

Response to Demand Responsive Bus Trial consultation.

By email to consultations@tfl.gov.uk

Our response

This response is from Get Sutton Cycling, the local borough group of London Cycling Campaign (LCC). We represent the interests of cyclists living or working in Sutton and aim to expand the opportunities for all to cycle safely in the borough. We have discussed this consultation on CycleScape¹ and at our committee meeting.

We welcome this trial and hope it is a success reducing car use as stated as one of the objectives in line with the MTS²:

- Can the service model support mode shift away from car travel and meet the [Healthy Streets](#) principles?³

It is also noted that:

No new infrastructure or signage will be required for stopping points.

and

Stopping points will be carefully assessed to ensure every point is accessible and safe for customers who are waiting, boarding or alighting, other road users and that the stop will not impede traffic. The criteria used for this assessment will include: safe distance from junctions; locations of other traffic restrictions; kerb heights' sight lines and double yellow or red route restrictions and accessibility. Stops selected through this process will be further inspected as part of the overall route testing, to ensure other factors such as lighting, availability of pavement space, road speeds and road conditions are also considered.

Our emphasis.

No specific mention to people riding bikes or cycling is mentioned here, but as campaigners seeking to enable cycling as a choice for all in and around Sutton we ask that any assessments for stopping points specifically take into account people cycling as part of "other road users" and "traffic". Much of our road network does not have cycling infrastructure, something we strive to change, but consideration should be given to make sure the stopping buses won't be an obstruction for people who currently use those roads to cycle.

As part of the monitoring of the scheme we also suggest that the bus speeds are monitored in 20mph zones, this could have a positive effect on other road users helping them adhere to the limits.

Stop points at places of interest being spaced approximately every 200m within the area offers an excellent opportunity to co-ordinate a future 400m by 400m grid of cycle networks as referenced in the CLoS⁴ and we urge TFL to consider this when working with London Borough of Sutton throughout the trial period.

1 <https://getsuttoncycling.cyclescape.org/>

2 https://consultations.tfl.gov.uk/policy/mayors-transport-strategy/user_uploads/pub16_001_mts_online-2.pdf

3 <https://consultations.tfl.gov.uk/buses/demand-responsive-bus-trial/>

4 <http://content.tfl.gov.uk/lcds-chapter2-toolsandtechniques.pdf>