

Response to EDTCE Scrutiny Recommendations on bus lanes

- 1) Bus lanes remain an element to support passenger transport, benefitting city residents, businesses and visitors. They remain open to cyclists, Hackney Carriages and emergency vehicles at all times of operation. The use of motorcycles in bus lanes should be reviewed in the context of a forthcoming response by Government to consultation held in 2024.

Response

- a. **Agree the importance of Bus Lanes to support passenger transport in the City.**
 - b. **A previous scrutiny review considered whether to permit motorcycles to use Leicester's bus lanes (April 2016 - [Residents Parking Scheme Survey Results](#)). It was found that, at the time, a change of policy was unwarranted. There has been no material change to the position since, and government documents in response to a recent consultation found no outright benefit to changing the position nor guidance.**
- 2) Bus lane design should be bespoke to the local context in terms of the layout and hours of operation. All bus lanes will be subject to public consultation to inform design.

Response

- a. **Agree it is fundamental that schemes are well designed, considerate of the environment, and are locally supported. Bus lane schemes require a Traffic Regulation Order (TRO) and as such will always include public consultation. We will continue to commit to high quality, effective consultation on all schemes and maintain high quality design standards.**
- 3) New bus lane design and the review of existing bus lanes should take into account the need to deliver smoother, reliable journeys for buses and also aim to achieve balance and avoid impact on general traffic.

Response

- a. **Agree. We will always be mindful of the need for the correct balance to be struck between improving the quality and reliability of journey for buses and the impacts this may have on other classes of traffic, which will include good quality design that retains or improves capacity or leads to a net improvement on city congestion figures.**
- 4) Existing bus lanes should be subject to review in terms of layout and hours of operation, with potential for camera enforcement considered. Priority should be given to locations where there is a negative impact on bus service reliability, or where there is an impact due to congestion outside of peak hours.

Response

- a. **We note the responses from bus operators, and will continue to engage with them on potential improvements where there is an impact on reliability. This may for example lead to enhanced traffic enforcement action, the installation of camera enforcement for persistent breaches of bus lane operations, or amendments to hours of operation.**

- b. We will, additionally, request that officers review the impacts of the city's bus lanes to identify if there is any clear evidence of additional congestion caused outside of peak hours, though we recognise the significant investment of officer time required to do this and the need to prioritise this as a phased approach when resources permit.**
- 5) Visibility of camera enforcement should be maximised within the scope of permissible regulations to avoid unnecessary fines, with reference to best practice.

Response

- a. Agree. Officers routinely review the provision of signage on the city's bus lanes, to ensure they are fully compliant so as to be both clear to drivers and enforceable. We welcome any suggestions as to where signage could be more visible or explicit**