

Transport and Environment Committee

10.00am, Thursday, 15 August 2024

Trial of 7-7-7 Bus Lanes

Executive/Routine
Wards

Executive
All

1. Recommendations

- 1.1 It is recommended that Committee:
 - 1.1.1 Note the proposals and the timeline for the trial;
 - 1.1.2 Agree the principles set out in paragraphs 4.2.1 - 4.2.6;
 - 1.1.3 Approve the promotion of an Experimental Traffic Regulation Order to allow the trial to proceed;
 - 1.1.4 Approve the inclusion of trialling private hire car access to bus lanes along the corridor in the experiment; and
 - 1.1.5 Note the financial section of this report.

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Trial of 7-7-7 Bus Lanes

2. Executive Summary

- 2.1 As requested by Committee on 1 February 2024, this report sets out proposals for trialling bus lanes operating between 07.00 to 19.00, seven days a week (known as 7-7-7 Bus Lanes).

3. Background

- 3.1 Prior to 2015, many bus lanes across the city operated 07:30-18:30 Monday to Saturday or 24 hours per day.
- 3.2 In 2015 bus lanes operation times were converted to peak hour operation and curtailed to weekdays only. Consequently, bus journey times and reliability have been negatively impacted.
- 3.3 In February 2024, Committee [requested](#) a proposal for a 7-7-7 bus lane trial on a suitable corridor. An [update](#) on the development of a trial was provided on 23 May 2024. The update identified a route between Balerno and Musselburgh and stated that the trial was intended to be effected by way of an Experimental Traffic Regulation Order (ETRO).
- 3.4 On 12 October 2023, Committee were presented findings from the “[Actions to Deliver Edinburgh’s City Mobility Plan](#)” consultation. This report highlighted that respondents to the market research and the online survey supported reducing parking on main roads to provide more space for everyone to walk, wheel, cycle and move around on public transport. Furthermore, reducing parking on main road corridors was also supported from both the online survey (52%) and market research (63%).
- 3.5 Dialogue with the private hire car trade during the development of the Meadows to George Street project has resulted in access being permitted to private hire cars through the bus gate being implemented on Market Street as part of an ETRO.
- 3.6 Furthermore, the George Street and First New Town operational plan also proposes the testing of access for private hire cars.

4. Main report

- 4.1 The location of bus lanes between Gillespie Crossroads and Musselburgh are shown in Appendix 1 and it is intended to trial a change in their hours of operation through the promotion of an 18-month ETRO.

Trial Principles

- 4.2 Below are the principles that will provide a framework under which the details of the trial can be developed and finalised:
- 4.2.1 Consistent restrictions within bus lanes in the trial route will help reduce the risk of confusion during the trial, therefore, it is proposed that the bus lanes along this corridor will operate between 07:00 and 19:00;
 - 4.2.2 The trial will be extensively monitored, and the bus lanes start time of 07:00 and end time of 19:00 will be examined to evaluate whether they remain optimal (e.g. assessment will be undertaken to ascertain whether bus operators would benefit from any further amendments to the bus lane operating hours);
 - 4.2.3 The majority of waiting and loading restrictions within bus lanes along the corridor will be harmonised with the new times of bus lane operation. This will ensure that buses are not impeded when the bus lanes are in effect;
 - 4.2.4 Loading surveys will be arranged to quantify loading requirements in locations where local exemptions for loading and parking may be permitted to support business (for example at Dalry, Abbeyhill and Jock's Lodge);
 - 4.2.5 Where amendments to parking and loading are to be implemented, the configuration of potential alternative arrangements will be informed through engagement with locally affected stakeholders; and
 - 4.2.6 The trial to extend the hours of operation of the bus lanes will also include the trialling of private hire car access to bus lanes along this corridor.

Resourcing

- 4.3 This trial will be implemented and managed by Council officers with specialist support to deliver a comprehensive monitoring and evaluation plan which will:
- 4.3.1 Collect baseline data,
 - 4.3.2 Evaluate the impact of the operational changes, and,
 - 4.3.3 Asses the effectiveness of the trial.
- 4.4 Key components of the monitoring and evaluation will include: a statutory six month public feedback period; bus operator data; private hire car impact assessment; bus user surveys; and network and operational data.

5. Next Steps

- 5.1 If Committee approve the report recommendations, officers will:
 - 5.1.1 Consult with local ward Councillors on an advanced signage strategy (non-statutory signage only);
 - 5.1.2 Undertake loading surveys and engage with effected stakeholders to finalise the trial's detailed design;
 - 5.1.3 Develop and finalise the plan for monitoring and evaluation;
 - 5.1.4 Prepare the advertisement of the ETRO (expected to take at least six months);
 - 5.1.5 Commence a programme of communications and publicity to raise awareness of the trial; and
 - 5.1.6 Implement the signage and lining amendments as required along the route in due course.

Reporting Timeline

- 5.2 Following the delivery of the above, the 18-month ETRO is anticipated to commence during Q1 of 2025.
- 5.3 From the trial's outset the collection of data will commence.
- 5.4 The first six months of the trial will form the statutory consultation period where stakeholders and members of the public can provide formal feedback on the trial.
- 5.5 Following the first six months of trial, a review of the scheme (which will include an analysis of all public feedback received and evaluation of data collected) will be reported back to Committee.

6. Financial impact

- 6.1 The cost of the trial comprises of both revenue and capital costs as follows.

Revenue

- 6.2 The trial and associated revenue activities (such as market research/user surveys, collection of network/operational data, communications, promotion of the ETRO, officer time and enforcement costs) are expected to cost £80,000 over two financial years (2024/25 and 2025/26).
- 6.3 The activities for 2024/25 include the pre-trial design and data collection period (three months), ETRO preparations (a further three months), and mobilisation/commencement of the trial. These activities are expected to cost £40,000.
- 6.4 Activities during 2025/26 include: data collection during the first six months of trial; analysis of the statutory consultation feedback and evaluation of data collected; and

preparation of a report for Committee outlining the data gathered and proposed next steps. These activities are estimated to cost £40,000.

- 6.5 The cost of enhanced enforcement in localised areas at specific times during the trial is expected to be negligible and can be covered within the existing enforcement contract.

Capital

- 6.6 The cost to deliver the changes to statutory signage and road markings during the trial period are currently being calculated. However, an allocation from the Capital budget for transport has been secured to cover all necessary costs.
- 6.7 Additional, non-statutory, signage requirements will be discussed with local ward Councillors along the route. The cost of this is expected to be met from the existing Capital allocation for transport.

7. Equality and Poverty Impact

- 7.1 An Equality Impact Assessment (EqIA) screening exercise will be undertaken to identify how the proposed scheme will positively and negatively impact different groups with protected characteristics. The exercise will be informed through detailed assessment of the measures proposed, how these would affect different groups and ways in which any negative impacts could be mitigated.
- 7.2 Equality impacts will be reviewed as the project progresses through detailed design, to ensure that measures to manage and mitigate potential impacts are embedded in emerging proposals.

8. Climate and Nature Emergency Implications

Environmental Impacts

- 8.1 The construction works and associated consumption of materials are anticipated to result in a negligible impact on climate in relation to the national carbon emissions targets due to the small-scale nature of the physical works.
- 8.2 The proposed scheme amends the existing active road corridor, any species present are likely to be accustomed to road noise and/or anthropogenic disturbance. Notwithstanding this, potential disturbance during construction activities will be closed managed with impacts minimised.
- 8.3 Transport is the biggest generator of greenhouse emissions in Scotland. Encouraging greater use of sustainable travel modes, particularly by establishing more attractive, faster and reliable bus services as a result of bus priority, will help reduce the environmental impact of growth especially from traffic emissions. Once the trial scheme is implemented, it is anticipated that proposed interventions will result in a decrease in private car journeys which will have a beneficial impact on greenhouse gas emissions.

- 8.4 Edinburgh's population is growing six times faster than the national average. Edinburgh and the South East of Scotland Region is also the fastest growing region in Scotland and one of the fastest growing in the UK and Europe. The City Mobility Plan recognises Bus Priority as a key element in supporting sustainable population and economic growth and to stimulate mode shift from car to bus as part of the City's and Region's collective response to the climate emergency.

9. Risk, policy, compliance, governance and community impact

- 9.1 Stakeholders including members of the public will be able to provide feedback through a statutory consultation period during the first 6-months of the trial.

10. Background reading/external references

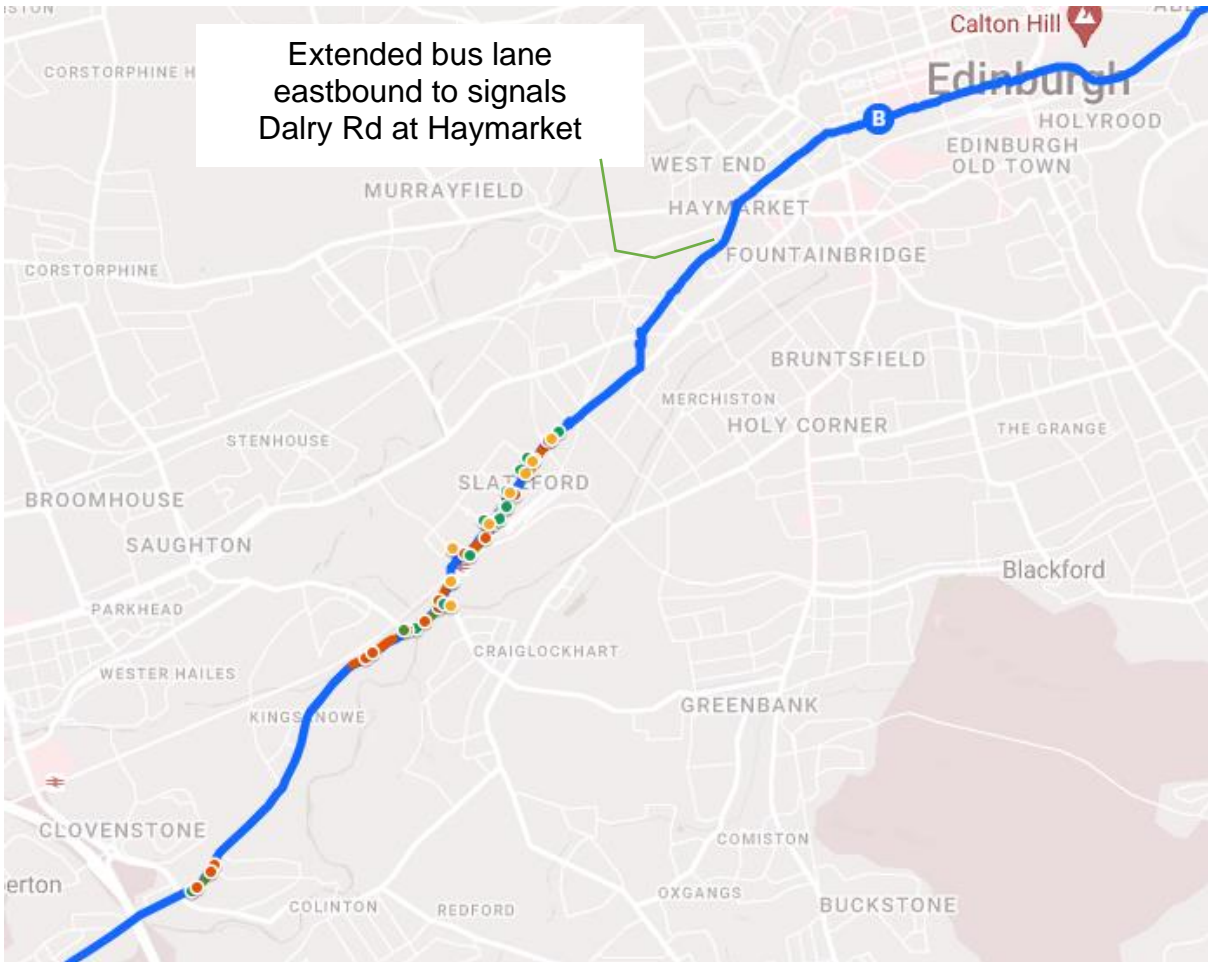
- 10.1 None

11. Appendices

Appendix 1 – Map of the proposed trial corridor

Appendix 2 – Draft additional measures

Appendix 1 – Proposed route of trial – West



Proposed route of trial – East

