

Transport and Environment Committee

10.00am, Tuesday, 27 October 2015

Future Bus Lane Expansion Plans and Bus Lane Camera Enforcement Update

Item number	7.7
Report number	
Executive/routine	Executive
Wards	Citywide

Executive summary

The Council states in its Local Transport Strategy that it 'will continue to maintain the bus lane network, review it regularly and extend it or enhance it where opportunities arise. It will deploy bus lane cameras to ensure the network can function as intended' (policy PubTrans7).

This report provides details of a review of previous and current transport studies that has been undertaken, which has identified a number of potential locations for future bus lanes. These locations need further investigation to determine their viability. Assessments for potential bus priority measures also need to be undertaken in relation to a number of new developments proposed throughout the city.

The report provides details and a summary of the next phase of bus lane cameras to be deployed and notes that Leith Walk will be assessed for suitability for bus lane camera enforcement as part of this phase. It also seeks approval for proposals to deploy bus lane cameras on Princes Street to enforce the general traffic ban.

Finally, the report seeks approval to remove two redundant bus lanes; at Bread Street and the A1 eastbound off-slip road at Newcraighall.

Links

Coalition pledges	P19
Council outcomes	CO22
Single Outcome Agreement	SO4

Future Bus Lane Expansion Plans and Bus Lane Camera Enforcement Update

Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 notes the contents of the report with regard to future bus lane expansion plans;
 - 1.1.2 notes the plans for further expansion of bus lane camera enforcement and that the first new sites will become operational in the last quarter of 2015;
 - 1.1.3 notes that Leith Walk will be assessed for suitability for bus lane camera enforcement;
 - 1.1.4 approves the proposals to deploy bus lane cameras to enforce the general traffic ban on Princes Street;
 - 1.1.5 notes that a new bus lane camera came into operation at the Shore on 3 August 2015;
 - 1.1.6 gives approval to commence the statutory procedures necessary to remove the existing bus lanes on Bread Street and the A1 eastbound off-slip road at Newcraighall; and
 - 1.1.7 discharges the outstanding remit from the Committee of 26 August 2014 to report back on future bus lane expansion plans for the city and provide an update on bus lane camera enforcement.

Background

- 2.1 The Council states in its Local Transport Strategy that it 'will continue to maintain the bus lane network, review it regularly and extend it or enhance it where opportunities arise. It will deploy bus lane cameras to ensure the network can function as intended' (policy PubTrans7).
- 2.2 On 26 August 2014, Committee considered a report on a review that had been undertaken of the bus lane network and approved trials to alter the hours of operation and the classes of vehicle permitted to use certain types of bus lane on an experimental basis.

- 2.3 Committee noted that the results of the above two trials, future bus lane expansion plans for the city and an update on bus lane camera enforcement would be provided in due course. This report addresses the latter two of these three issues. A report on the outcomes of the two bus lane trials, which commenced on Monday 5 October 2015, will be made to Committee in Autumn 2016.

Main report

Future bus lane expansion plans

- 3.1 Over the years, since the introduction of Greenways in 1997, Edinburgh's bus lane network has been significantly developed and extended. It currently consists of approximately 65km of bus lanes. Bus lanes are already in place at most locations in the city where they can provide significant benefits to public transport. However, it is important to periodically review the network to ensure that it remains appropriate in the light of changing traffic patterns and expectations for future development and growth of the city.
- 3.2 In considering future expansion of the bus lane network, a review was undertaken of previous proposals/studies commissioned by the Council into possible measures to improve public transport priority. The studies reviewed were:-
- Access to Growth Areas (ATGAs) proposals – 2003;
 - Future Bus Priority Strategy – 2005;
 - North Edinburgh Transport Action Plan (NETAP) – 2008; and
 - South East Edinburgh Bus Priority Strategy (SEEBPS) – 2008.
- 3.3 Some of the measures proposed in the above proposals/studies have since been implemented, while others may be considered to be not worth pursuing within the foreseeable future. However, there may be measures that were not implemented but which still remain viable.
- 3.4 It is proposed to undertake further analysis to assess the viability of new bus lanes at the following locations, which were identified in the above studies:
- Maybury Road (south end);
 - North Junction Street (additional bus lanes);
 - Ferry Road (east end);
 - Gilmerton Road (additional bus lanes);
 - Liberton Brae and Liberton Gardens (additional bus lanes); and
 - Waterloo Place/Regent Road/Montrose Terrace.

It is expected that this analysis will be undertaken by Summer 2016.

- 3.5 Suggestions for new bus lanes are also considered, on an ongoing basis, via discussions at the Edinburgh Bus Service Development & Operations Group (EBSDOG) meetings. These are held on a quarterly basis and are attended by representatives of the bus industry.
- 3.6 In addition, work is currently ongoing on the A8/A89 Corridor Public Transport Study. This is a joint initiative between the Council and Transport Scotland, West Lothian Council and the South East Scotland Regional Transport Partnership (SEStran) to identify, cost and prioritise major public transport improvements at Newbridge Roundabout and along the A8 and A89 which might include sections of new bus lane. These are intended to encourage modal shift towards public transport and thereby mitigate the impact of predicted growth in cross-Forth travel, due to development and changing land use in west Edinburgh and West Lothian.

Future developments

- 3.7 There are a number of proposed developments in Edinburgh's Local Development Plan which would require major upgrades to be made to nearby strategic junctions, to accommodate the additional traffic generated by the proposed developments.
- 3.8 These include proposed junction upgrades at Gilmerton, Kaimes, Gillespie Crossroads, Maybury and Barnton junctions. Design work to improve the efficiency of junctions near these proposed developments is at an advanced stage and work is also required to assess the requirement for bus priority at these locations.
- 3.9 It is proposed to undertake these studies by Autumn 2016 and that funding for this work is provided from next year's bus lane Charge Notices revenue.
- 3.10 Midlothian Council has an aspiration to deliver a new Park & Ride site serving Edinburgh at Lothianburn. At present there is no funding available to construct this site. However, the Council will continue to monitor the situation and, should Midlothian Council decide to progress the site, would consider the introduction of new bus priority measures, including bus lanes, on the A702 corridor between Morningside and the City Bypass.

Bus lane camera enforcement update

- 3.11 Before the Council introduced decriminalised camera enforcement the Police were solely responsible for the enforcement of bus lanes but due to resource constraints, it was considered to be a low priority activity.
- 3.12 Effective enforcement of the regulations determining valid use of bus lanes is instrumental in maintaining a high quality and reliable public transport system and is critical to the functioning and credibility of bus lanes. Experience has shown that camera enforcement significantly enhances drivers' compliance with bus lane regulations.

- 3.13 It is therefore proposed to expand the current system to cover a number of new sites to assist in establishing a widespread culture of compliance throughout the city's bus lane network.
- 3.14 At previous meetings of EBSDOG, members were asked to identify locations where they felt that there were issues of regular non-compliance. A list of 10 sites was compiled and five day peak periods video surveys were undertaken in March 2015. Four out of the 10 sites surveyed had average daily peak period non-compliance rates of over 250 infringements (see Appendix 1 for details).
- 3.15 Formal site assessments, to ensure that there are no site-specific issues that would adversely affect enforcement, are currently underway. Assuming that cameras can be deployed, it is proposed that camera poles are erected at the four sites with the highest non-compliance rates. The sites are:-
- Calder Road (prior to Sighthill Roundabout) – eastbound;
 - Duddingston Park South – northbound;
 - Liberton Road – northbound;
 - Lothian Road – southbound.
- 3.16 There are a number of existing bus lane camera sites where the cameras have been successful in significantly reducing non-compliance and it is therefore proposed to rotate existing cameras around any new sites. It is estimated that the first of the new sites will commence operation in the last quarter of 2015.
- 3.17 Leith Walk will be assessed for suitability for bus lane camera enforcement and if suitable, will be part of the next phase of bus lane camera enforcement. If Leith Walk is viable it would be expected that the installation costs would be self-funding.
- 3.18 The bus lane at the Shore is a contra-flow bus lane, which was introduced as part of major environmental and public realm improvements. General traffic is now prohibited from travelling northbound along this section of the Shore. However, surveys undertaken since the improvements were implemented indicate that there is a considerable level of non-compliance. A new bus lane camera was therefore installed, which commenced operation on 3 August 2015.

Princes Street

- 3.19 Currently general traffic is not permitted to use most of the length of Princes Street, except for the purposes of loading and unloading between 8.00pm and 7.00am.
- 3.20 Weekday video surveys have been undertaken, which recorded an average of approximately 160 infringements of the restrictions per day. Under current legislation, the only way for the Council to enforce the restrictions on general traffic would be by using bus lane cameras.

- 3.21 There are a number of ways for general traffic to access the restricted sections of Princes Street; Princes Street (west of Waverley Bridge), South St David Street, The Mound/Hanover Street, Frederick Street and Princes Street/South Charlotte Street.
- 3.22 Analysis of an additional survey undertaken in August 2015 indicated that the vast majority of the infringements came from Princes Street (west of Waverley Bridge) travelling westbound and from Princes Street (east of South Charlotte Street) travelling eastbound.
- 3.23 It is therefore proposed to have four or five cameras sites on Princes Street and rotate two cameras between the sites. To maximise the deterrent effect it is also proposed to deploy dummy cameras.
- 3.24 To deploy bus lane cameras on Princes Street will require the installation of bus gates and this will involve the promotion of a Traffic Regulation Order (TRO). It is estimated that it will take up to 18 months for the detailed development of the proposals, consultation with stakeholders and the promotion of a TRO. The proposed operational hours of the bus gates will be 7.00am to 8.00pm. Access for loading and unloading will continue to be permitted between 8.00pm and 7.00am.

Bus lanes which are no longer required

- 3.25 In addition to considering possible new bus lanes, EBSDOG also considers suggestions for the removal/adjustment of sections of bus lane which are no longer required.
- 3.26 Bus lanes which are no longer required are those which are not now used by any scheduled bus service or which:
- 3.26.1 provide little or no advantage to buses, taxis and cyclists but cause significant localised congestion for other road users; or
 - 3.26.2 are located on the immediate approach to signalised junctions where there are heavy right turning traffic flows and which also suffer from regular congestion.
- 3.27 Two redundant bus lanes have recently been reviewed; a contraflow lane in Bread Street and a lane on the A1 eastbound off-slip road at Newcraighall. The bus operators were asked for their views regarding their removal and the Council has received no objections.
- 3.28 Discussions will be undertaken with SPOKES on possible options to install cycling facilities in lieu of the bus lane on Bread Street. Cyclists are prohibited from using the A1 at the Newcraighall slip road and are therefore unaffected by the proposal for the eastbound off-slip road.
- 3.29 Suggestions for further removals/adjustments will be considered on an ongoing basis. Implementation of any changes will be dependent on funds being made available from future bus lane Charge Notices' revenue.

Measures of success

- 4.1 Expansion of the bus lane network and 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.
- 4.2 Removal/adjustment of redundant or 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

- 5.1 The bus priority studies required for future proposed developments are estimated to cost £30,000 and will be funded from 2016/17 bus lane Charge Notices' revenue.
- 5.2 It is anticipated that the Princes Street and Leith Walk proposals will be self-funded from bus lane Charge Notices' revenue generated from the installation of the new cameras.
- 5.3 The estimated cost to install the four bus lane camera poles referred to in paragraph 3.15 is £20,000. This will be funded from the bus infrastructure capital budget.
- 5.4 It is estimated that removing the bus lanes on Bread Street and at the A1 eastbound off-slip road at Newcraighall will cost £15,000. This will be funded from next year's bus lane Charge Notices' revenue.

Risk, policy, compliance and governance impact

- 6.1 The recommendations in this report do not impact on any existing policies of the Council.
- 6.2 There are not expected to be any health and safety, governance or compliance implications, arising from the proposals set out in the report.

Equalities impact

- 7.1 The removal of the contraflow bus lane in Bread Street will affect cyclists, by reducing the amenity provided to them by the bus lane. Discussions will be undertaken with SPOKES on possible options to install alternative cycling facilities in lieu of the bus lane.

Sustainability impact

- 8.1 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.
- 8.2 Relevant Council sustainable development policies have been taken into account.
- 8.3 The proposals in this report will:
- reduce carbon emissions because the removal/adjustment of redundant or inefficient bus lanes will improve traffic flow, reducing congestion and carbon emissions thus making a contribution to better air quality in the city;
 - have no significant impact on the city's resilience in relation to the current and predicted impacts of climate change; and
 - help achieve a sustainable Edinburgh because an improved transport system will enable everyone to have the best possible access to jobs and essential services.

Consultation and engagement

- 9.1 Various parties will be consulted regarding expansion of the bus lane network and the bus lane camera enforcement system and the removal of the bus lanes on Bread Street and the A1 eastbound off-slip road at Newcraighall. These include:-
- Edinburgh Bus Service Development & Operations Group (EBSDOG);
 - Police Scotland;
 - SPOKES; and
 - Taxi operators.
- 9.2 As part of the statutory Traffic Regulation Order process, the proposals to remove the bus lanes on Bread Street and the A1 eastbound off-slip road will be formally advertised to allow any interested party to comment or object to the proposals. Relevant Neighbourhood Partnerships will also be consulted on the proposals.

Background reading/external references

- 1 Transport and Environment Committee (26 August 2014) - Bus Lane Network Review
http://www.edinburgh.gov.uk/download/meetings/id/44353/item_72_-_bus_lane_network_review
- 2 Transport and Environment Committee (4 June 2013) - Bus Lane Camera Enforcement Expansion and Bus Lane Network Review
http://www.edinburgh.gov.uk/download/meetings/id/39383/item_7_8_-_bus_lane_camera_enforcement
- 3 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

John Bury

Acting Director of Services for Communities

Contact: Len Vallance, Senior Professional Officer, Projects Development

E-mail: len.vallance@edinburgh.gov.uk | Tel: 0131 469 3629

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	Appendix 1 Bus lane video survey locations

Appendix 1 Bus lane video survey locations

Survey dates: (Monday 2 March to Friday 6 March 2015)

1.	Calder Road (prior to Sighthill Roundabout) – eastbound *
2.	Calder Road (prior to Sighthill Roundabout) - westbound
3.	Dalkeith Road - southbound
4.	Duddingston Park South - northbound *
5.	George IV Bridge - southbound
6.	Liberton Road – northbound *
7.	Lothian Road – southbound *
8.	Milton Road - westbound
9.	Newington Road – northbound
10.	South Gyle Access - southbound

* Sites with average daily non-compliance rates of over 250