



# **Bus Lanes: Design & Operations Workshop**

## **15 February 2019**

# Bus Lanes: Design & Operations Workshop

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1. **Introductions and Apologies**
2. **Recap on current position: context**
3. **Recap on current position: recommendations**
  - Hours of operation
  - Signing, lining and surfacing
  - Geometry
  - Enforcement
  - Permitted vehicles
4. **Discussion: implementation**
5. **Discussion: issues arising**
6. **Next Steps**
7. **AOB**

# Current position: Context

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## Work to date

- Aecom Best Practice Report commissioned 2016 by WYCA - range of aspects relating to bus lane design and operation
- Reporting to Chief Highways Officers May/June 2016 – recommendations endorsed
- West Yorkshire Transport Strategy 2040 adopted April 2017 – specifically incorporates into policy one of the recommendations

*“We will improve road conditions and facilities for motorcyclists, designing our infrastructure to remove issues that could affect motorcycle safety, **introducing, where possible, a phased programme of allowing motorcycles to use bus lanes**”*

- Wakefield implement TRO for bus lane on Dewsbury Road – with motorcycles permitted
- Calderdale – considering implementation of design principles; TROs for permitted use on A629 corridor in progress

# Current position: Context

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## West Yorkshire Bus Alliance

- West Yorkshire Bus Alliance - new **Voluntary Partnership Agreement (VPA)** between WYCA, Districts, and Bus Operators.
- VPA + Key Performance Indicators included will provide the legal framework to ensure deliverability
- 3 themes for delivery:
  - Customers at the Heart
  - **Keeping Buses Moving**
  - A Sustainable Bus Network
- Highway Improvement Programme to be developed:
  - reduce journey times
  - **congestion relief programme**
  - improved bus waiting infrastructure
  - development of a Transport Coordination Centre

# Recommendations

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- **Hours of operation:** hierarchy of preference for hours of operation
- **Signing, lining and surfacing:** “Wakefield” design
- **Geometry:** preferred width – 4.5m (if not possible drop to 3.3m)
- **Enforcement**
- **Permitted vehicles**

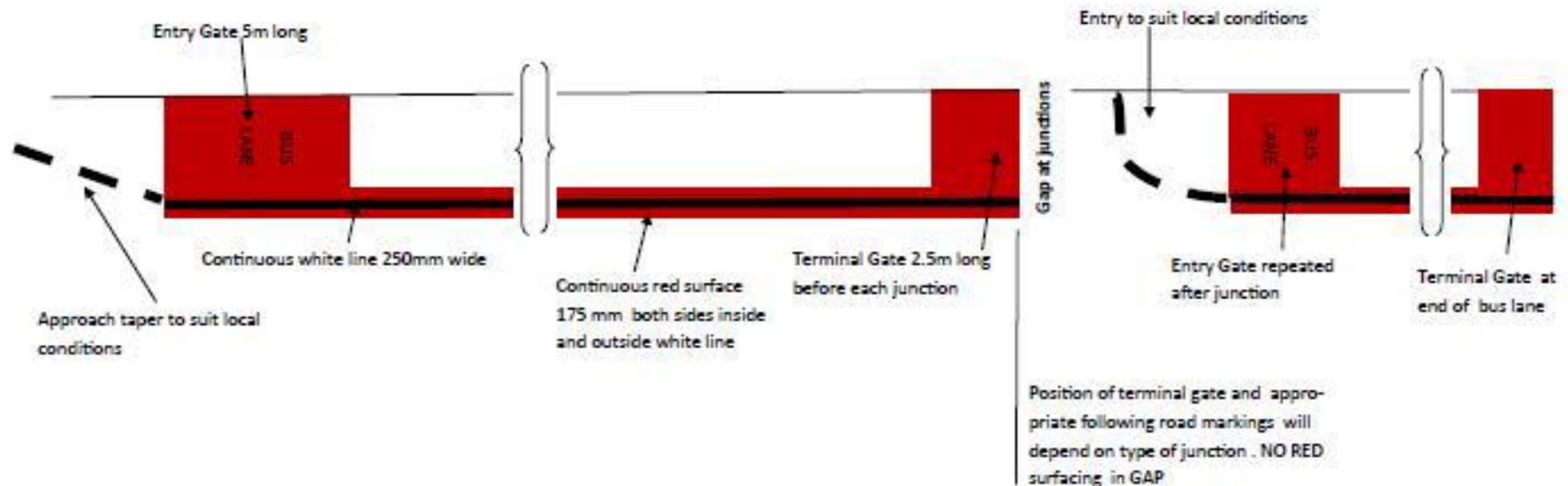
# Recommendations: Hours of operation

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- **Hierarchy of preference** for hours of operation:
  1. 24 hours, 7 days a week
  2. 12 hours between 7am and 7pm, 7 days a week
  3. 12 hours between 7am and 7pm, weekdays
  4. Peak hours: 7am-10am and 4pm-7pm weekday
  5. Peak hours: Variants within the 7am-10am and 4pm-7pm weekday restriction to suit local conditions
- All stakeholders to be consulted – benefits balanced against negative impacts
- Change of operational hours to be minimised on single bus lane
- Periodic reviews with bus operators

# Recommendations: ligning and surfacing

## “Wakefield” design



- Preferred over other approaches (no coloured surfacing/full coloured surfacing)
- Balance of visibility and maintenance liability

# Recommendations: Geometry

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## Standard widths

- **4.5m width preferred** – allows safe overtaking of cyclists/P2W
- **Local constraints may mean not possible:** for constrained settings preferred width **3.3m**
- **Designs in range 3.3-4.5m not endorsed** – provides opportunities for dangerous/uncomfortable overtaking
- **This standard adopted in Greater Manchester**

# Recommendations: Enforcement

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- **Aecom proposal: WY framework of enforcement:** costs of enforcement spread across region
- **Not felt to be possible at present** – given varying legal powers held by Districts
- **No action now - to be explored in more detail** – through WY Bus Alliance?

# Recommendations: Permitted Vehicles

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## To be permitted

- Buses – 9 fixed seats + (includes coaches)
- Pedal Cycles
- Liveried emergency vehicles
- (whether attending or not attending an emergency – including NHS Blood and Transport)
- Motorcycles/Powered Two Wheelers (P2W) - on phased approach
- Taxis (Hackney Carriage)

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## Not to be permitted

- Un-liveried non-emergency vehicles
- Private Hire Vehicles
- Ultra-Low Emission Vehicles

# Recommendations: Permitted Vehicles

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## Motorcycles/P2W:

- No conclusive evidence from areas where trials have been conducted or where motorcycles are permitted of safety issue
- No evidence that the permitting of motorcycles in bus lanes has resulted in delay to buses
- Motorcycles can provide an affordable alternative to car ownership
- Phased approach to implementation agreed- Wakefield/Calderdale initially, then other Districts
- Incorporated into West Yorkshire Transport Strategy 2040 policy
- Private Hire Vehicles (PHV):
- Difficult to distinguish PHVs – problems with enforcement,
- lack of control of numbers of licensed PHVs - could lead eventually to delay to buses on key corridors.
- no quantified evidence of the effect of allowing PHVs into bus lanes from other cities

ULEVs: concerns about future congestion in bus lanes take up of ULEVs increased as a result.

# Discussion

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- Where are we with implementation of recommendations?
- What are issues arising with current agreed recommendations?