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Factsheet

Dedicated Bus Lanes

Wuppertal Institut

UN HABITAT
FOR A BETTER URBAN FUTURE

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Urban Electric Mobility Initiative (UEMI) was initiated by UN-Habitat and the SOLUTIONS project and launched at the UN Climate Summit in September 2014 in New York.
UEMI aims to help phasing out conventionally fueled vehicles and increase the share of electric vehicles (2-,3- and 4-wheelers) in the total volume of individual motorized transport in cities to at least 30% by 2030. The UEMI is an active partnership that aims to track international action in the area of electric mobility and initiates local actions. The UEMI delivers tools and guidelines, generates synergies between e-mobility programmes and supports local implementation actions in Africa, Asia, Europe and Latin America.

Solutions

SOLUTIONS aims to support the exchange on innovative and green urban mobility solutions between cities from Europe, Africa, Asia and Latin America. The network builds on the SOLUTIONS project and brings together a wealth of experience and technical knowledge from international organisations, consultants, cities, and experts involved in transport issues and solutions.

The overall objective is to make a substantial contribution to the uptake of innovative and green urban mobility solutions across the world by facilitating dialogue and exchange, promoting successful policy, providing guidance and tailored advice to city officials, fostering future cooperation on research, development and innovation.

Aims

SOLUTIONS_UEMI supports urban mobility implementation actions that contribute to the Paris Agreement and the New Urban Agenda.
Sustainable energy and mobility can make positive contributions to a number of policy objectives, nationally and locally. In particular in cities there is a great potential to create synergies between for example safety, air quality, productivity, access and climate change mitigation. A UEMI resource centre will provide opportunities for direct collaboration on projects focusing on sustainable urban mobility and the role e-mobility can play in it. The UEMI will pool expertise, facilitate exchange and initiate implementation oriented actions.
UN-Habitat, the Wuppertal Institute & Climate Action Implementation Facility jointly host the resource centre for the Urban Electric Mobility Initiative, aiming to bridge the gap between urban energy and transport and boosting sustainable transport and urban e-mobility.

In brief

Brief

Separating buses from other vehicles in dedicated lanes protects them from traffic congestion and delays and improves the reliability of services. The smoother driving also saves fuel and makes buses a more appealing mode of travel during peak hours.

Institutions

Institutions

The lead agency for this is usually the city (local transport authority) working in conjunction with local bus operators. National policy frameworks are important to ensuring consistency with schemes in other cities.

Transferability

Transferability

Many cities in Europe and other parts of the world have implemented dedicated bus lanes and the solution can easily transfer to other cities. Relevant locations are cities with good public transport networks but high levels of congestion, which impede journey times. Cities that experience delays because of buses changing lanes, or because of buses holding up other vehicles when stopping to collect passengers, are also suitable locations.

Implementation

Implementing the measure as part of a package of public transport improvements (such as new vehicles, smart ticketing, enhanced information, new fares, and improved frequency) is desirable for having a greater impact on improving the attractiveness of bus travel.

Case Study: Warsaw's bus priority Lane (Poland)

Context

To reduce traffic problems in Warsaw and make travelling by public transport easier, the city began looking for new solutions to improve local traffic conditions. In 2009, the city selected a main traffic corridor connecting the east and central districts as the focus for improvement. This was due to rising traffic numbers and increasing congestion along this route, especially during peak hours, which affected the ability of public transport services to operate efficiently.

In action

As a result, in September 2009 the city introduced a new bus priority lane. At the time, this was the longest bus lane in Warsaw, stretching 7 km in each direction. The bus lane covers the Trasa Łazienkowska area, which includes one of the city's main three-lane artery roads, crosses the river Vistula and connects the city centre to the eastern edge. Now one of the three lanes in both directions of the Trasa Łazienkowska is a dedicated bus lane, and car traffic is restricted, by a combination of road signs and road markings.

Case Study: Warsaw´s bus priority lane (Poland)

In action

After its installation, only buses could initially use the lane. However, 3 weeks later the city allowed licensed taxis to use the lane. To ease the congestion that inevitably occurred in the remaining two lanes, the city introduced two new bus services. The frequency of existing bus services using the route increased and encouraged more people to use public transport.

Results

Results

Warsaw experienced strong resistance from car drivers when introducing the bus lane. However, it has strong support from public transport passengers. Over time, some drivers saw the benefits and are now public transport users themselves. Following an evaluation of the impacts of the bus lanes in November 2009, the most important benefits include:

- The number of bus travelers has significantly increased during all times of the day;

- The average speed of buses in both directions has increased (19% faster to the east city edge and 30% faster to city centre, with an average of 26 km/h in both directions, rising from an average 10km/h before the bus lane was implemented;

Other advantages include more punctual public transport services, a better image of public transport among locals, faster response times for emergency vehicles, and improved traffic safety.

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More Information

Implementing Partners

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