LEU_07 'Increase the quality of the PT services through traffic management and dedicated lanes for PT'

Objectives of the measure

- **At measure level:**
  - To improve the implementation process of dedicated lanes and PT traffic management
  - Make policy and planning around solutions more evidence-based

- **Contributing to city level objectives of:**
  - Reduce trips made by private vehicles
  - Make the PT offer more attractive through reduced travel times and improved reliability
  - Improve the efficiency of bus operations throughout the city by prioritising PT

Description of the measure

- **Situation before**:

Due to congestion issues at main access roads to the city, PT services along these roads suffer. To improve the service level and increase the attractiveness of PT, bypassing congested areas would be a big step. Especially combined with the further implementation of peripheral parking lots along these routes.

The trade-off between dedicated bus lanes and on-street parking is the main driver of planning and policy making. Debates are often more emotional than based on facts. Better data-driven analyses would improve decision making.

No thorough impact evaluation of realized dedicated lanes and PT priority traffic management is currently in place, which limits our knowledge about the potential gains of these type of measures

- **General description:**

The city of Leuven, the regional public transport operator and the regional authorities are currently working on redesigning the public bus system as to create high quality public transport in several dimensions. Within this context, Leuven aims to redesign the different transport axes throughout the city in order to facilitate the creation of separate bus lanes and prioritise traffic signals for the main PT axes. This measure will contribute to the planning, monitoring and evaluation of this redesign process.

- **Measure outputs:**

This measure will deliver:

- Analysis/Tools for selecting location and refining implementation method for bus corridors
- An analysis of further potential locations with attention to potential gains and costs
- Identification of 3 locations where priority for PT will be implemented through bus lanes and/or intelligent traffic lights
- Evaluation report

Note: the exact locations and number of lanes/intersections to be implemented within UPPER is still to be decided, this needs careful consideration due to risk factors external to the project (i.e. being part of much larger infrastructure projects that are not part of UPPER). Locations are also an output of the first stages of this measure. However, three potential locations have been already identified, where the city or partners have early-stage plans for such measures.

- **Supporting activities**:
  - Stakeholder engagement to further focus implementation

- **Interaction with other city measures: UPPER and non-UPPER measures**

  This measure is linked with others focused on improving PT operations and improving data analysis:

  - **LEU_01:** To exploit the existing mobility data to enhance the evolution of public transport policies

  These measures will improve the use of data for understanding PT in the city, which will support the selection of bus lanes and transit signal priority sites in the city.

  This measure is also linked to:

  - **LEU_02:** To study the needs of parking and public transport in different areas of the city

  This measure aims to improve and extend the offer of peripheral parking lots with an efficient PT connection to the city centre. Improving travel times on important access roads is crucial for the success of these parking lots.

Target groups and/or geographical impact areas

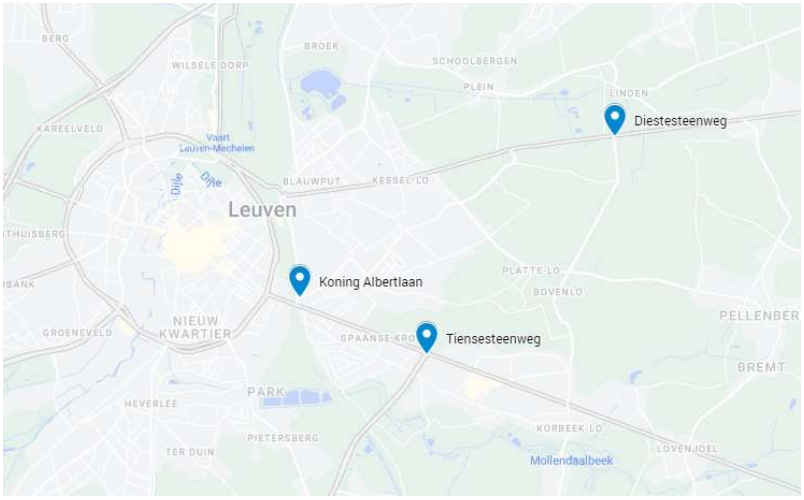
- **Target groups:**

  PT users and potential PT users (especially attracting new users in neighbouring municipalities)

- **Geographic implementation area:**

  Three proposed locations:

  - N3 Tiensesteenweg/Meerdaalboslaan:
  - N2 Diestsesteenweg
  - Koning Albertlaan



Stakeholders

The following stakeholders will be required for the implementation of this measure.

- **Municipality:** Decision maker in terms of infrastructure work and space reallocation
- **AWV (regional road manager):** these locations are typical on main roads, so AWV is an important partner
- **Neighbouring municipalities:** possible effects on neighbouring municipalities as we aim for connections to peri-urban area
- **De Lijn:** PT operator

U-tools support

This measure will be actively supported by two IT tools from the UPPER toolkit:

- **U-NEED:** U-NEED will allow the city to have a deep understanding on the mobility patterns of the citizens and identify the potential locations where the dedicated PT lanes and traffic light priority can be implemented.
- **U.SIM (and more specifically, U-SIM.plan):** U-SIM.plan will be used to evaluate the potential impact of the creation of new dedicated PT lanes and make data-based decisions.

Link to other UPPER measures

This measure is similar to UPPER measures in other cities, especially:

- **VAL_04**: To reduce travel times through the implementation of dedicated bus lanes
- **ROM_04**: To design the new high frequency and high-capacity PT infrastructure
- **LIS_02**: Promote, extend services and prioritise PT
- **BUD_06**: To improve the existing PT prioritizing tools in Budapest
- **TES_03**: To improve transit services through dynamic multimodal management of PT corridor

Process of implementation of the measure

Stages	Description	Intermediate milestones
Analysis	General analysis and approach	- Local baseline measurements for delay, modal split. - Analysis report
Design & Preparation	Design of solutions for particular locations	- Implementation plan
Evaluation	Evaluate the impact of implemented lanes and intersections	- Implementation - Data collection - Analysis - Report

Sub-measures and preliminary indicators

Measure	Sub-measure *(if applicable)*	Impact indicators
LEU_07	N/A	- PT ridership along bus corridors - Commercial speed - Number and percentage of services arriving / departing on time