

*Edinburgh Bus Users Group*

# Pilot 'bus stop audit' The Mound-George IV Bridge-Lauriston Place

Presentation to EBUG AGM, 17 June 2021



# Why?

- a practical pro-active project for EBUG
- inspired by Living Streets Edinburgh 'street audits'
- general concerns over variable quality of design, location and maintenance of stops city-wide
- specific concerns over safety / convenience of 'Floating Bus Stops' introduced on George IV Bridge as part of the Spaces for People project.



# Who, when, where, and what criteria?

- four EBUG Committee members, with measuring tape, clipboard and cameras – mid-morning 30 April
- The Mound- George IV Bridge-Lauriston Place
- six ‘outbound’ and four ‘city-bound’ stops
- nine criteria covering the following themes:
  - location
  - surrounding pavements’ compliance with the Council’s ‘Street Design Guidance’ (SDG)
  - shelter maintenance
  - signage and yellow-lining
  - bus boarder / Floating Bus Stop fitness-for-purpose.



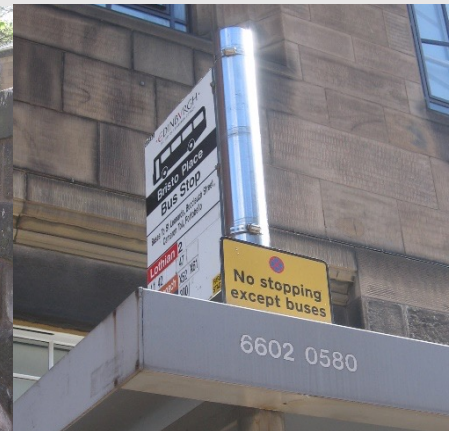
# What rated well?

- in the case of five of the nine criteria, most or all of the stops rated well:
  - every stop clear of illegally-parked vehicles
  - clutter-free pavements at seven of the eight applicable stops
  - stops are well-located, with one exception
  - clear & well-maintained yellow-lining at seven of the eight applicable stops
  - sufficient yellow-lining and parking restrictions to allow double-door buses to draw in parallel to the kerb at six of the eight applicable cases.



# What did *not* rate well?

- in the case of four criteria, a significant proportion of stops did *not* rate well:
  - there is no shelter at three stops, and in three other cases the shelter is not in good condition
  - the two temporary 'floating' stops are inconvenient and potentially dangerous for bus users
  - nine out of 10 stops are partially or wholly non-compliant with the SDG pavement width standards
  - four out of 10 stops have no 'bus stop clearway' signs.



# And what about the missing bus stops!?

- four stops have been taken out of use through the Spaces for People scheme
- at three of these, bus users have to walk unreasonable distances to catch a bus
- in some cases the gap between stops is as much as 500 metres.



# Summary conclusions

- the design, condition and surroundings of the bus stops audited are inconsistent, and in a significant number of cases unsatisfactory
- this is particularly the case for the elderly, those with mobility problems and a variety of groups with special needs, eg wheelchair users
- the spacing between some stops is sub-optimal (ie they are too far apart)
- the Floating Bus Stops are seriously sub-optimal for bus users
- the haphazard layouts of cycle lanes around bus stops are confusing
- bus stops with no shelter or seating facility are unacceptable on a busy bus corridor.



# Summary recommendations

In conjunction with Lothian Buses, the City Council should:

- i. Produce an upgrading plan for the design, condition and immediate surroundings of the bus stops along the corridor.
- ii. Review the spacing of bus stops to optimise convenient access.
- iii. Remove the Floating Bus Stops and replace these with well-designed permanent facilities for bus users.
- iv. Remove the temporary cycle lanes and design permanent facilities which ensure that 'pedestrians are at the top of the urban transport hierarchy' \*.
- v. Ensure that all stops have a shelter and seating facilities.
- vi. Produce a city-wide plan for consistent upgrading of facilities for bus users.

\* City of Edinburgh Council, August 2020

