

Indicative direct annual benefits of selected Budapest bus-lane projects

Illustrative appendix model. Passenger-time benefits and operator savings only; fare revenue, environmental externalities and wider economic impacts are excluded at this stage.

Project characteristics							Intervention type		Passenger time benefits			Operator benefits		Total direct benefits	
Corridor	Part of a larger bus-lane network?	With bus lane (min)	Without bus lane (min)	Segment length (m)	Average peak headway (min)	Peak passenger volume (pax/hour)	Intervention type	Time saving per passenger (min)	Total passenger time saving (passenger-min/hour)	Monetised passenger time saving	Annual passenger time benefits (EUR/year)	Buses avoided for equivalent service level	Annual operating cost savings (EUR/year)	Total direct benefits (EUR/year)	
Hegyalja Road	Yes	2,0	6,0	1 200	2,6	1 800	Redesign of an existing lane	4,0	7 200	€1 140	€1 003 200	2	€420 000	€1 423 200	
Egressy Road	No	6,5	12,0	80	6,0	330	New junction traffic-management scheme	5,5	1 815	€287	€252 890	1	€210 000	€462 890	
Budafoki Road	No	4,0	9,0	610	3,3	1 600	Triggered by adjacent private real-estate development	5,0	8 000	€1 267	€1 114 667	2	€420 000	€1 534 667	
													Total	€3 420 757	EUR/year

EUR/year

Model assumptions	
Average monthly salary	€1 600 EUR/month
Average hourly wage	€9,5 EUR/hour
Operating cost	€210 000 EUR/bus/year
Peak-period operating hours	880 hours/year
Notes	
Benefits shown here are indicative and cover direct passenger time savings and operating-cost savings only.	