Not sure we both need to respond?

A spokesperson for the Mayor said: “Protected cycle networks reduce the odds of injury to cyclists by 40-65% and are an important part of London’s Vision Zero commitment to stop people being killed and injured on our roads.

“TfL’s approach is in line with Government guidance and both bus stop bypasses and bus stop borders are a nationally recognised approach for avoiding the dangers of cyclists going around buses into oncoming traffic.

“The Mayor is committed to making London a more inclusive city and supporting more people to walk, cycle and take public transport. This is why he asked TfL to review the data on collisions around bus stops in order to evaluate if any design improvements are needed. The Mayor and TfL will continue working hard to ensure all of London’s infrastructure is as safe as possible for all road users.”

Notes to editors:

- Source for injury reduction stat: <https://findingspress.org/article/18226-cycling-injury-risk-in-london-impacts-of-road-characteristics-and-infrastructure>

[REDACTED]
Senior Press Officer

[REDACTED]
Mayor of London’s Press Office

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From: Mika Murray [REDACTED]@tfl.gov.uk>
Sent: Friday, January 12, 2024 11:53 AM
To: [REDACTED]@london.gov.uk>; [REDACTED]
[REDACTED]@london.gov.uk>
Cc: +Streets&PolicingPressDesk [REDACTED]@tfl.gov.uk>
Subject: Fw: Telegraph right of reply: Floating bus stops

Hi both,

We received the below query from the Telegraph about bus stop bypasses (again) - we were planning to send over our response on this from last week.

Let me know if any issues, cheers:

Helen Cansick, TfL's Head of Healthy Streets Investment, said: “Keeping everyone travelling in the capital safe is our top priority and the needs of everyone, including disabled people, are always taken into consideration when designing cycle lanes. Protected cycle infrastructure is key to reducing the risk of injury for people cycling and enabling more cycling in London. TfL and the London boroughs, like in many cities across the country, have integrated bus stop bypasses into the Cycleway programme, in line with central government guidance, which has helped to increase the number of people cycling in the capital.

“We have been engaging with stakeholder groups, including those representing older and disabled people, on a robust review of their safety taking into account concerns raised. This has included looking closely at data, the design of bus stop bypasses as well as observing the operation of existing bypasses. We will be publishing details of our assessment early this year.”

Additional information

- The needs of disabled people, as well as people with other protected characteristics, are always taken into account when planning new infrastructure. TfL has carried out analysis (referred to in the query) regarding the number of cyclists who stop at bus stop bypasses, by looking at eight different locations for three hours each (giving in total 24 hours of analysis). This showed that compliance rates varied significantly depending on location and time of day. TfL has also examined a range of other data as part of its review, including analysis of road casualty data at bus stop bypasses in London, analysis of Freedom Pass bus boarding data and a design audit of bus stop bypasses
- TfL is retrofitting bus stop bypasses with zebra crossing markings to make it clearer to people cycling that they must stop and allow people to cross. TfL's observations during site surveys at bus stop bypasses showed that more needs to be done to help all road users understand how to use them and TfL is developing proposals which will help everyone to be more aware of each other. More details of these will be announced in the coming months. TfL also acknowledges that some bus stop bypasses will need upgrades to meet the latest design guidance for this infrastructure
- All permanent cycle infrastructure is designed with drainage in mind and recommended approaches for drainage are set out in [the London Cycling Design Standards \(Chapter 7\)](#). All Cycleways built by TfL follow this guidance. Some bus stop bypasses have been installed as part of trial cycle schemes, and drainage works are not carried out until after the experimental period
- TfL works hard to ensure all roads, including cycle lanes, are clear of any flooding and responds to any reports of flooding as quickly as possible. Flooding does sometimes occur during periods of exceptionally heavy rain and people must not cycle on the pavement if the cycle lane is flooded

- TfL works closely with a number of different stakeholders including its own Independent Disability Advisory Group, whose function is to provide TfL with impartial and constructive challenge, informed by members' professional expertise and own lived experiences of disability. The comments cited referred to bus boarders, which differ from bus stop bypasses as they do not have an island for people to wait for the bus on
- TfL is committed to reducing danger to everyone using London's road network, including people walking. Walking is vital to a safe and sustainable transport network and all Healthy Streets schemes take the needs of people walking and using public transport into account, with many schemes creating new and upgraded pedestrian crossings to make it safer and easier to walk

From: [REDACTED] [REDACTED]@telegraph.co.uk>
Sent: Thursday, January 11, 2024 6:34 pm
To: TfL Press Office [REDACTED]@tfl.gov.uk>
Subject: Telegraph right of reply: Floating bus stops

Hi there,

Hope all is well with you. I'm just getting in touch to ask if you might like to comment on a story I am working on for Sunday's paper concerning floating bus stops.

Susan Hall, the Tory candidate for London Mayor, has said she will scrap the stops if she is elected in May. I know this is really a matter for her, but I wanted to give you the opportunity to comment as she was so critical of the schemes in her quote.

She said: "They're a dangerous menace to pedestrians and drivers, cabbies cannot pull up to drop people off - it's a virtue signalling waste of money by this disaster of a Mayor, Sadiq, that nobody wants."

Let me know if you have anything to add. I would appreciate it if you could keep your response between us for now - rather than publishing anywhere - as this is exclusive to us.

My deadline is 5pm tomorrow (Friday).

Many thanks,

[REDACTED]

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[REDACTED]
[REDACTED] The Telegraph

@ [REDACTED]

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