

EXECUTIVE

DATE: 7 JANUARY 2008
SUBJECT: USE OF BUS LANES BY MOTORCYCLES AND OPERATIONAL HOURS OF BUS LANES
REPORT BY: HEAD OF ENGINEERING AND TRANSPORTATION
CONTACT OFFICER: CHRISTINE DAVY/PHIL CUNNINGHAM 01582 546962/7106

IMPLICATIONS:

LEGAL	✓	STAFFING	
EQUALITIES		COMMUNITY SAFETY	
FINANCIAL	✓	RISKS	✓
OTHER			

CONSULTATIONS:

COUNCILLORS CONSULTED	SCRUTINY COMMITTEE CONSULTED
STAKEHOLDERS CONSULTED	OTHER

WARDS AFFECTED: ALL

LEAD EXECUTIVE MEMBER(S): COUNCILLOR WORLDING

RECOMMENDATION(S)

1. Executive is recommended to:
 - (i) agree that motorcycles should not be allowed to use bus lanes in the Borough of Luton;
 - (ii) note the progress made in implementing changes to the operational hours of bus lanes as agreed by Executive decision EX/309/06 on 13 November 2006 and agree that further work on implementing this decision should be superseded by the following recommendation; and

- (iii) agree the implementation of the following changes to the hours of operation of the bus lanes:

1	Alma Link	It is recommended that this bus lane be removed
2	Stuart Street	It is recommended that this bus lane be made 7am to 7pm
3	Flowers Way	It is recommended that this bus lane be made 7am to 7pm
4	Park Street West	It is recommended that this bus lane be made 7am to 7pm
5	Vicarage Street	It is recommended that this bus lane be made 7am to 7pm.

BACKGROUND

Use of Bus Lanes by Motorcycles

2. The Bedfordshire and Luton Motorcycle Strategy was adopted by the Council on 11 July 2006. One of the actions of this strategy was to formally consider the use of bus lanes by motorcycles in light of the Government's review of Local Transport Note 1/97. This review was basically contained in Traffic Advisory Leaflet 2/07 (TAL). However, the guidance in the TAL left the decision on this matter to local authorities, stating that local highway or traffic authorities are best placed to decide whether or not to allow motorcycles into with-flow bus lanes. Each case needs to be examined on its own merits, taking into account the positive and negative aspect in reaching a balanced view. No guidance has been issued for bus only contra-flow lanes. The TAL suggests that local authorities should consider the following when coming to a decision:-Policy, Safety Assessment and Audits, Visibility, Pedestrians, Cyclists, Buses and bus stops, Turning Vehicles and Enforcement.
3. The Government's Motorcycling Strategy published by the Department for Transport in February 2005 aims to 'facilitate motorcycling as a choice of travel within a safe and sustainable transport framework' whilst 'recognising that motorcyclists are our most vulnerable road users'.
4. The Luton, Dunstable and Houghton Regis Local Transport Plan (LTP) 2006-2011 places motorcycling the sixth highest priority for attention after public transport, walking, cycling, freight access and taxis but ahead of private hire vehicles, cars and through traffic. The LTP also acknowledges that motorcycles contribute to the four main priorities of the LTP with a major contribution to accessibility and some contribution to road safety, air quality and congestion.
5. The Bedfordshire and Luton Motorcycle Strategy aims to:-
 - a) reduce the number and severity of motorcycle casualties; and
 - b) encourage greater use of motorcycles, though not at the expense of more sustainable modes of transport.

6. This report looks at the use of bus lanes by motorcyclists in light of the above background, guidance and policy.

Use of Bus Lanes by Private Hire Vehicles and Hours of Operation of Bus Lanes

7. In 1999 the Environmental Services Committee (Minute 1463/99) gave agreement in principle to Private Hire Vehicles using bus lanes for a temporary period of up to six months. At its meeting on 14th June 2001, the Environment and Non Executive Functions Scrutiny Committee considered a report on the use of bus lanes by Private Hire Vehicles. In light of concerns including representations from the Cycling Tourist Club, Hackney Carriage Association and the Police, the Committee agreed, amongst others, that the Executive be advised that Private Hire Vehicles should not be allowed use of bus lanes except in exceptional circumstances (ENS/6/01/5.4).
8. At its meeting on 9th July 2001 the Executive reviewed the recommendation of the Environment and Non Executive Functions Scrutiny Committee. Representatives from Arriva, Bedfordshire Police, the Hackney Carriage Association, and the Cycle Tourist Club raised concerns in respect to allowing Private Hire Vehicles to use bus lanes. The Executive resolved

'That Private Hire Vehicles should not be allowed use of bus lanes except in exceptional circumstances' (EX/327/01).
9. Following a request by the Private Hire Association (Luton), the Executive again considered the use of bus lanes by private hire vehicles at its meeting on 9th January 2006. The Executive resolved, amongst others:

'That given that circumstances have not substantially changed since that decision was taken, the Executive confirm Decision No. EX/327/01' and

'That the Head of Engineering and Transportation be instructed to investigate, in consultation with the Executive Members with portfolio responsibility for transport (Councillors Strange and Rutstein) and the Executive Leader (Councillor Franks), the extent to which the current bus lanes regulations could be amended so that they operate only during those parts of the day when they are required for genuine traffic management reasons'.
10. Following from the above, on the 19th October 2006 the Environment and Non Executive Functions Scrutiny Committee considered a report on a review of the hours of operation of bus lanes that had been undertaken at the request of the Executive. The report considered that the adoption of peak-only operational hours was likely to result in increased abuse of the bus lanes and would send out the wrong signals in terms of the Council's support for public transport. It would also reduce the quality of public transport in Luton and was likely to lead to a further reduction in bus use. Representation from both Arriva and Centre Bus requested that the times of the bus lanes should not be reduced.

11. However, whilst it was recommended that the operational hours of the bus lanes were not modified as there would be limited benefits, the Head of Engineering and Transportation set out a number of options for changes in his report together with the implications of those changes for consideration by Members.
12. Revised recommendations were circulated at the request of the Chair for the Committee to consider and it was resolved, amongst others, that Executive be recommended to make various changes to bus lanes including the change of the hours of operation of most bus lanes to 7 am to 7 pm.
13. At its meeting on 13th November 2006, the Executive considered the recommendations of the Environment and Non-Executive Functions Scrutiny Committee with regard to the review of the hours of operation of bus lanes. Executive agreed as follows (EX/309/06):
 - (i) That the bus companies be thanked for their helpful responses to the proposal of the Environment and Non-Executive Functions Scrutiny Committee.
 - (ii) That it be noted that there are relatively few buses which operate after 7.00 p.m.
 - (iii) That approval be given to:
 - (a) Retain 24-hour operation of the bus lane in Dunstable Road at the Kingsway junction.
 - (b) Retain 24-hour operation of the Inkerman Street bus lane.
 - (c) Retain 24-hour operation of the New Bedford Road bus lane.
 - (d) Harmonise the hours of operation of all other bus lanes to 7.00 a.m. to 7.00 p.m.
 - (iv) That it be noted that enforcement of bus lanes by the Council is under consideration.
 - (v) That the Head of Engineering and Transportation be requested to discuss an implementation plan for decisions (iii)(a) to (d) above with the Executive Member with portfolio responsibility for Regeneration and Transport as soon as practicable and report back to the Executive if necessary.
14. Initial work on implementing the above decision was carried out. This involved Council advertising its intention to make the majority of bus lanes operative from 7am to 7pm only on 11th January 2007. An objection was received, duly considered and a decision to proceed with the proposals as advertised was taken. As the majority of the bus lanes under consideration were in fact contra-flow bus lanes, advice was sought from the Department for

Transport in December 2006 on signing as there are no authorised signs for “part time” contra-flow bus lanes. The bus lanes in Dunstable Road (Stoneygate Road – Humberstone Road, Humberstone Road – Oakley Road and Moor Street – Telford Way), which are not contra-flow bus lanes were amended to operate from 7am – 7pm only as signing was straightforward. This amendment came into operation on 8th May 2007. The Department for Transport advised us of an authorised sign in April 2007.

- 15 At the 28 August 2007 meeting of the Executive members resolved (EX/173/07):
- (i) That the implementation of changes to the operational hours of bus lanes be suspended pending the preparation of a Network Management and Congestion Strategy as required under the Traffic Management Act 2004.
 - (ii) That the Head of Engineering and Transportation be requested to submit a draft Network Management and Congestion Strategy to the Executive in late 2007/early 2008.
- 16 The Executive decision (EX/173/07) was called-in and considered by the Environment and Non-Executive Functions Scrutiny Committee on 25th September 2007. The Committee resolved:
- ‘That, in relation to the Executive decision taken on 28th August 2007 (EX/173/07), the Environment and Non-Executive Functions Scrutiny Committee had no objection to the called- decision being implemented.’
17. Further work on changing the other bus lanes in accordance with the earlier Executive decision has not been progressed. It is noted the Council has 2 years from the date of advertising a proposal to bringing the proposal into effect. After this time the proposals would need to be re-advertised.
18. Preparation of the Network Management and Congestion Strategy is currently underway and the Executive Portfolio holder for Environment considers that resuming implementation of the previous Executive decisions on changes to the hours of operation of bus lanes will not prejudice the emerging Network Management and Congestion Strategy. In taking this work forward a review of the Executive’s outstanding decision was requested to be undertaken.

REPORT

Issues to Consider with Allowing Motorcycles in Bus Lanes

19. In deciding whether to allow motorcyclists to use bus lane a number of different factors and issues need to be considered and these have been discussed below
20. Motorcycles make up about 1% of vehicles nationally and 0.65% of traffic in Luton. However, they account for 8.6% of casualties nationally and 6.6% in Luton. Motorcyclists are vulnerable road users (they are more likely to get

hurt in an accident). Nationally motorcyclists are about two and half times more likely to be fatally or seriously injured than other road users and in Luton, three times more likely. The limited evidence that is available from other authorities that have trialled motorcyclists using bus lanes do not show an adverse effect on the number of accidents occurring. Stage 1 safety audit was carried out on 19 September 2007. The auditors stated that if motorcycles are allowed to use bus lanes that this should be a consistent policy throughout Luton, i.e. they should be allowed to use all or none. However, they recommended that motorcycles should not be allowed to use ten of the 16 bus lanes for reasons discussed in this report.

21. The existing road layout of the bus lanes including the side roads is not considered to be an issue for motorcyclists using bus lanes as all of the lanes have been converted from all purpose lanes without any changes to the geometry. Some people have difficulty in seeing motorcyclists because they are relatively small compared with a bus or car. This problem can increase if the person is not expecting to see a motorcyclist ('looked but didn't see'). There may be an increased likelihood of accidents occurring at the end of the bus lanes where it merges into the all purpose lane. As mentioned above the size of motorcycles make it more likely that drivers will not see them they may move into the nearside lane (at the end of the bus lane) without noticing the motorcycle approaching.
22. As mentioned above motorcyclists are not as conspicuous as other vehicles. This combined with the potential speed of the motorcyclists and the fact that it is not expected that there will be significant numbers of motorcyclists using bus lanes could increase the risk of accidents involving pedestrians. The difference in speed between the cyclist and motorcyclist could intimidate the cyclist and there is a potential for the motorcyclist and cyclist to come into conflict if the cyclist 'takes the lane' and the motorcyclist misinterprets this and undertakes.
23. Motorcyclists using bus lanes are unlikely to impact on the service of buses. However, there may be an increased risk of accidents at bus stops. Motorcyclists are likely to pull out to over take buses waiting at bus stops into the all vehicle lane and if this manoeuvre is carried out without sufficient observation there could be an increased likelihood of accidents occurring. Bus passengers may also alight from the bus and go to cross the road without due regard for any motorcyclist that may be approaching however, due to the manoeuvrability of a motorcycle the risk of an actual accident happening is less than for larger vehicles using bus lanes.
24. There is some abuse of the bus lanes by prohibited vehicles such as cars especially in queuing traffic at the end of bus lanes. For example, approaching Oakley Road roundabout on Dunstable Road drivers tend to take the inside lane early and use the bus lane. The risk of accidents would be increased at these points if motorcyclists used bus lanes because drivers may pull out of the queue of traffic without looking and into the path of a motorcyclist.
25. Motorcycles using bus lanes are unlikely to have a significant impact on the level on congestion in Luton as there are few bus lanes and the majority of

motorcyclists already 'filter' past queuing traffic. Motorcycles using bus lanes are unlikely to have a significant positive or negative impact on the level of pollution.

26. A consultation with key stakeholders and the public was undertaken in September 2007. The public consultation was carried out on line but paper copies were also available. Press releases, an article in LutonLine and on the Bedfordshire and Luton Motorcycle Forum's website Motorcycling Matters were used to advertise the consultation.
27. A total of 140 completed questionnaires were received. 67% (89 No.) who responded to the consultation were motorcyclists. 86% (120 No.) felt that motorcyclists should be allowed to use bus lanes in Luton. The following comments were received from key stakeholders.

Organisation	Agree/Disagree with motorcyclists using bus lanes	Comments
Cycle Touring Club	Disagree	Motorcycles can negotiate congested streets and have the power to pass lines of slow-moving or stationary traffic and have more protection than cyclists.
Pensioners Association	Agree	Motorcyclists use bus lanes in London successfully but need to bear in mind cyclists and pedestrians. 20mph speed limit should be introduced. [note: speed limits for motorcycles only cannot be introduced]
Bedfordshire Police	Disagree	Increased risk of accidents with pedestrians not expecting to see or not seeing motorcyclists because of narrow front profile. Likelihood of conflict with cyclists due to difference in speed and the possibility of sudden lane changes to make progress. Would require a great deal of publicity. Hindrance to buses.
Luton Wheeler Cycle Club	Disagree	Concerned with use of other cycle facilities and increased risk of accidents with pedestrians.
Bedfordshire and Luton Motorcycling Forum	Agree	Would like to see motorcycles being allowed to use all bus lanes.

28. All Councillors were consulted and four comments were received, all in favour of motorcyclists being allowed to use bus lanes.
29. The issue of allowing motorcycles in bus lanes was examined by the Environment and Non Executive Scrutiny meeting on 22 November 2007 agreed with the Officers recommendation above.
30. Allowing motorcycles to use bus lanes will not have any significant effect on congestion or pollution. However, there are concerns regarding the increased risk of accidents as raised in the Stage 1 safety audit and by the Police. To date there is not enough evidence from other authorities to contradict this. Transport for London have just completed a three year trial of the use of motorcycles in bus lanes however, the final report has not yet been published.
31. The public consultation showed there is a good level of support for motorcycles using bus lanes.
32. The cost implications associated with amending the traffic order, signs etc to enable motorcycles to use bus lanes are significant.
33. In light of the above it is recommended not to allow motorcycles to use any bus lanes in Luton at this time.

Issues to consider in respect to the hours of operation of bus lanes

34. It has already been stated that Officers recommended that the hours of operation of bus lanes should not be changed. However, Members resolved that changes should be made and initial progress has been made on these changes. The table below contains a further review of the hours of operation of bus lanes together with revised recommendations in light of the existing Executive Resolution.

	Road	Existing Time of Operation	Proposed Time of Operation by Executive EX/309/06	Comments and recommended Time of Operation
1	Alma Link	7am to 7pm	7am to 7pm	The road layout and traffic patterns have changed since this scheme was introduced. It is recommended that this bus lane be removed
2	Inkerman Street	At all times	At all times	No Change - At all times
3	New Bedford Road (Town Centre)	At all times	At all times	No Change - At all times
4	Dunstable Road at Kingsway	At all times	At all times	No Change - At all times

5	Dunstable Road (Stoneygate to Humberstone)	At all times	7am to 7pm	Changes introduced. No further change - 7am to 7pm
6	Dunstable Road (Humberstone to Oakley)	At all times	7am to 7pm	Changes introduced. No further change - 7am to 7pm
7	Dunstable Road (Bury Park)	At all times	7am to 7pm	Changes introduced. No further change - 7am to 7pm
8	Silver Street	7am to 7pm	7am to 7pm	No Change - 7am to 7pm
9	John Street	7am to 7pm	7am to 7pm	No Change - 7am to 7pm
10	Stuart Street	At all times	7am to 7pm	It is understood that one of the key issues in having the bus lanes operating 24 hours is the restriction on access this places on Private Hire Vehicles and other drivers. Improved access and reduced journey times could be obtained by allowing access through Stuart Street, Flowers Way Park Street West and Church Street between 7pm and 7am. This would only have a marginal impact on buses and taxis. It is therefore recommended that these bus lanes are made 7am to 7pm .
11	Flowers Way	At all times	7am to 7pm	
12	Park Street West	At all times	7am to 7pm	
13	Church Street	At all times	7am to 7pm	
14	Park Street	At all times	7am to 7pm	Park Street and Park Square at key routes for buses and for taxis. In order to preserve the benefits to both buses and taxis it is recommended that this bus lane should be kept At any times
15	Vicarage Street	At all times	7am to 7pm	In order to improve access and reduce journey times it is recommended that this bus lane be made 7am to 7pm .

16	Library Road	At all times	7am to 7pm	This is a one-way bus only section of road. It is felt that reducing the hours of operation of this bus lane would result in real problems with compliance during the hours of operation and as such it is recommended that this by lane be kept At all times
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Consultation with Bus Operators

35. The two main bus operators in Luton have been consulted on the proposed recommendations and their comments have been summarised below.

Comments from Arriva

36. Arriva continue to believe that the benefit of the proposed changes for motorists will be minimal while the changes will have a substantial detrimental affect on bus passengers. The proposal will allow cars to use bus lanes off peak at times when there is road capacity without the need for cars to use bus lanes, which is why the benefits are so small. However, as highlighted on many occasions, one of the major issues causing delays to public transport in Luton is the lack of traffic regulation enforcement. If bus lanes are not in operation 24 hrs per day encroachment by cars will increase during the hours when they are in operation. This will lead to even more delays for the thousands of people who rely on public transport each year and also sends out a totally wrong message.
36. Luton Borough Council is asking bus operators to invest thousands of pounds in Real Time Passenger Information (RTPI) that will allow us all to collect data that will be used to address congestion hot spots, however, at the same time the local authority is advocating the removal and reduction of bus lanes which in part deal with these traffic problems.
37. It also sends out the wrong message in respect of the Luton Dunstable Busway. This project will need to deliver effective bus priority measures for vehicles once they leave the Busway if the time savings provided by the Busway are not to be squandered.
38. Arriva and other bus operators would wish to develop a Bus Punctuality Improvement Partnership with the Council. However, the removal of bus lanes and reduction in operating times will do nothing to improve punctuality. Indeed, at a time when the Government, through its new Transport Bill, is highlighting the need for both local authority and bus company to work together to improve punctuality of services it is difficult to reconcile the Council's recommendations with this policy.

39. Arriva therefore find it impossible to be anything but opposed to the removal of bus lanes and the only way it would be able to accept changes to the operational hours of bus lanes would be if this were to be done at the same time as introducing effective enforcement of bus lanes through the use of cameras so that there is zero tolerance of encroachment into bus lanes when they are operational.

Comments from Centrebus

40. Centrebus' view point on the proposals remains largely unchanged in that they are opposed to the reduction of bus lane operating hours, for the various reasons given in previous documents. In particular, they are concerned about the impact of confusion on motorists this causes, leading to wider abuse of daytime regulations. There is no effective enforcement strategy, and assurances previously received have not been effectively maintained.
41. Centrebus are particularly concerned about the proposed removal of the Alma Link. This is seeing increased importance, with both Centrebus and Arriva increasing services in this area since the earlier consultation, and plans for further increases forthcoming. Bus services in this area are increasing because of worsening traffic conditions elsewhere.
42. They are also anxious about the longer term impact of these changes. Centrebus are being asked to develop longer term strategies for service delivery under the Luton Dunstable Busway scheme, without any real understanding of how traffic will flow around the town centre and buses will penetrate desirable areas. The time spent by buses in operating in the central area will be a key determinant of service levels on the Busway.

Response to these views

43. Clearly, the bus operators continue to strongly oppose the proposed changes to the bus lanes. While acknowledging the real concerns of the bus operators and negative impacts on bus services, the recommendations have been made in light of wider impacts of the bus lanes on all traffic on the roads and in light of the previous decisions and recommendations on this matter by both Executive and the Environment and Non Executive Functions Scrutiny Committee.
44. The bus operators also mention various initiatives that they would like to see being developed in Luton including Bus Punctuality Improvement Partnerships and camera enforcement of bus lanes. These are also initiatives the Council would like to investigate with a view to introducing, though both are complex and will take a considerable amount of work and time to bring to fruition. The Council will seek to work closely with the bus operators on these projects and on other projects and issues such as the Gateway Project, Luton Dunstable Busway, parking enforcement, Luton Town Centre Transport Scheme and RTPI.

OPTIONS

45. Not to allow motorcycles to use any bus lanes in Luton at this time – **This is the recommended option.**
46. To allow motorcycles to use one bus lane in Luton on a trial basis, though this is not recommended by the safety auditors.
47. To allow motorcycles to use all bus lanes in Luton except
 - 1) Inkerman Street because the bus lane is in the centre of the carriageway. Motorcycles may be encouraged to turn left out of this lane when the left turn/straight ahead lane was queuing and come into conflict with vehicles going straight ahead.
 - 2) Silver Street because the number of bus stops and the frequency of use.

This again is not recommended by virtue of the advice received from the safety auditors.

48. To implement the changes to the hours of operation of the bus lanes as discussed above – **This is the recommended option.**
49. To implement the changes to the hours of operation of the bus lanes as per Executive decision EX/309/06 on 13 November 2006. It is felt that this option would cause significant problems with enforcement and adversely affect buses and taxis.
50. Not to implement the changes to the hours of operation of the bus lanes. The benefits of changes sought by the Executive would not materialise if the changes to the bus lanes are not made.

LEGAL IMPLICATIONS

51. There are the following legal implications to this report as agreed with Mary Cormack and John Newman in Legal Services on 18th December 2008: Changing the times that bus lanes were in operation and/or allowing motorcycles in bus lanes would require an amendment to the Traffic Regulation Order including statutory consultation.
52. The signs for allowing motorcycles to use bus lanes would also require special authorisation from the Department for Transport because they are not currently prescribed in the Traffic Signs Regulations and General Directions 2002.

FINANCIAL IMPLICATIONS

53. Any change to the use of bus lanes requires the signing of the respective bus lanes to be altered to reflect the change. The estimated costs of amending the Traffic Regulation Order (done in part), signing for either changing the times of operation and/or allowing motorcycles in bus lanes would be in the region of £40,000. Allowing motorcycles in bus lanes would also require additional publicity.

54. In line with Executive Decision EX/309/06 the funding for the necessary legal, signing and road marking work to implement the timing changes for the bus lanes was allocated within the Highways Health and Safety budget of £100,000 in the Non-LTP element of the 2007-08 Capital Programme. The Executive approved this on 10 April 2007 with an estimated cost for the work of £30,000. Of the remainder, £65,000 was approved for allocation to other highway schemes and £1,000 to each of the five Area Committees for minor highway changes.
55. So far an estimated £5,000 has been spent on implementing the bus lane timing changes. It should be remembered that the Highways Health and Safety Cost Centre is managed as an overall programme of work with costs varying around the original estimates for each scheme. As such, the overall budget will be managed to deliver the required legal, signing and road marking work associated with the bus lane changes
56. Other than as described in the two previous paragraphs this report has no further financial implications. Agreed by the Department Finance Manager on 17th December 2007.

RISK IMPLICATIONS

57. The decision not to allow motorcyclists to use bus lanes could create some adverse publicity from motorcycle organisations and will not assist in the Council's aim to increase motorcycling in Luton.
58. The proposed changes to the operational hours of bus lanes could adversely affect bus punctuality and the compliance to bus lanes as raised by the bus operators and discussed in the report.

BACKGROUND PAPERS

59. The Bedfordshire and Luton Motorcycle Strategy, July 2006.
60. Government's Motorcycling Strategy published by the Department for Transport in February 2005
61. Luton, Dunstable and Houghton Regis Local Transport Plan (LTP) 2006-2011
62. Traffic Advisory leaflet 2/07
63. Transport for London Report – Powered Two Wheelers in Bus Lanes: Progress on experiments published November 2004.
64. Environmental Services Committee 1999 (Minute 1463/99)
65. Environment and Non Executive Functions Scrutiny Committee 14th June 2001 (ENS/6/01/5.4).
66. Executive 9th July 2001 (EX/327/01)

67. Executive 9th January 2006.
68. Environment and Non Executive Functions Scrutiny Committee Report – Review of the Hours of Operation of Bus Lanes dated 19 October 2006
69. Executive Report – Reference from Environment and Non Executive Functions Scrutiny Committee –review of the Hours of Operation of Bus Lanes dated 13 November 2006
70. Executive Report – Hours of Operation of Bus Lanes/ Congestion Management Strategy dated 28 August 2007
71. Environment and Non Executive Functions Scrutiny Committee Report – Motorcycles in bus lanes – 22 November 2007