

23 February 2012

Regulations Consultation
Transport Scotland
Forth Replacement Crossing
Principal Contract Project Office
King Malcolm Drive
Rosyth
KY11 2DY



Dear Mr Pope

Re: Consultation - M9/A90/M90 Trunk Road (Kirkliston to Halbeath) (Variable Speed Limits and Actively Managed Hard Shoulder) Regulations 2012 and The A823(M) Trunk Road (Pitreavie to Masterton) (Variable Speed Limits) Regulations 2012

I refer to the above, thank you for the opportunity to comment on the proposals.

Stagecoach East Scotland welcomes the proposed arrangement of an actively managed hard shoulder to allow buses to use the hard shoulder as a bus lane. This will help buses keep to time when congestion occurs. Our comments on the proposals are as follows:

- We request that consideration be given to the proposed minimum passenger carrying requirement of 28 seats for buses and that this be revised to 24, which is typically the minimum passenger capacity of a PCV. The Regulations should also be clarified to note if this relates to total passenger capacity including standees to avoid any confusion.
- We welcome the provision of emergency refuge lay-bys and seek clarification on what safety measures will be in place where a vehicle enters an emergency refuge area.
- We request that at diverge slip roads where the use of the hard shoulder by buses is discontinued, the end of the bus lane is signed sufficiently far in advance to allow bus drivers sufficient time to rejoin the main carriageway.
- We would like to see clarification on the enforcement measures that will be put in place to ensure that the dedicated bus lane is not abused. It should be noted that if the bus lane was not properly managed then the benefits to passengers in relation to improved journey speed could not be achieved.
- We note that the Regulations make no reference to the provision of bus hard shoulder running on the M9 spur southbound. Earlier plans presented by Transport Scotland showed an actively managed hard shoulder between the Humble Rail Bridge and Newbridge Interchange. Is it intended that this be introduced at a later date under separate Regulations?

Thank you for the opportunity to comment on the proposals. We look forward to hearing from you at the next stage in the process. Should you have any query in regard to the information contained in this letter please do not hesitate to contact me.

Yours sincerely

