

A GENERAL INFORMATION		
A 1	Category	Infrastructure
A 2	Subcategory	Capacity and quality of transport systems
A 3	Transport policy measure (TPM)	Bus priority lane
A 4	Description of TPM	<p>Problem definition: Congested roads badly affect public transport services especially buses. During peak hours thousands of passengers travelling by bus get stuck in traffic jams. Priority lanes for buses prioritize buses when they are stuck in traffic. The measure includes segregation, traffic management, traffic signal control and bus stop improvements. Moreover an innovative bus system operates with a reliability of trams in congested areas, and the flexibility of buses, where it is needed.</p> <ul style="list-style-type: none"> - Dedicated or segregated lanes for buses - Priority for buses at intersections (traffic light management) - High quality buses and stops - Additional corridor improvements, accompanying the bus service [2,3]
A 5	Implementation examples	Example UK: - Bus Priority Measures 'Greenways' Edinburgh Example France: - Busway system, Lorient and Nantes Example Hungary: - Bus Priority Scheme, Budapest
A 6	Objectives of TPM	<ul style="list-style-type: none"> - Facilitating the provision of a faster, more frequent and more reliable bus service - Creating better conditions for cyclists - to reduce travel times for public transport - to improve public perceptions of the quality of the public transport service - to increase public transport usage - Improving crossing facilities for pedestrians, including disabled people and people with reduced mobility providing adequate loading and parking facilities for businesses - Improving safety for all classes of road users including pedestrians [2,3]
A 7	Key changes concerning:	
A 7.1	- Choice of transport mode / Multimodality:	Improving public transport service and worsening traffic conditions for car traffic may influence car drivers to choose public transport instead.
A 7.2	- Origin and/or destination of trip:	The measure basically does not influence the origin and destination of the trips however an advanced system may cause limited (or stronger) influence on trip choice. (Destinations along prioritized corridors will become more attractive and other areas (far away from these corridors) will be negatively influenced.)
A 7.3	- Trip frequency:	The measure does not influence trip frequency.
A 7.4	- Choice of route:	Car drivers often choose alternative route to avoid the bus corridors, and public transport will switch to priority lanes
A 7.5	- Timing (day, hour):	One main advantage of the system is the ability to ignore peak-hour congestion. Therefore high level of service can be offered during the whole day.
A 7.6	- Occupancy rate / Loading factor:	Often high capacity buses are used, with higher occupancy than conventional bus services.
A 7.7	- Energy efficiency / Energy usage:	In most of the cases clean engine buses are used, which influence the energy efficiency significantly.
A 8	Main source	[1]

B IMPACTS

B 1 OVERVIEW ON IMPACTS	AFFECTED SEGMENTS														Geographical level		Source			
	Passengers					Transport operators						Employees in transport	Residents	Economy	Public bodies	Society	1st level	2nd level	Source of assessment	Spatial level of source
	Road	Rail	Air	Public transport	Slow modes	Road	Rail	IWW	Air	Maritime	Public transport									
B 1.1	Summary																L		S	L
		Public transport bus services becomes more reliable. Transport time will significantly decrease, passenger satisfaction and accessibility to public transport increases. Private cars may benefit from the measure, due to reduced space on road. The measure positively affects society and residence, due to less noise, and pollutants.																		
B 1.2	Summary: Income groups	No impact																		
B 1.3	Summary: Age groups	No impact																		
B 1.4	Summary: Disabled people	No impact																		
B 1.5	Summary: Gender groups	No impact																		
B 1.6	Summary: Ethnic groups	No impact																		

B 2 TRAFFIC IMPACTS	AFFECTED SEGMENTS														Geographical level		Source			
	Passengers					Transport operators						Employees in transport	Residents	Economy	Public bodies	Society	1st level	2nd level	Source of assessment	Spatial level of source
	Road	Rail	Air	Public transport	Slow modes	Road	Rail	IWW	Air	Maritime	Public transport									
B 2.1	Travel or transport time																L		S	L
B 2.2	Risk of congestion																L		S	L
B 2.3	Vehicle mileage																L		S	L
B 2.4	Service and comfort																L		S	L
B 2.I	Overall impacts on social groups																			
B 2.II	Implementation phase	Inconveniences during implementation phase, due to traffic restrictions.																		
B 2.III	Operation phase	Benefits are definitely delivered as soon as the system starts operating																		
B 2.IV	Summary / comments concerning the main impacts	Bus service becomes more reliable, travel speed increases, travel time reduces, delays become unlikely, while private car traffic may be affected badly due to possible reduced numbers of lanes. [2]																		
B 2.V	Quantification of impacts																			

B 3	ECONOMIC IMPACTS	AFFECTED SEGMENTS													Geographical level		Source					
		Passengers					Transport operators						Employees in transport	Residents	Economy	Public bodies	Society	1st level	2nd level	Source of assessment	Spatial level of source	
		Road	Rail	Air	Public transport	Slow modes	Road	Rail	IWW	Air	Maritime	Public transport										
B 3.1	Transport costs	↗																	L		S	L
B 3.2	Private income / commercial turn over																		L		S	L
B 3.3	Revenues in the transport sector																		L		S	L
B 3.4	Sectoral competitiveness																		L		S	L
B 3.5	Spatial competitiveness																					
B 3.6	Housing expenditures																					
B 3.7	Insurance costs																					
B 3.8	Health service costs																					
B 3.9	Public authorities & adm. burdens on businesses																					
B 3.10	Public income (e.g.: taxes, charges)																					
B 3.11	Third countries and international relations																					
B 3.I	Overall impacts on social groups																					
B 3.II	Implementation phase	Implementation costs depends on the volume and complexity of the system. A totally segregated (tram-like) system may cost very high, but generally it is a cheap and cost effective solution.																				
B 3.III	Operation phase	Operation is similar to a conventional bus service, while cheaper than a tram system.																				
B 3.IV	Summary / comments concerning the main impacts	The measure offers the benefits of a tram-like system. Reliability on congested roads, and flexibility where needed, while the costs are definitely lower, about one third, comparing to a tramline. [2]																				
B 3.V	Quantification of impacts																					

B 4	SOCIAL IMPACTS	AFFECTED SEGMENTS													Geographical level		Source					
		Passengers					Transport operators						Employees in transport	Residents	Economy	Public bodies	Society	1st level	2nd level	Source of assessment	Spatial level of source	
		Road	Rail	Air	Public transport	Slow modes	Road	Rail	IWW	Air	Maritime	Public transport										
B 4.1	Health (incl. well-being)																					
B 4.2	Safety				↗	↗													L		S	L
B 4.3	Crime, terrorism and security																					
B 4.4	Accessibility of transport systems				↗																	
B 4.5	Social inclusion, equality & opportunities																					
B 4.6	Standards and rights (related to job quality)																					
B 4.7	Employment and labour markets																					
B 4.8	Cultural heritage / culture																					
B 4.I	Overall impacts on social groups																					
B 4.II	Implementation phase																					
B 4.III	Operation phase																					
B 4.IV	Summary / comments concerning the main impacts	Reduction of car traffic along the corridor improves the safety of all the social groups (road users / traffic participants). Accessibility of public transport (bus services) improves due to new bus lanes and more bus services will ask for more bus drivers which increases employment. [3], [4]																				
B 4.V	Quantification of impacts																					

B 5	ENVIRONMENTAL IMPACTS	AFFECTED SEGMENTS													Geographical level		Source					
		Passengers					Transport operators						Employees in transport	Residents	Economy	Public bodies	Society	1st level	2nd level	Source of assessment	Spatial level of source	
		Road	Rail	Air	Public transport	Slow modes	Road	Rail	IWW	Air	Maritime	Public transport										
B 5.1	Air pollutants																					
B 5.2	Noise emissions																					
B 5.3	Visual quality of the landscape																					
B 5.4	Land use																					
B 5.5	Climate																					
B 5.6	Renewable or non-renewable resources																					
B 5.I	Overall impacts on social groups																					
B 5.II	Implementation phase																					
B 5.III	Operation phase																					
B 5.IV	Summary / comments concerning the main impacts	Reduction of air pollutants and noise emissions along bus lanes (which used to be open for traffic and now are only available for buses), due to decrease in car traffic [1].																				
B 5.V	Quantification of impacts																					

C REFERENCES

C 1	Other TPMs of this subcategory	Priority to HOV vehicles.
C 2	References	<p>International</p> <p>[1] ASSET Assessing Sensitiveness to transport, Analysing Policy Instruments</p> <p>[2] Guidelines for implementers for innovative bus systems</p> <p>National</p> <p>Regional / Local: Bus Priority Measures</p> <p>[3] Bus Priority Measures Best Practice Report, Worcestershire County Council, November 2007</p> <p>[4] City of Worcester IMPLEMENTATION SCENARIO for Key Corridor of Improvement Schemes, incorporating the BHLS (Buses with a High Level of Service) Concept</p>