

Dear Vincent,

As we discussed at the meeting, we are not yet at the stage in our design process where we can absolutely predict what the final impacts of the scheme will be on bus passengers. Further modelling will be undertaken as part of the detailed scheme design process. That said, we are happy to share an overview of our current predictions from the initial modelling work undertaken. I can confirm that our model is run with the scheme design as it currently appears in the consultation materials, including any changes to existing bus priority facilities.

Current forecasts show that the overall impact of the Cycle Superhighway 5 (inner) scheme is estimated to result in a 30 second increase in average bus journey times through this area at the busiest times of day. However, there are differences across bus services depending on the route they take through the scheme area. For example, routes travelling north towards Lambeth Palace, including the 77, 344 and 360, are likely to experience delays of between one and one and a half minutes in the morning peak, but are likely to save a small amount of time going through the scheme area in the same direction in the evening peak. These same routes would experience a delay of around 30 seconds in the opposite direction in the morning peak, but no discernible change in the evening peak. Route 88 heading north towards Camden is likely to save around 30 seconds through the scheme area in both the morning and evening peak, but may experience a 20 second increase in journey time heading south towards Clapham.

Current forecasts show that the overall impact of the Oval Triangle scheme is estimated to result in a 31 second increase in average bus journey times through this area at the busiest times of day. For example, bus route 59 which travels north-south through the junction could experience an increase of around 30-40 seconds in both directions in the morning peak, but may actually save a few seconds off the journey times in both directions in the evening peak.

Routes 36, 185 and 436 pass through both the Oval and CS5 (inner) scheme areas. The cumulative impact on those routes of both schemes for journeys heading towards Victoria, those routes could experience an increase of up to 20 seconds in the morning peak, but a bigger increase of between 1-2 minutes in the evening peak in the same direction. Heading out of central London towards Camberwell, those routes could experience an increase in journey times of just over half a minute in the morning peak, but a reduction of around a minute in the evening peak.

However, as I explained at the meeting, through the development of wider complementary network management measures, we will seek to rebalance time lost on specific routes and recover time lost by improving journey times elsewhere on the routes. TfL's business plan includes £200m funding for delivery of a wider series of bus priority measures, such as dedicated lanes and priority at traffic signals. These will be targeted at routes impacted by forthcoming infrastructure schemes.

Based on the impacts I have set out above, and in the light of the additional mitigation measures that we are currently planning, there is no requirement for additional resources to maintain bus services through these scheme areas as the designs stand currently.

Kind regards

Leon

**Leon Daniels** | Managing Director  
**Transport for London**