
BUS LANE OPERATING HOURS SCOPING DOCUMENT EDTCE Scrutiny

Date of meeting: 18 July 2024

Lead director/officer: Daniel Pearman

Useful information

- Ward(s) affected: All Wards
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1. **Purpose of Report**

- 1.1 To provide members of the commission with a proposed scope for the review of the operating hours of bus lanes within Leicester.
- 1.2 To provide members of the commission with the opportunity to comment on the scope for the review, suggest items to include, and consider joining the working group.

2. Context

- 2.1 Bus lanes and similar priority systems enable improvements to punctuality and reliability for passenger transport users and are a key part to ensuring bus services remain a viable journey choice.
- 2.2 21.9m bus services began within the city boundary in 22/23, and Leicester is ranked eleventh in the country for number of bus journeys. The majority of the network is commercially operated and is supported by a strong partnership between operators and the local authority – Leicester Buses
- 2.3 Leicester’s bus lanes network is found mostly on 13 key transport corridors and supports the 44 main network bus services and other routes including the park and ride services, orbital, and intra-urban routes into county destinations and beyond. Most of these operate 24/7.
- 2.4 Scrutiny had previously considered a report on the city’s bus lane network on the 18 October 2023. This followed sessions undertaken in 2016 and 2013.
- 2.5 As part of the session of the 18 October, members of the commission requested that an opportunity be given to review the deployment of bus lanes, specifically 24/7 bus lanes, across the city.
- 2.6 In the 2 October publication *Plan for Drivers*, the government pledged to provide stronger guidance on the usage of bus lanes to local authorities. Officers recommended any scrutiny review take place after publication of said document.
- 2.7 On the 17 March 2024 the Department for Transport published *LTN 1/24 Bus User Priority*. This is intended to provide best practice for local authorities to ensure that bus priority systems are both effective and efficient.
- 2.8 The document covers multiple aspects of public transport infrastructure, with bus lanes being one measure amongst many that can be deployed to improve service quality and uptake. The work undertaken by the city council with the Leicester Buses partnership covers all of these aspects - www.leicesterbuses.co.uk/completed-projects
- 2.9 Support for bus services remains a national policy under the Transport Decarbonisation Plan and the National Bus Strategy. Government investment in the area has included the national £2 bus fare cap, the BSIP+ funding to support local services, and further rounds of the ZEBRA fund to promote electrifying vehicle fleets. The Leicester Buses partnership has taken advantage of all of these opportunities

3. Scope of the Bus Lanes Review

3.1 The proposed scope of this review is set out below for consideration by the Commission:

- The location and hours of operation of current and future bus lanes within Leicester.
- The impacts associated with the deployment and usage of bus lanes.

3.2 Scrutiny member's comments are requested on the proposed scope of the review.

3.3 Volunteers are sought to attend a working group to carry out the review. This is expected to follow the normal 3 meeting informal scrutiny approach.

3.4 The findings of the review and recommendations will be reported back to the EDTCE Scrutiny Commission for comment and subsequent reference for Executive consideration.