



Social &
Environmental
Justice

LONDON'S LOST BUS LANES



A short investigation by Social & Environmental Justice
socialenvironmentaljustice.co.uk

GOING, GOING, GONE...



Photo: Vincent Stops

21 major bus corridors have had some of their bus lanes replaced by cycle lanes* since 2013.

The combination of the removal of bus lanes and in some areas vehicle displacement from so-called Low Traffic Neighbourhoods has resulted in a double-whammy negatively impacting bus speeds and reliability.

* The latest information available. TfL has not issued an updated list.

Balham High Road
Balls Pond Road
Blackfriars Road
Burdett Road
Chiswick High Road
Evelyn Street
Farringdon Road
Farringdon Street
Forest Road
Harleyford Road
Haverstock Hill
Hoe Street
Isledon Road
Jamaica Road
King Street
Lea Bridge Road
Midland Road
Stratford High Street
Trafalgar Road
Vauxhall Bridge
Waterloo Bridge

SLOW, SLOW, SLOWER...



Derived from performance data published by TfL:
tfl.gov.uk/corporate/publications-and-reports/buses-performance-data

According to a report from London TravelWatch, the longer the journey times result in fewer people using buses.

The average bus speed is now around 9mph. Fewer people using buses means a revenue loss for TfL.

It is estimated that, if the speed of buses increases by 1mph, it can potentially save TfL between £100m and £200m per year.

Reliability has also become a major concern with buses being routinely “curtailed” rather than being shown to be late.

One woman told SEJ that when travelling from Dalston, she was “thrown off 2 buses” leaving her in a part of Haringey she didn’t know, with no information about when the next bus might arrive.

But what are the hidden costs?

SEJ subscribers report missed hospital appointments and children being late for school. Shopping has become a greater challenge for those with mobility difficulties and those unable to carry heavy shopping for any distance.

Some, who have the option, are now choosing to drive where before they would have happily taken a bus. Others report that they are now reluctantly shopping online.

This costs the NHS money, harms children’s education and is bad for the local economy.

www.londontravelwatch.org.uk/blog/who-uses-the-busand-why/

AND THE BIG LOSERS ARE...

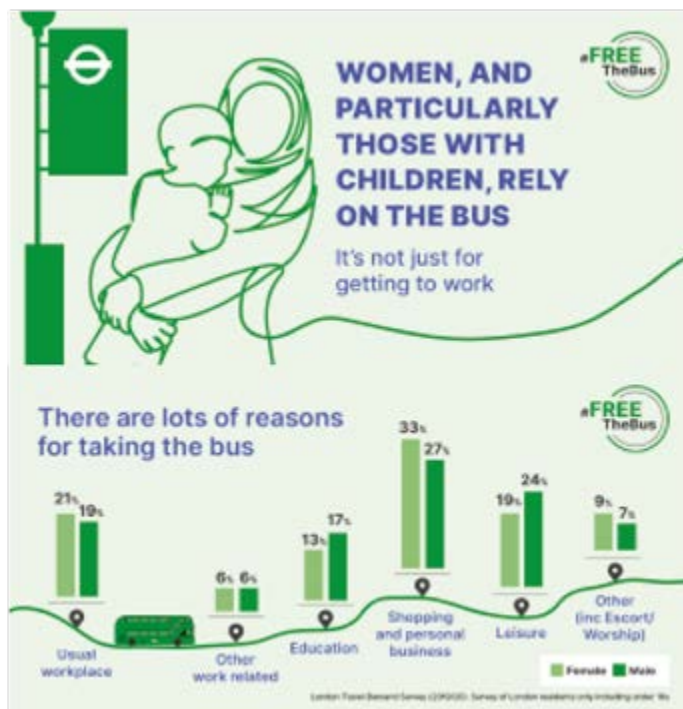
Low-income households



People with disabilities



Women and children



THE BUS LANE: The golden thread through the traffic

Efficient public transport is essential for any city.

Policies must protect and improve public transport, not favour any private means of travel.

Bus lanes are essential for the 2 million people who use buses in London each year.

SEJ Recommendations:

- Restore all lost bus lanes.
- Promote policies that improve bus services.
- Reject measures which increase traffic on bus routes.

This publication has focused on London but bus priority measures are important across the UK.

We would like to acknowledge the data Vincent Stops provided and to recognise and recommend the London TravelWatch report.

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