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## Introducing Bus Priority in Christchurch

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## Outline

- Introduction
- Proposed routes
- Community engagement
- Traffic engineering approach
- Bus boarder trial
- Lessons learned



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## Purpose

- For complex project, demonstrate relationship between:
  - community engagement approach and
  - traffic engineering
- Discuss lessons learned from introducing bus priority on a large scale



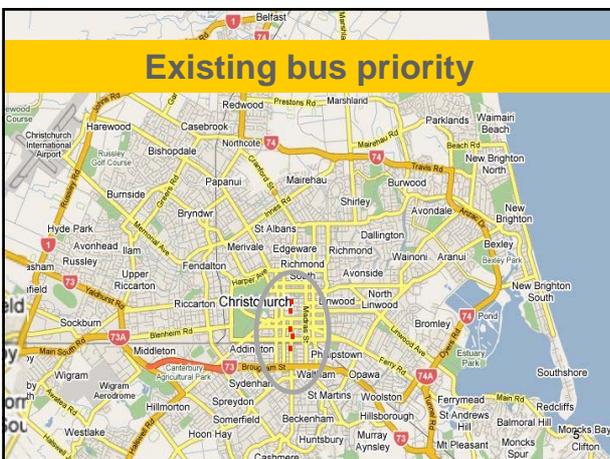
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## Existing bus priority

- Policy documents ask for bus priority
  - 2003 Christchurch Public Passenger Transport Strategy Update
  - 2004 Citywide Public Transport Priority Plan
- Few isolated bus priority measures in and near city centre
- No enforcement and little compliance



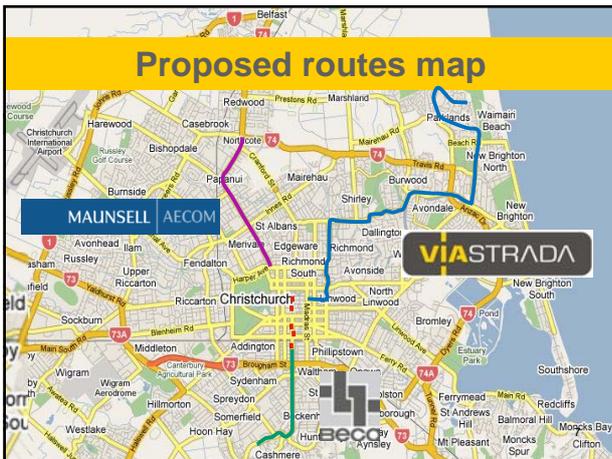
## Existing bus priority



## Proposed routes

- 3 routes proposed by Christchurch City Council (CCC)
  - Queenspark – ViaStrada
  - Colombo south – Beca
  - Papanui / Main North – Maunsell
- Excludes CBD
- Plus NZTA projects on state highways





### Community engagement approach

- Aim: address and resolve stakeholder issues before council decision
- 1990s failure of introducing bus priority on Riccarton Road
- Decision to put considerable effort into marketing, consultation and communication
- 60 seminars and workshops

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### Community engagement cont'd

- Resolve with stakeholders whatever is possible
- Councillors encouraged to get involved to feel and be part of process
- Report outlining all marketing, consultation and communication
- Ownership by asking councillors to identify deficiencies so that they can be rectified

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### Traffic engineering approach

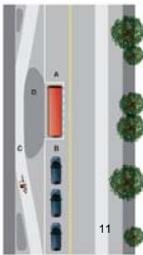
- One consultancy per corridor
- 3 project control groups (for technical, communications, and key end users)
- Technical meetings involving all consultants
  - Achieve consistency across corridors
  - Enable knowledge transfer
  - Encourage ongoing peer review



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### Bus boarder trial

- Definition – bus stop at kerb extension with bus stopping in traffic lane
- 22,000 veh/day on 2-lane road with up to 2 km queues
- Cars stop behind stopped bus
- 2 bus boarders implemented
  - In same direction



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### Reasons for bus boarder trial

- Increase public awareness
  - Very effective and economical marketing
  - Expected controversy
- Create an option other than 'bus lane' or 'do nothing'
  - Another tool in the box
- Technical assessment of the effects of bus boarder on two lane roads
  - Capacity and parking loss

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## First trial

- Ineffective
  - Cars overtaking bus on flush median



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## Second trial

- Effective
  - Cars stopping behind stopped bus
  - Expectation that crash rate reduces compared to 'normal' bus stop
- Differences:
  - No flush median
  - Traffic lane width
  - Cycle lane placement



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## Community reaction

- Strong community reaction against bus boarders
- All local media became involved
- Communications team had no trouble getting media interest for bus priority
  - 'Trojan horse'



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Boarder trial extended

## Community reaction cont'd

- Increasing level of understanding and acceptance of bus priority over time
- Community started rallying for bus lanes
  - Including Hills Road retailers!
  - Remarkable because bus lanes require significantly more parking removal

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## Council decision

- All 3 routes approved for implementation
  - 2 routes unanimous support
  - Queenspark route 1 vote against
- Bus boarders removed (July 08) and to be replaced with (part time) bus lanes

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## Lessons learned

- Technical exchange most useful
- Key to success was getting public's and councillors' understanding & trust
- Controversial bus boarder trial integral component for community engagement
- Enforcement vital
- Follow-up:
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