
REPORT 7
(1215/48/IM)

BUS PRIORITY LANES MONITORING

1. Purpose of Report

To report to Committee on the bus lanes monitoring results for the first six months of operation.

2. Executive Summary

Three bus lane schemes were introduced in June 2002. These were in Kaiwharawhara Rd, Adelaide Rd and Chaytor St. They were designed to reduce bus travel times without unduly impacting on general traffic. Bus lanes also show support for a mode of transport which uses less road space, is more environmentally friendly and moves larger numbers of people than the equivalent number of private cars. This is in keeping with the broader objective of increasing patronage by improving the performance of buses through reduced traffic delay and reliability. This in turn is expected to make the service more attractive to users.

Monitoring of the bus lanes was carried out by Traffic Design Group and has shown that, for the first six months the performance of the bus lanes has exceeded expectations. There have been time savings for buses on all routes and in two locations reduced car travel times also.

There are a number of concerns starting to come through over the lack of enforcement, and it is proposed that the Council should investigate acquiring powers to enforce bus lanes as is done in North Shore and Auckland.

The results of further monitoring will be reported to the Committee in July. These results will, then cover a full year of bus lane operation.

3. Recommendations

It is recommended that the Committee:

- 1. Receive the information*
- 2. Agree that officers explore with Police, the acquisition pf enforcement powers with regard to bus lanes, similar to Auckland and Manukau City Councils.*

4. Background

4.1 Previous Committee Decisions

In April 2002, The City Infrastructure Committee approved the introduction of three bus lanes as a one year trial. These were in:

- Kaiwharawhara Road
- Adelaide Road
- Chaytor Street

These schemes were to be monitored and the results reported to Committee six monthly.

4.2 Expected Benefits pf Bus Lanes

The schemes implemented in June 2002 are all kerbside with-flow lanes and operate 7am to 9am weekdays, except Chaytor Street which operates at all times. More than 4,000 bus commuters travelling into Wellington each day were expected to save around a minute of travelling time each morning. There was also an expectation that the bus lanes would have a positive impact on bus reliability.

other benefits in introducing bus lanes were seen to be:

- Give priority to buses on arterial routes where buses are routinely caught in traffic queues during the morning peak times (7am to 9am)
- Reduce bus travel times
- Benefit passengers
- Make public transport more attractive to users
- Demonstrate Council's commitment to public passenger transport
- To help the environment
- Provide more efficient travel into the city
- Reduce dependence on private car use
- Use the existing road network more efficiently.

5. Discussion

5.1 Performance and Monitoring

The key performance targets set for measuring the success of the bus lanes were:

- That they should have little or no adverse effects on travel times for other traffic;
- That they should achieve at least half the forecast travel time savings for bus passengers.

Travel times surveys were carried out prior to the introduction of the schemes and these surveys were repeated after six weeks and six months of operation. This was to ascertain the performance of the schemes and to check whether the expected results

were achieved. Part of the monitoring was also to look at passenger ridership levels. The ridership surveys are being conducted by the Regional Council yearly in February/March and so the results are not available for this report. It should be remembered that passenger ridership figures are influenced by a number of factors but it is expected that they will give Council an indication over time whether this initiative and others it is taking are positive in terms of increasing patronage.

5.2 Results

Surveys were carried out in November 2002 to miss the vagaries of travel patterns inherent in December caused by the University year end, secondary school exams and Christmas activity. Even though some secondary students may have commenced exams there is a clear reduction in travel times for cars.

Results of surveys to date are shown in the tables below and the graphs in the appendix.

Travel time profiles through the morning peak are shown for cars and buses respectively by Figures 1 and 2 in the attached appendix.

The results clearly show a significant saving for bus travel times. These improved at the start of the scheme and have been sustained over the first six months

Car travel times have also improved over the six month period. Once motorists adapted to the new schemes, there has been a surprising improvement in car travel times. In Adelaide Rd this can be put down to the more orderly flow of traffic confined to one lane as opposed to the break down in flow created by frequent lane changing and unexpected driver behaviour.

The peak delay, or extra travel time above the free flow travel time, for each of the locations is shown below in tables 1 and 2:

Table 1

ROAD	PEAK CAR DELAY (mimsec)		
	May 2002	July 2002	November 2002
Adelaide Road	5:12	5:17	2:36
Chaytor Street	2:56	2:19	1:30
Kaiwharawhara Road	2:20	2:17	2:58

Table 2

ROAD	PEAK BUS DELAY (min:sec)		
	May 2002	July 2002	November 2002
Adelaide Road	4:11	0:31	0:19
Chaytor Street	2:39	1:10	1:05
Kaiwharawhara Road	3:02	1:23	1:29

These results show decreased ~~delays~~ to both cars and buses at Adelaide Road and Chaytor Street in the November ~~surveys~~ however there is a small increase in Kaiwharawhara Road.

Traffic counts, shown in table 3, undertaken as part of the monitoring program show that traffic levels have remained at similar levels over the six months although there was slight drop off in July. This would be ~~expected~~ following publicity of a new scheme where regular motorists go out of their way to avoid any associated frustrations brought about by change.

Table 3

STREET	PEAK HOUR TRAFFIC FLOWS (vph)		
	May 2002	July 2002	November 2002
Chaytor Street <i>(7:45 - 8:45)</i>	911	705	829
Birdwood Street <i>(7:45 - 8:45)</i>	379	383	389
Adelaide Road <i>(8:00 - 9:00)</i>	1,366	1,178	1,254
Kaiwharawhara Road <i>(7:30 - 8:30)</i>	1,269	1,174	1,219

A comparison of traffic flow patterns during each of the survey periods is shown in Figure 3 of the appendix.

The separate counts of pedestrians alongside the bus lanes are shown in table 4 below. These are the peak hour pedestrian flows during the survey period.

Table 4

ROAD	CROSSING ROAD (peds per hour)			WALKING ALONGSIDE LANE (peds per hour)		
	May 2002	July 2002	November 2002	May 2002	July 2002	November 2002
Adelaide Road	553	389	465	226	151	358
Chaytor Street	186	156	210	21	43	26
Kaiwharawhara Road	0	0	2	28	21	33

The land use along side each of the lanes was recorded before they were introduced, to monitor any effect. While there have been some changes in land use adjacent to the lanes in Adelaide Road and Kaiwharawhara Road they are minor and will be reported fully at the completion of the trial period.

The final series of surveys is scheduled to be undertaken in June 2003 following which a report on the whole trial period will be given to Committee.

5.3 Enforcement

While most motorists comply with the new bus lanes there are a growing number of callers frustrated *at* the blatant abuse by some drivers using the bus lanes particularly Adelaide Rd. While any information on offending vehicles is passed on to the Police the Council is powerless to do any more. Police tell us they do not have sufficient resources to put time into the enforcement of bus lanes. They were happy to provide a presence when the bus lanes were first introduced and they will continue to deal with blatant offenders, however now the scheme is up and running, general enforcement of the lanes takes a low Police priority. The Police believe the future enforcement for these schemes should be the responsibility of local authorities. Where bus lanes have been introduced elsewhere in New Zealand such as the North Shore and in Auckland City the local authorities sought and obtained powers to carry out their own enforcement. Council needs to explore the prospect of getting the same powers so that if it chooses to more proactively enforce in the future it can do so. The use of “state of the art” technology solutions, e.g. enforcement cameras, rather than using existing parking warden type techniques and procedures need to also be explored. It is therefore proposed that Council approach the Police to seek similar enforcement powers to Auckland and Manukau City Councils.

6. Conclusion

The Bus lanes introduced in June 2002 have achieved their set performance objectives and to date they have been effective in reducing bus travel times. This has been at no disadvantage to motorist. Early indication is that there may even be some savings for motorists particularly in Adelaide Rd.

Enforcement will be a problem in the future if the Council wishes to achieve good compliance. It is therefore proposed that the Council seeks similar bus lane enforcement powers as Auckland and Manukau City Councils.

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Supporting information

a) Strategic fit

Transport has been identified at the Strategic Plan as one of the five priority areas for the City Council over the period 2000-2002. The proposal supports the following outcomes:

Outcome 8.1 – Transport Effectiveness

A well planned/comprehensive transport network supports a compact and highly liveable city where people move about easily and safely.

Outcome 8.2 – Transport Accessibility

Transport options enable people to easily fulfil their work and lifestyle requirements.

Outcome 8.3 – Transport Efficiency

Efficient transport contributes to the economic viability and growth of the city.

Outcome 8.4 – Transport Sustainability

Transport solutions ensure wise use of resources and cater for the long-term needs of the community.

b) Annual Plan reference

Relates to CX135 Public Transport Improvements –passenger transport network upgrades

c) Annual Plan and Long Term Financial Strategy implications

N/A

d) Treaty of Waitangi implications

None identified.

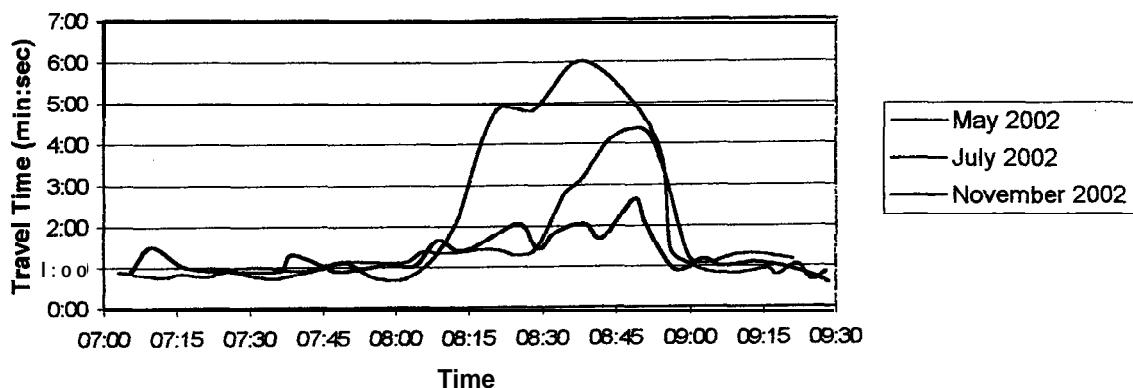
e) Consultation

The Wellington Regional Council and Stagecoach provided information and feedback on the bus lanes.

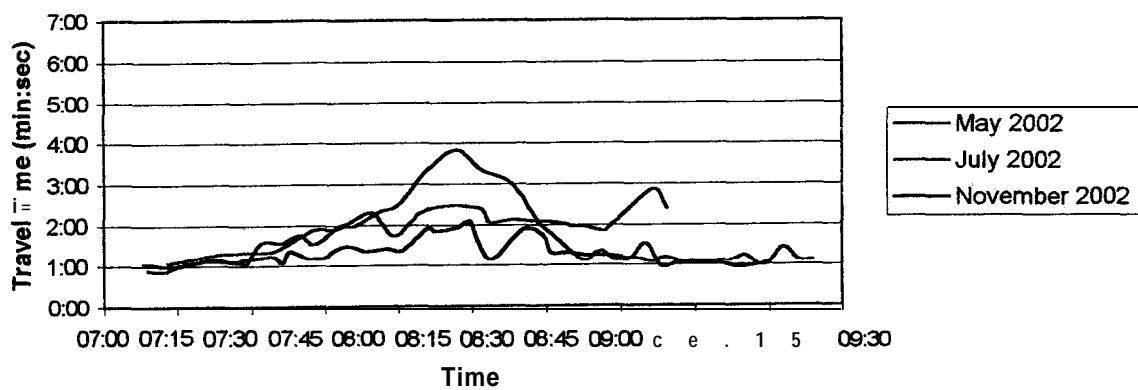
f) Legal implications

N/A

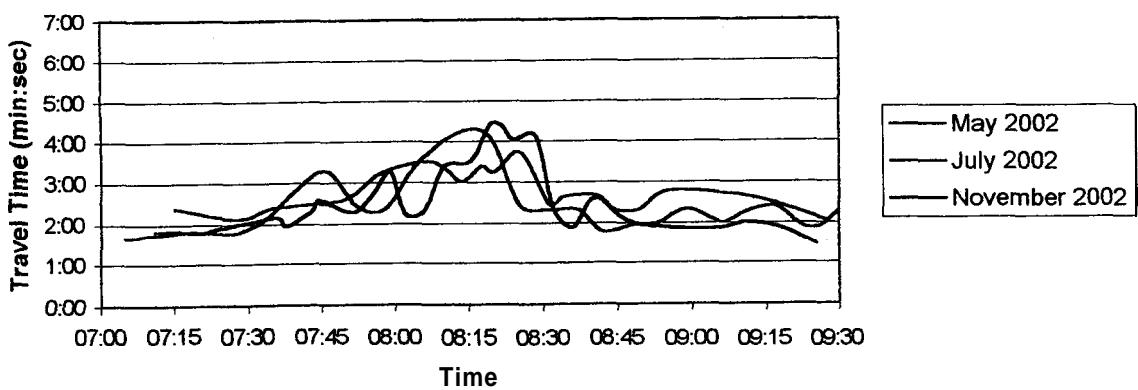
Adelaide Road Travel Time

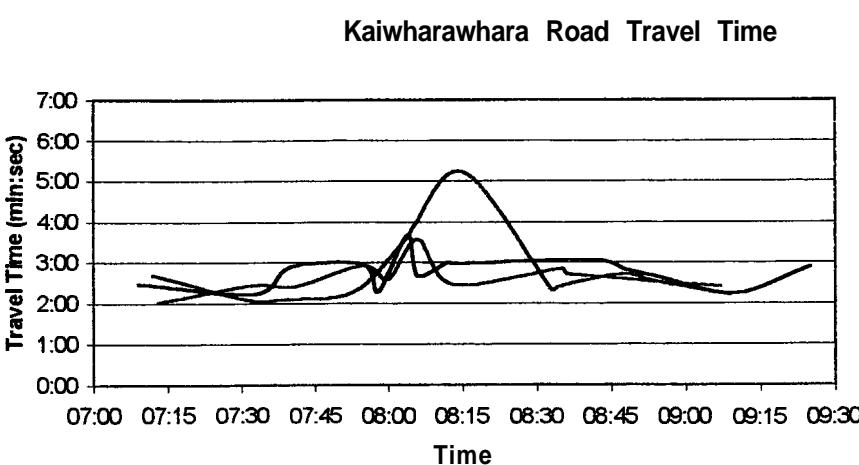
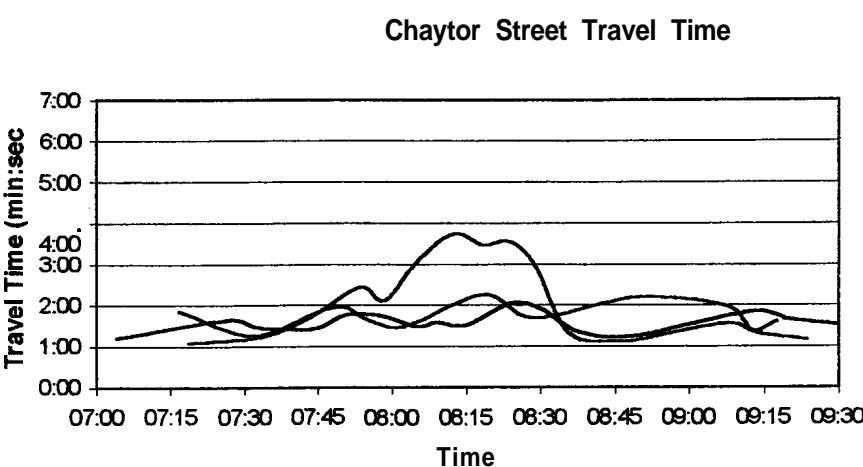
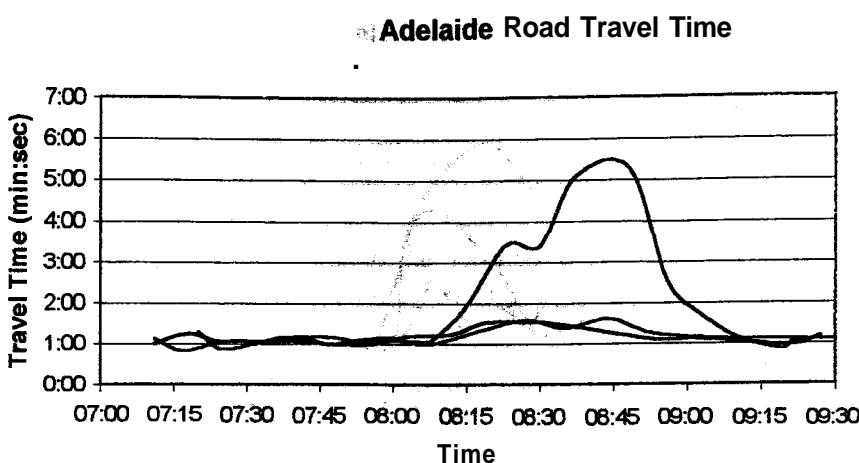


Chaytor Street Travel Time

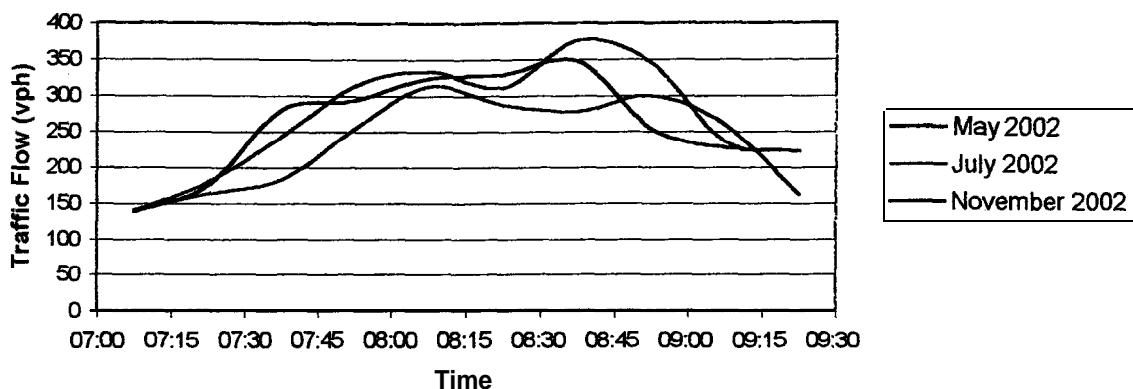


Kaiwharawhara Road Travel Time

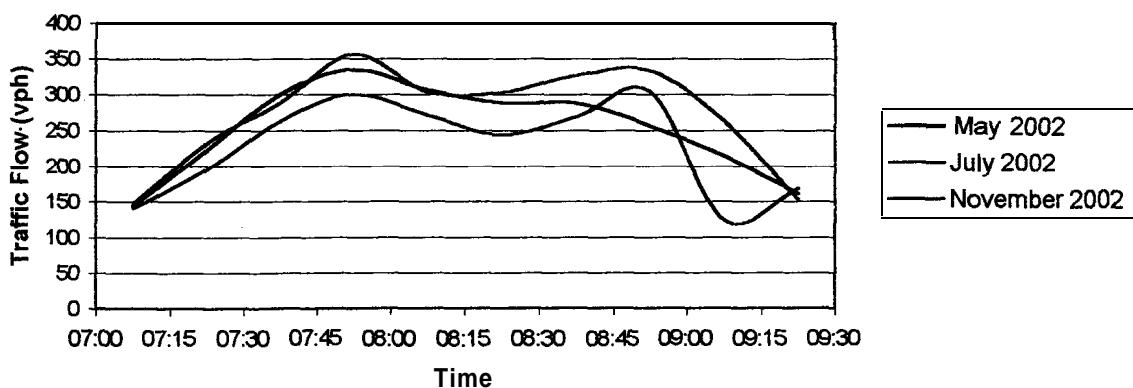




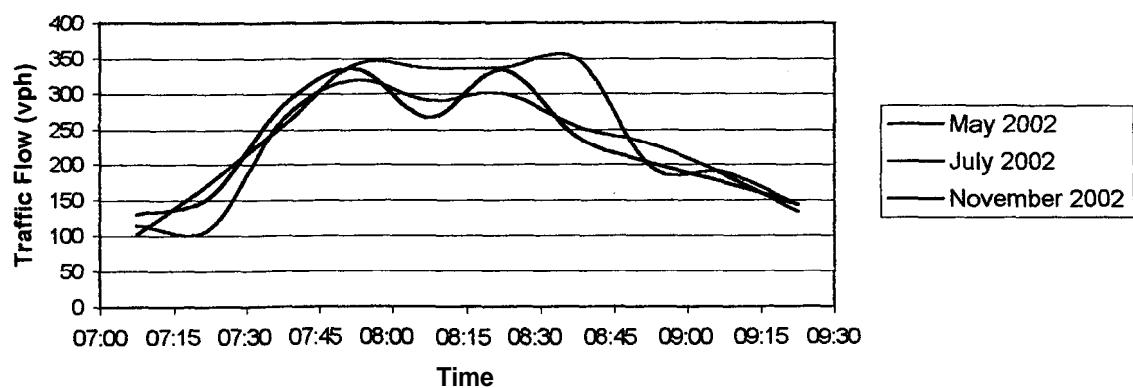
Adelaide Road Traffic Flow Profile



Chaytor Street and Birdwood Street Traffic Flow Profile



Kaiwharawhara Road Traffic Flow Profile



TRAFFIC FLOW PROFILES

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