

Transport and Environment Committee

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Bus Lane Camera Enforcement Expansion and Bus Lane Network Review

Item number	7.8
Report number	
Wards	Citywide

Links

Coalition pledges	P19
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Single Outcome Agreement	SO4

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Executive summary

Bus Lane Camera Enforcement Expansion and Bus Lane Network Review

Summary

Bus Lane Camera Enforcement Expansion

To establish a widespread culture of bus lane compliance throughout the city it is proposed to expand the bus lane camera enforcement system to cover all main public transport corridors.

The proposed expansion would consist of deploying up to one 'live' camera in each direction on each public transport corridor and entail moving cameras between a number of poles erected at suitable sites along the corridor.

The first additional corridor should become operational by Autumn 2014.

Bus Lane Network Review

A review of the bus lane network is currently underway. The scope is:-

- reviewing the existing bus lane operational hours;
- reviewing the existing list of permitted vehicle classes that are allowed to use the bus lanes;
- identifying inefficient bus lanes for adjustment or removal; and
- investigating the feasibility of new flashing bus lane signs.

The review will be completed by late Summer 2013 and any recommended changes to bus lane hours or permitted vehicle classes will be reported to a future Committee.

Inefficient bus lanes in the context of this report are bus lanes where one of the two following conditions exists:-

- locations where buses and taxis get marginal or no advantage and which also cause localised congestion (solution – remove bus lane); and

- locations where there are heavy right turning traffic flows at signalised junctions and which also suffer from regular congestion (solution - curtail bus lanes further back from the junctions so as to improve traffic flows while still maintaining bus priority).

A first tranche of bus lane adjustments/removals, promoted under Delegated Powers, will be completed by the end of this year. Future identification of inefficient bus lanes will be done on an ongoing basis.

Consultation with SPOKES is ongoing with regards to the first tranche of the proposals to ensure that the needs of cyclists are taken into account.

The Council is also investigating the feasibility of deploying flashing bus lane signs to make it easier for drivers to identify the periods when a bus lane is operational. Approval for a non standard sign of this type would be required from the Scottish Government.

It is estimated that it would take approximately six months from the time of the Council's submission to the Scottish Government for them to consider the request for a new sign. If approved, the new sign will initially be deployed at bus lane camera sites.

Recommendations

It is recommended that the Committee:-

- 1 approves the strategy for expanding the bus lane camera enforcement system;
- 2 notes that the bus lane network review will be completed by late Summer 2013 and that any recommended changes to bus lane hours or permitted vehicle classes will be reported to a future Committee; and
- 3 notes that a bus lane network review is ongoing and that a first tranche of bus lane adjustments/removals will be completed by the end of this year.

Measures of success

Expansion of the bus lane camera enforcement system will enhance the effective operation of bus lanes and assist in maintaining a high quality and reliable public transport system.

Adjustment/removal of inefficient bus lanes will improve traffic flow, reducing congestion and carbon emissions, and will therefore make a contribution to better air quality in the city.

Financial impact

The proposed expansion of the current bus lane camera enforcement system would be self funding and the rate of expansion would be dependent on funds being made available from future bus lane camera enforcement surpluses.

Equalities impact

Reliable bus services will improve amenity and accessibility for many disadvantaged groups, including the elderly and infirm and will improve access to employment, education and recreational facilities.

Sustainability impact

The impacts of this report in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered, and the outcomes are summarised below.

Relevant Council sustainable development policies have been taken into account.

The proposals in this report will:-

- reduce carbon emissions because the adjustment/removal of inefficient bus lanes will improve traffic flow, reducing congestion and carbon emissions thus making a contribution to better air quality in the city; and
- help achieve a sustainable Edinburgh because an improved transport system based on sustainable alternatives to the car is a high priority for Edinburgh, to tackle congestion and enable everyone to have the best possible access to jobs and essential services.

Consultation and engagement

Various parties including:-

- Edinburgh Bus Service Development & Operations Group (EBSDOG);
- the Transport Forum;
- Police Scotland;
- SPOKES; and
- taxi operators

will be consulted regarding the proposed bus lane camera enforcement expansion and the various issues relating to the bus lane network review.

As part of the statutory Traffic Regulation Order process the bus lane adjustments/removals will be formally advertised to allow any interested party to comment or object to the proposals. Relevant Neighbourhood Partnerships will also be consulted on these proposals.

Background reading/external references

Transport, Infrastructure and Environment Committee (13 September 2012) - Bus Lane Camera Enforcement Review

http://www.edinburgh.gov.uk/download/meetings/id/36452/item_no_6_5-bus_lane_camera_enforcement_review

Bus Lane Camera Enforcement Expansion and Bus Lane Network Review

1. Background

- 1.1 The Transport, Infrastructure and Environment Committee (see first background paper) noted on 13 September 2012 that a bus lane network review would be undertaken and the findings would be the subject of a future report. This report updates the Committee on progress with the bus lane network review and provides a timetable for its completion.
- 1.2 At the same time it was noted that Committee should also be informed of any proposals to expand the existing bus lane camera enforcement system. This report proposes a strategy for its future expansion.

2. Main report

- 2.1 The Council has invested heavily in a network of bus lanes, around 65 kilometres in length, and these form an important element in delivering a high quality and reliable public transport system.
- 2.2 Proper enforcement is critical to the functioning and credibility of bus lanes, and experience in Edinburgh over the last year has shown that where cameras have been deployed there has been a significant reduction in the level of bus lane infringements (annual reduction of just under 90%).

Bus Lane Camera Enforcement

- 2.3 Bus lane camera enforcement has been operating in Edinburgh since 23 April 2012 and at present there are five cameras moved between six operational sites. Following the completion of the bus lane camera review in July 2012 two additional cameras, one at the Edinburgh Royal Infirmary public transport link road and one at Kirkliston (a bus gate which is located in a newly built housing estate), will become operational in June 2013. These two cameras are fixed and will not move to other sites. The outbound Willowbrae Road site at Duddingston crossroads is expected to become operational in Autumn 2013 once the Traffic Regulation Order (TRO) process to shorten the bus lane is complete (see background paper for details).

Strategy for Expanding Bus Lane Camera Enforcement

- 2.4 To establish a widespread culture of bus lane compliance throughout the city's bus lane network it is proposed to expand the system to cover all main public transport corridors:-
- A1 London Road/Willowbrae Corridor;
 - A7 Bridges – Old Dalkeith Road Corridor (Sheriffhall Park & Ride);
 - A701 Liberton Road – Straiton Park & Ride Corridor;
 - A702 Lothian Road - Comiston Road Corridor;
 - A71 Gorgie Road – Hermiston Park & Ride Corridor;
 - A70 Slateford Road Corridor;
 - Gyle - Stevenson Drive – West Approach Road Corridor;
 - A8 Glasgow Road Corridor (Airport/Ingliston Park & Ride);
 - A90 Queensferry Road Corridor; and
 - A900 Leith Walk/A901 Great Junction Street Corridor.
- 2.5 The proposed expansion would consist of deploying up to one 'live' camera in each direction on each public transport corridor and entail moving cameras between a number of poles erected at suitable sites along the corridor. This will ensure that drivers do not receive more than one fine from driving in one direction along a corridor. To maximise the deterrent it is proposed that 'dummy' cameras are also deployed along the corridors.
- 2.6 There will be discussions with Edinburgh Bus Service Development & Operations Group (EBSDOG) regarding identifying the first corridor. Site surveys for the first new corridor will be undertaken in Autumn 2013 and ongoing surveys for the other corridors will commence on an ongoing basis from Spring 2014. Bus lane surveys will be undertaken in Leith Walk in Autumn 2014 after the completion of the Leith Programme. The first additional corridor should become operational by Autumn 2014.
- 2.7 The cost of expansion would be self funding and the rate of expansion would be dependent on funds being made available from future bus lane camera enforcement surpluses.

Bus Lane Network Review

2.8 A review of the bus lane network is currently underway. The scope is:-

- reviewing the existing bus lane operational hours;
- reviewing the existing list of permitted vehicle classes that are allowed to use the bus lanes;
- identifying inefficient bus lanes for adjustment or removal; and
- investigating the feasibility of new flashing bus lane signs.

Bus lane operational hours

2.9 In Edinburgh there are three operational bus lane categories:-

- peak periods - 7:30am-9:30am and 4:00pm-6:30pm on Mondays to Fridays;
- all day - 7:30am-6:30pm on Mondays to Fridays and 8:30am-6:30pm on Saturdays; and
- 24 hours, seven days per week.

The vast majority of the city's bus lanes are peak periods or all day bus lanes.

2.10 The review will focus on the hours of operation of all day bus lanes and consider whether these should be maintained at these hours or amended to operate during peak periods only. The 24 hour category will be retained as these are usually deployed at specific discrete locations, for example bus gates, Park and Ride sites and contra flow bus lanes.

Permitted vehicle classes

2.11 The issue of extending access to bus lanes to other vehicle types has been the subject of several previous reports to Committee. As part of the bus lane network review this issue will be considered again.

Inefficient bus lanes

2.12 Adjustment/removal of inefficient bus lanes will improve traffic flow by reducing congestion. Inefficient bus lanes in the context of this report are bus lanes where one of the two following conditions exists:-

- locations where buses and taxis get marginal or no advantage and which also cause localised congestion (solution – remove bus lane); and

- locations where there are heavy right turning traffic flows at signalised junctions and which also suffer from regular congestion (solution - curtail bus lanes further back from the junctions so as to improve traffic flows while still maintaining bus priority).
- 2.13 A first tranche of bus lane adjustments/removals will be completed by the end of this year. The TRO procedures necessary to make the proposed changes have been initiated under Delegated Powers. Depending on the TRO process and the number of objections received it is expected that the first tranche will be completed by the end of this year. Any objections received to the proposals will be reported to a future committee.
- 2.14 Consultation with SPOKES is ongoing with regards to the first tranche of the proposals to ensure that the needs of cyclists are taken into account.
- 2.15 Future locations will be identified on an ongoing basis. Implementation of adjustments/removals will be dependent on funds being made available from future bus lane camera enforcement surpluses.

Flashing bus lane signs

- 2.16 One issue that was identified as part of the recent review of bus lane camera enforcement was that some members of the public were not aware of when bus lanes were operating. The Council is therefore investigating the feasibility of deploying flashing bus lane signs to make it easier for drivers to identify the periods when a bus lane is operational.
- 2.17 The proposed new type of bus lane sign would consist of an existing blue bus lane sign with a flashing white 'collar', similar in nature to the part time 20mph zone sign currently operating throughout Edinburgh. The sign would only flash when the bus lane was operating. The Council's Streetscape Delivery Group will be consulted regarding any proposed new sign location.
- 2.18 Approval for a non standard sign of this type would be required from the Scottish Government. It is estimated that it would take approximately six months from the time of the Council's submission to the Scottish Government for them to consider the request for a new sign. If approved, the new sign will initially be deployed at bus lane camera sites.
- 2.19 It is anticipated that costs associated with the manufacture and deployment of the new signs will be funded from future bus lane camera enforcement surpluses.

2.20 Various parties including:-

- EBSDOG;
- the Transport Forum;
- Police Scotland;
- SPOKES; and
- taxi operators

will be consulted regarding the bus lane camera enforcement expansion and the various issues relating to the bus lane network review.

2.21 As part of the statutory TRO process the bus lane adjustments/removals will be formally advertised to allow any interested party to comment or object to the proposals. Relevant Neighbourhood Partnerships will also be consulted on these proposals.

3. Recommendations

3.1 It is recommended that the Committee:-

- 3.1.1 approves the strategy for expanding the bus lane camera enforcement system;
- 3.1.2 notes that the bus lane network review will be completed by late Summer 2013 and that any recommended changes to bus lane hours or permitted vehicle classes will be reported to a future Committee; and
- 3.1.3 notes that a bus lane network review is ongoing and that a first tranche of bus lane adjustments/removals will be completed by the end of this year.

Mark Turley

Director of Services for Communities

Links

Coalition pledges	P19 – Keep Lothian Buses in public hands and encourage the improvement of routes and times.
Council outcomes	CO22 – Moving Efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.
Single Outcome Agreement	SO4 – Edinburgh’s communities are safer and have improved physical and social fabric.
Appendices	None