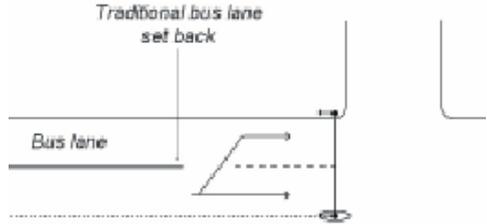
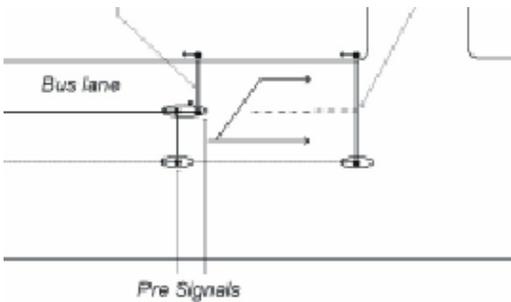


Bus Priority – The Way Ahead

What follows is a summary of the resource pack titled **Bus Priority – The Way Ahead** acquired from the Dept. of Transport, UK. The document is huge and hence this brief. The focus here is to outline the different methods used for improving bus services and giving them priority over other forms of transport competing for the same space i.e. roads.

Potential measures are detailed below:

Measure	Remarks	Picture
Guided bus ways	<ul style="list-style-type: none"> Totally segregated from traffic Sometimes even use a track that 'guides' the steering of the bus (like a light rail) Pune's BRTS is similar to this concept. Advantages: fast, reliable Disadvantages: costly option, often needs widening of roads, other vehicles cannot use these lanes at any time. 	
With-flow bus lane	<ul style="list-style-type: none"> These measures mark out a lane of the carriageway for use by buses. Any road with two lanes (on one side) is a potential candidate. Most commonly adopted physical bus priority measures in UK Bus lanes are operated usually at peak times (and never on public holidays). Advantage is that existing roads without alteration is used Disadvantage: it fails if law enforcement is poor. 	
Bus gates and rising bollards Needs use of technology that actuates on sensing buses or designated vehicles fitted with a given transponder.	<ul style="list-style-type: none"> Access to a particular street is to be restricted to buses (and other designated vehicle e.g. cycle). Can be implemented by simply displaying signs More rigid enforcement involves use of signals Or rising bollards (see picture). These bollards stop other traffic, but automatically go down on approach of a bus (or even emergency vehicles i.e. police cars or ambulances). 	<p>Rising bollard will go down on approach of bus, but allows cyclist to go (see bottom right of picture).</p> 
High Occupancy Vehicle (HOV) or '2 Plus' lanes	<ul style="list-style-type: none"> Exactly like bus lanes but also allow vehicles with 2 + or 3 + (as defined by law) people to use it. 	No picture here, but you can imagine that this is perfect for people ready to use 'pool cars' schemes.
No car lanes (perhaps in Pune it may apply to bikes too)	<ul style="list-style-type: none"> All other vehicles i.e. buses, goods vehicles + cycles allowed 	No picture, but one can imagine this is likely to work for places such as industrial areas

<p>Park and ride</p>	<ul style="list-style-type: none"> • Focuses on getting people to use the bus instead of their cars, for the final leg of their inward journey. • It requires sufficient space on the edge of town centers to provide adequate parking facilities. • Park and ride schemes will also usually incorporate a high level of bus priority on the transfer route so that potential passengers can see a clear benefit over the private car. 	<p>As seen, people park and get on to buses which will travel on roads where some form of Bus priority (Bus lanes in red in the picture below) is in place</p> 
<p>Pre signals</p> <p>Uses Technology</p>	<ul style="list-style-type: none"> • As seen in figure 1, the traditional model of a bus lane is operating i.e. the buses are stuck at the signal with the rest of traffic. • Figure 2 shows Pre-Signals, these stop the non-bus traffic allowing buses priority at junctions. • This will work only if the signals are well coordinated using options described below. 	<p>Figure 1</p>  <p>Figure 2</p> 
<p>Traffic management using technology</p> <p>MOVA</p> <p>Bus SCOOT</p> <p>Selective Vehicle Detection (SVD)</p> <p>Automatic Vehicle Location (AVL)</p>	<ul style="list-style-type: none"> • MOVA stands for Microprocessor Optimized Vehicle Actuation. It is a signal control strategy that alters traffic signal timings in response to actual traffic conditions at isolated junctions. • The 'split cycle offset optimization technique' – or SCOOT – is an urban traffic control (UTC) system. Bus SCOOT is a facility incorporated into SCOOT to give priority to buses. To use Bus SCOOT an authority must install devices for letting SCOOT know where the buses are e.g. loops or detectors. 	<p>No pictures to display, but MOVA and Bus SCOOT are the commonest technologies in use.</p>

Bus Priority – The Way Ahead is 245 pages long, the CD has video clips and case studies / research outcomes for each method described above.