

FAQs on “Cities on the MOVE” challenge- where there is a bus, there is a way

1. How to decide the route of bus-priority lane or which types of roads shall be chosen for bus priority lane?

The bus priority lanes should be planned along bus routes, where the frequency of bus services are high or where demand exists for the public transport agency to run high frequency of buses (preferably with headways of 5 min or less during peak hours). At the same time, the proposed routes should also connect major destinations like dense residential/ commercial/industrial areas.

2. Can a two-lane road be selected for bus-priority lane corridor as one lane will be reserved for buses?

Yes. As a bus can move more number of people compared to personal transport modes. A two lane carriageway with one lane reserved for buses can move more number of people compared to two mixed traffic lanes. Hence, a bus lane can be proposed on two-lane roads as well.

3. How is a bus priority lane different from the conventional BRT system?

Bus based public transport system can be prioritized for movement on roads in various ways. Some ways that buses are commonly prioritized includes,

- (i) Prioritizing bus movement only at junctions by detecting buses arriving at junctions and giving priority by adjusting signal phasing.
- (ii) Prioritizing bus movement by reserving a lane (BPL) in the existing carriage way for buses. A bus lane may be reserved for the entire day or only for certain peak hours, when bus frequency is high. Bus priority may allow for merging of general vehicles for short distance to allow access to properties. As such bus priority lanes



can have some degree of operational flexibility and hence typically cater to lesser capacity (i.e. number of people moved per hour) compared to BRTS.

- (iii) The Bus Rapid Transit (BRT) system is the highest form of providing priority to bus movement, where lanes are typically reserved for bus movement as a separate facility without interference from other traffic, thereby having ability to serve higher capacity when compared to the bus priority lanes. Typically BRTS would have more controlled bus stops with fare gates, passenger information systems, level boarding, etc. that provide higher convenience to passengers.

4. Is there any standard specifications to determine the minimum leftover width of mixed traffic lane, next to the bus-priority lane?

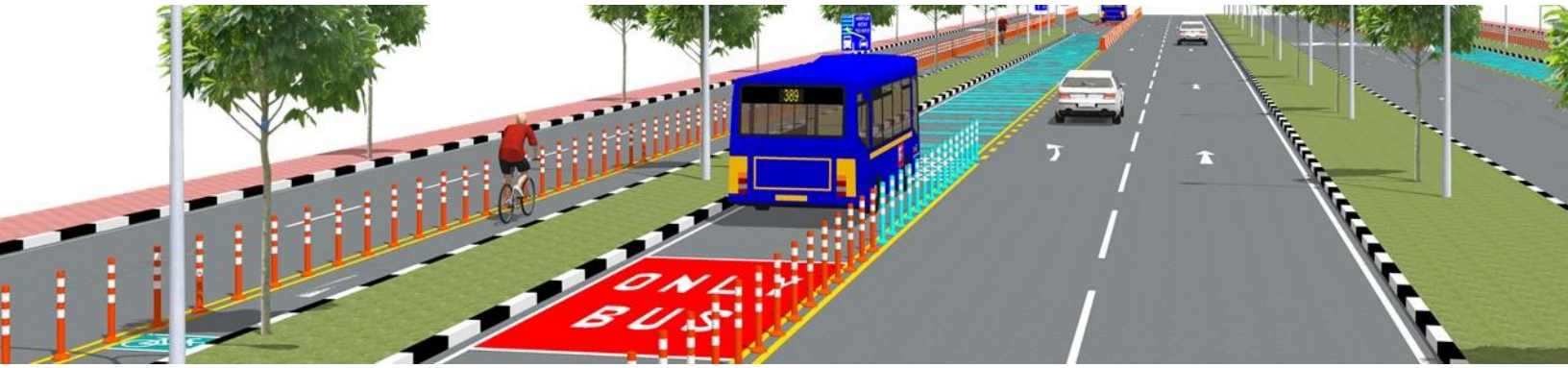
No. After installing the 3.5m of bus priority lane, the remaining portion of the carriageway may be left over for mixed traffic lane.

5. Is the city's road network pattern (e.g- radial, orthogonal, linear) important to select a bus-priority lane corridor?

No. The city's road network pattern has no relation with the implementation of bus priority lane. Bus routes with high demand is a more important factor for deciding bus lanes. The bus movement can be prioritized irrespective of city's road network pattern.

6. Shall a road with existing on-street parking be chosen for bus priority lane?

Yes. Roads with existing on-street parking can be chosen for BPL by shifting parking to side-streets. Many cities have used BPL as a tool to reduce parking demand on the corridor. However, when bus priority lanes are designed, interference from car/two-wheeler parking should be minimized (frequent on-street parking should NOT be provided).



7. Can a bus-priority lane be temporal, i.e implemented at a particular time of the day?

Though it is technically feasible, but enforcement of same would be challenging. Hence, it is not recommended.

8. What interventions shall be taken at the junctions for the development of bus-priority lane?

Firstly, the bus priority lane should continue up to the junction opening. Secondly, a separate signal phase shall be introduced for bus lane traffic to ensure the smooth movement of buses at the junction. The signal timing can also be designed in a way that the waiting time of buses is minimized at the junctions.

9. Shall the integrated development of bus-priority lane along with the development of footpath and cycle track to be considered for MOVE challenge?

Yes. Any innovative interventions like the integration with cycle tracks/bicycle parking, integrating footpath improvement work or safe pedestrian crossings along with designing bus priority lanes, integration with other transit stations (interstate/intercity bus terminals, railway stations) will be given preference under the MOVE challenge.