About the Bus Lane Trial

Background

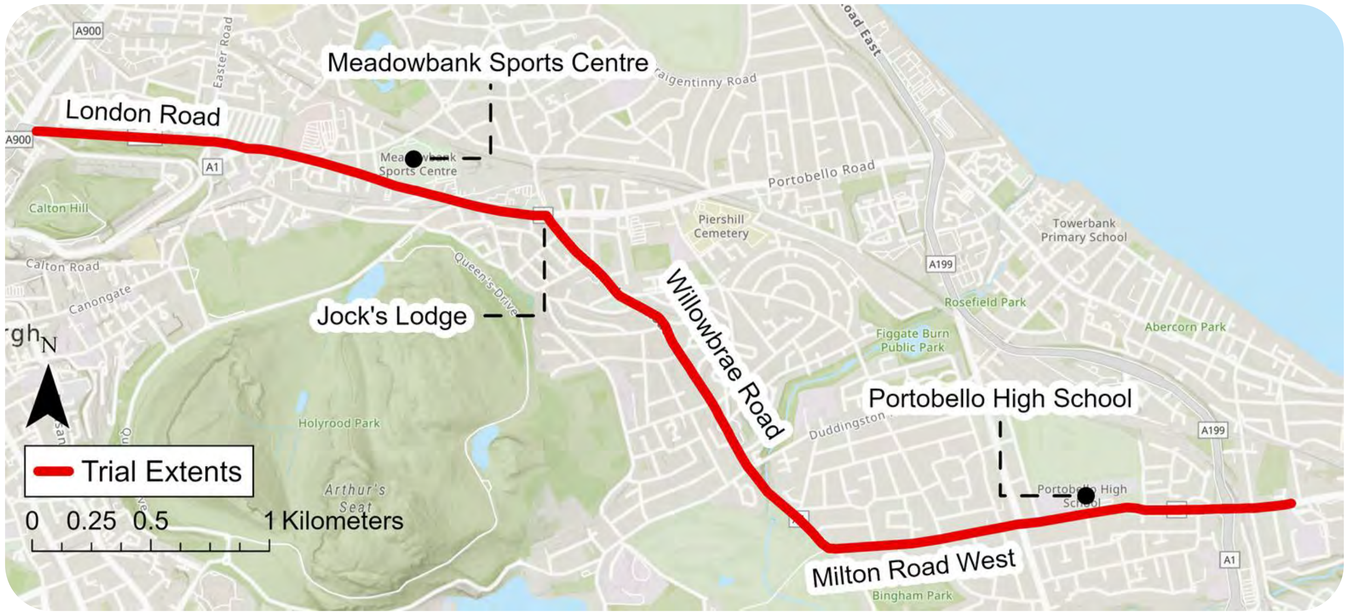
In 2024, the Transport and Environment Committee asked officers to develop proposals to trial longer bus lane times along a suitable corridor. The corridor shown in the map below was subsequently selected following engagement with Lothian Buses.

Aim of the Trial

To improve bus journey time reliability and reduce delay throughout the day including at weekends.

What is Changing?

- **Bus lane times:** Bus lanes will operate **7am–7pm, seven days a week**.
- **Parking and loading:** **Some parking and loading restrictions will be adjusted** to support the trial's aim.



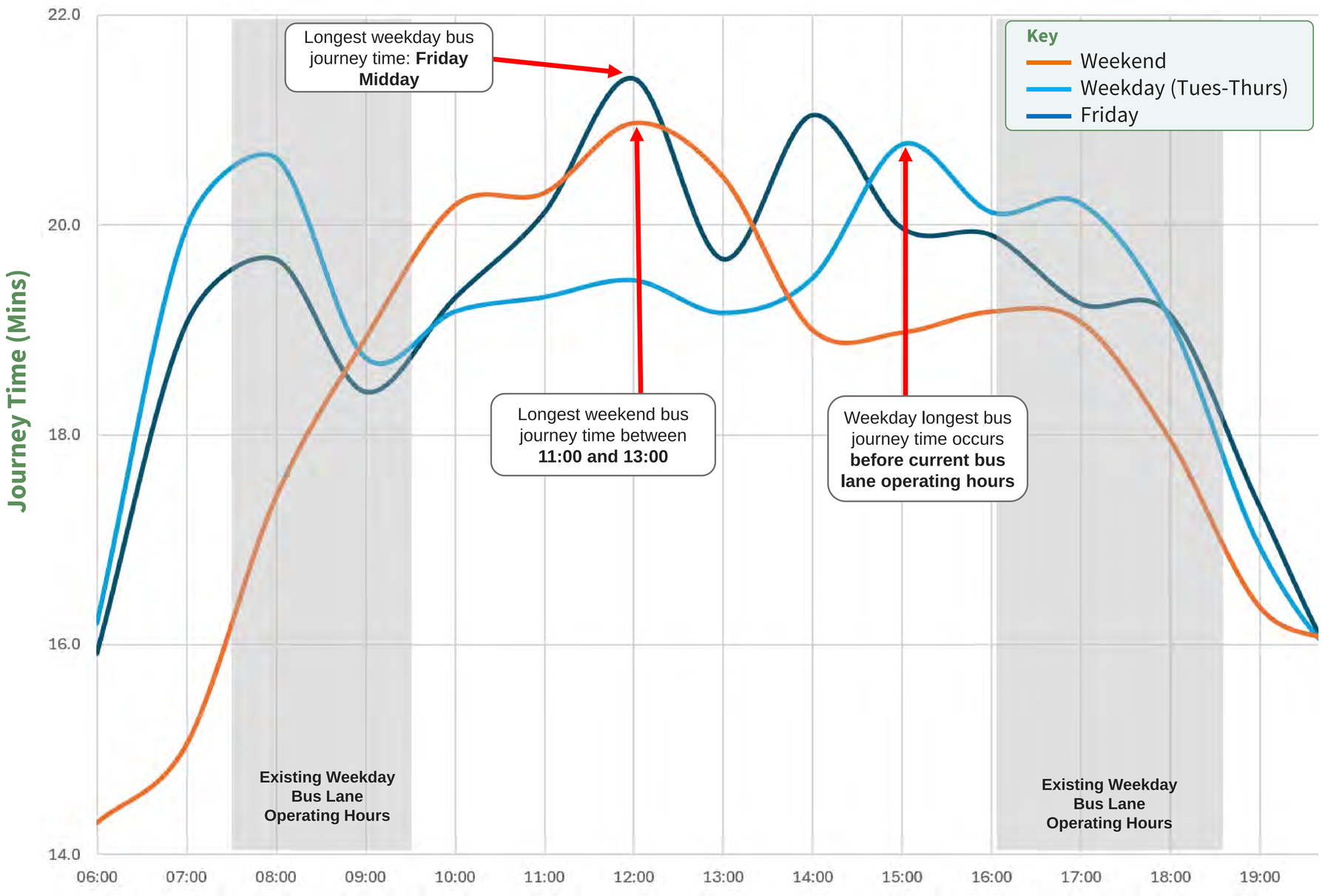


Why is the Trial Needed?

- Bus lanes currently operate only **during traditional weekday peaks, 07:30 to 09:30 and 16:00 to 18:30.**
- **Travel patterns have changed significantly** since the current bus lane hours were introduced. Since 2019, Lothian Buses have identified that bus journey times are **22% slower along the A1 corridor.**
- **Outside current bus lane operating hours, bus journeys can be slower and less reliable,** with some journeys (e.g., Friday lunchtimes), taking up to 20% longer
- When bus lanes are not operating, **parked and loading vehicles can occupy them, causing delays to buses**
- Longer and less reliable bus journeys **can reduce access to jobs, shops, and services** for those reliant on public transport
- **Slower and less reliable buses can make driving a more attractive option, adding to congestion**

"Lothian supports the proposed A1 bus lane trial as a practical opportunity to assess the benefits of improved bus priority on one of Edinburgh's key public transport corridors. Reliable journey times are critical to delivering an attractive, efficient and sustainable bus network. The trial will provide valuable evidence on the impact that targeted bus priority measures can have on service reliability and journey times, helping inform future transport investment and supporting key modal shift and environmental targets." **Willie Hamilton, Chief Operating Officer, Lothian Buses**

Average Bus Journey Times Westbound from Milton Road East to Leith Walk *(Source: Lothian Bus data 2025/26)*



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How the Trial Will Work

How the Experimental Traffic Regulation Order (ETRO) will work

1

ETRO comes into force

An ETRO is a legal order that lets the Council trial road changes for up to 18 months.

2

Six-month consultation

For the first six months anyone can formally object, comment or support.

3

Monitoring the trial

During the trial we will collect bus journey times, traffic counts, and parking and loading surveys, alongside your feedback.

4

Councillors decide

The Council's TRO Sub-Committee will review all the evidence and feedback, before making a decision on the scheme.

Parking Restriction Changes

- In general, **parking will not be permitted in bus lanes between 7am and 7pm, seven days a week** to align with the new bus lane times.
- There will be **no changes to parking restrictions within laybys**, including resident permit bays, pay-and-display bays and free parking bays.

Loading Restriction Changes

- **Loading and unloading will <u>generally be allowed in bus lanes</u> during the new operating hours,** except at the busiest times
- Along most of the route, weekday loading restrictions will be **extended by 1½ hours. Loading will be restricted between 7am and 10am and 4pm and 7pm only.**
- At weekends**, loading will continue to be permitted all day, except between 11am and 2pm between Abbeyhill and Jock's Lodge**

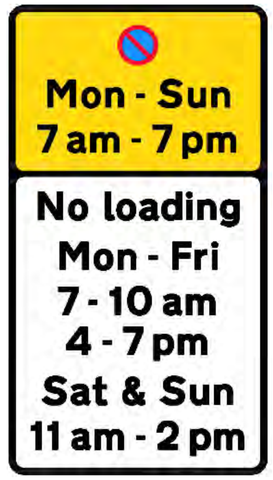
Examples of How Restrictions Will Change

London Road (East of Easter Road)

Current Signage

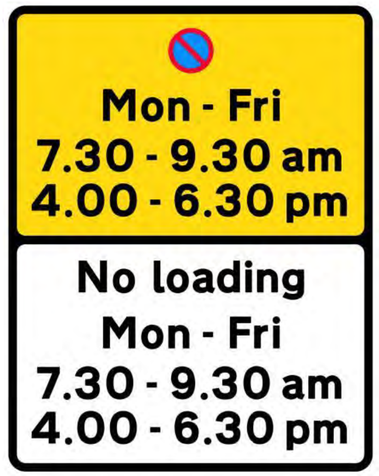


New Signage



Milton Road West

Current Signage

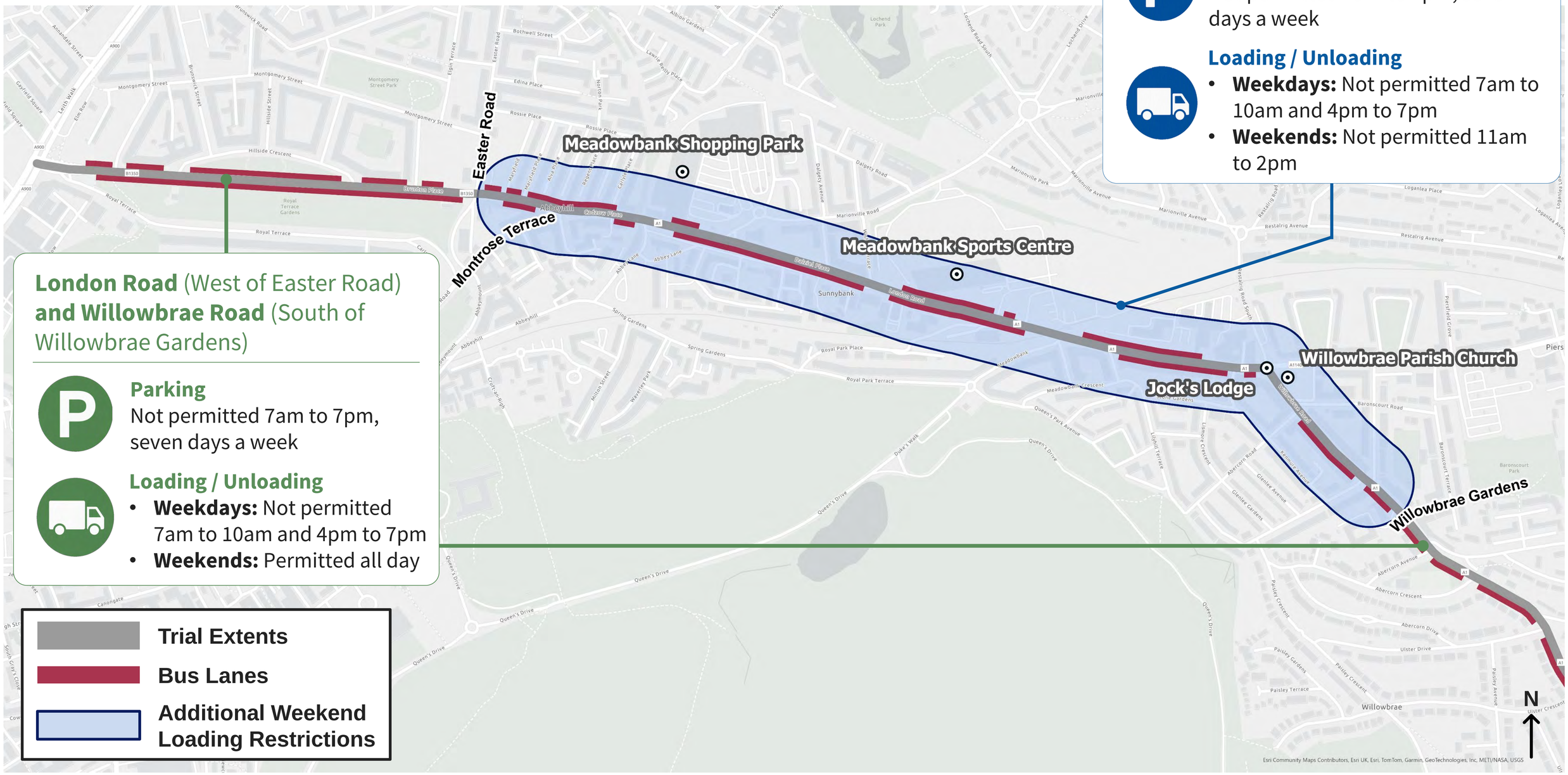


New Signage



What is Changing on London Road and Willowbrae Road?

- The parking and loading changes shown on this map **only apply to sections of kerbside space marked with single yellow lines and / or single kerb blip markings**
- Inset lay-bys, including resident permit bays, pay-and-display bays and free parking bays **will remain unchanged**



London Road (West of Easter Road) **and Willowbrae Road** (South of Willowbrae Gardens)

Parking
Not permitted 7am to 7pm, seven days a week

Loading / Unloading
- **Weekdays:** Not permitted 7am to 10am and 4pm to 7pm
- **Weekends:** Permitted all day

London Road (East of Easter Road) and **Willowbrae Road** (North of Willowbrae Gardens)

Parking
Not permitted 7am to 7pm, seven days a week

Loading / Unloading
- **Weekdays:** Not permitted 7am to 10am and 4pm to 7pm
- **Weekends:** Not permitted 11am to 2pm

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What is Changing on Willowbrae Road, Milton Road West, Duddingston Crescent and Milton Road East?

- The parking and loading changes shown on this map **only apply to sections of kerbside space marked with single yellow lines and / or single kerb blip markings**
- Inset lay-bys, including free parking bays **will remain unchanged**



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Monitoring

Monitoring the trial

Operation of the revised bus lane hours will be monitored during the trial, with their effects on bus services, traffic and nearby businesses assessed.

What we will monitor

- Bus journey times and reliability
- General traffic journey times
- Traffic levels along the route
- Parking and loading activity
- Feedback raised by businesses and residents, including through a business survey

Having your say

You can provide your views during the first six months directly to the Council. This feedback will help decide whether the changes are kept, changed or removed.

The decision

Councillors will review the results and all feedback, before deciding whether the new hours become permanent.

Further Information

Why are the hours 7am to 7pm, seven days a week?

Bus delays are not limited to weekday peak periods and can occur throughout the day and at weekends. A consistent 7am to 7pm restriction is simpler to understand than different operating hours at different times and on different days.

Won't this make traffic congestion worse?

Based on the available evidence, significant increases in traffic congestion are not anticipated as traffic volumes are generally lower outside the weekday peak periods. The impact on traffic journey times will be monitored during the trial.

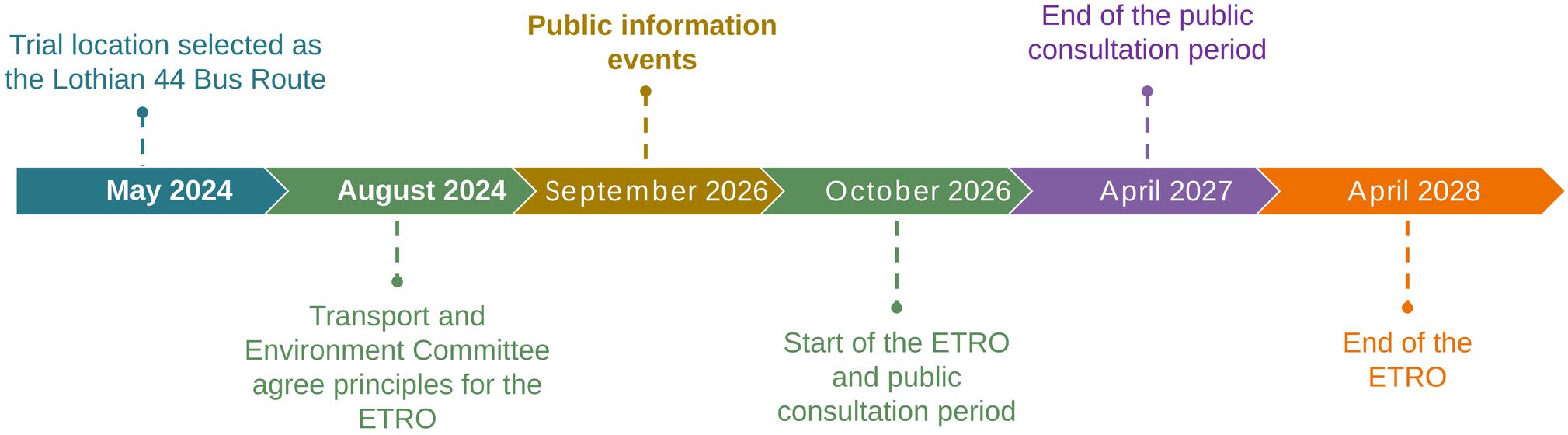
How will businesses and deliveries be affected?

Businesses will continue to be able to receive deliveries and collections outside the loading restriction periods, including in bus lanes. Restrictions are focused on the times and locations where they have the greatest impact on bus journey times and reliability.

Can changes be made during the trial?

Yes. The trial will be implemented using an Experimental Traffic Regulation Order (ETRO), which allows changes to be made in response to monitoring results and feedback, if deemed necessary.

Delivery Timeline



For more information, please visit the Bus Lane Trial website, via the QR code.

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