

POLIS

CITIES AND REGIONS FOR TRANSPORT INNOVATION

ANNUAL
CONFERENCE

2023

LEUVEN, BELGIUM • 29-30 NOVEMBER 2023



leuven

Exploring proactive traffic management: Introducing bus priority in the opposite lane during rush hour

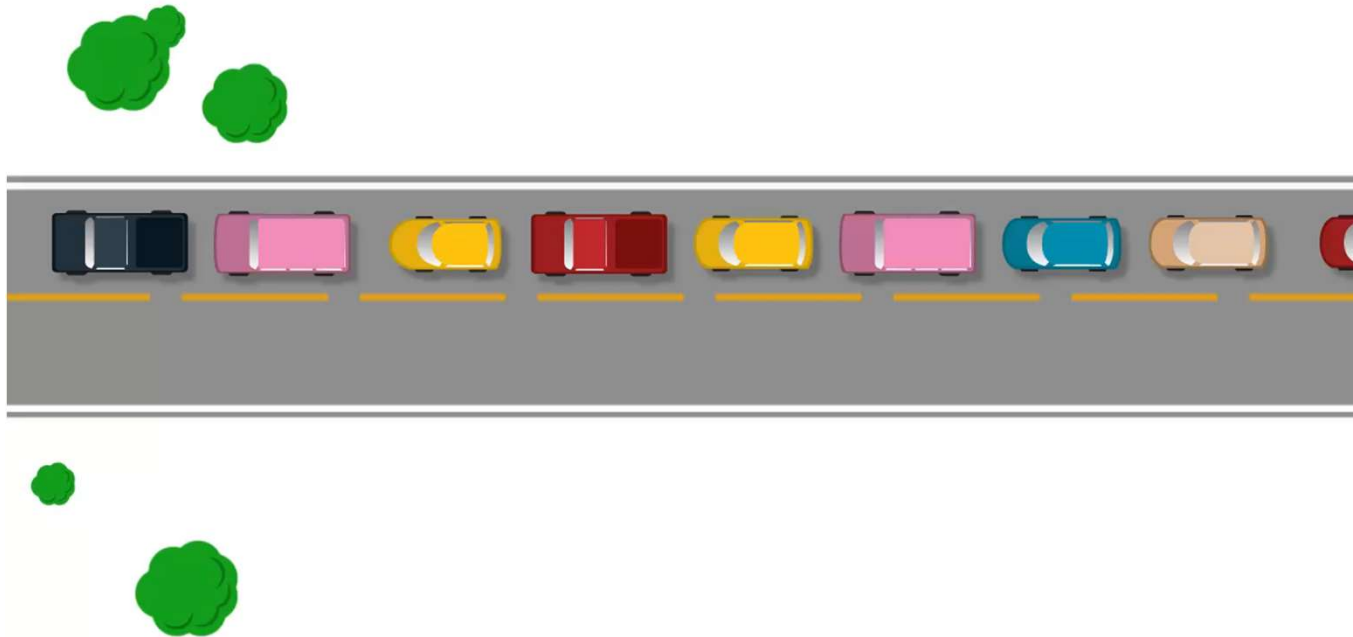
Pilot project

Julija Glisovic

Viken County Council



What is the challenge and why proactive traffic management?





Where is the pilot project?

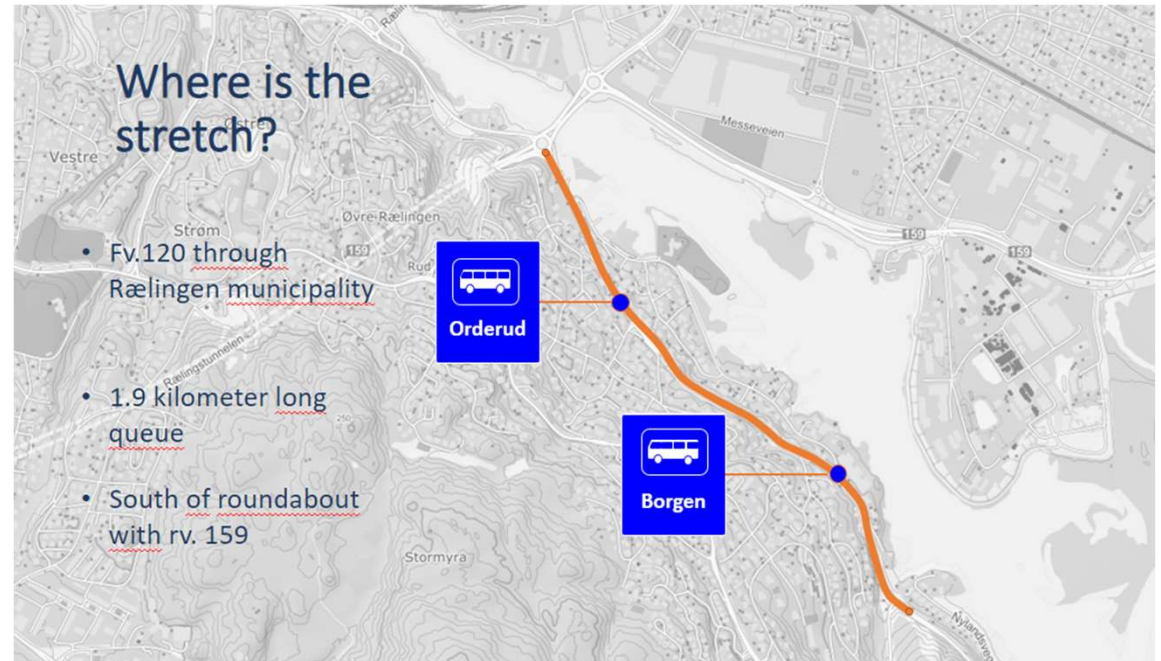
POLIS | ANNUAL CONFERENCE
CITIES AND REGIONS FOR TRANSPORT INNOVATION | **2023**





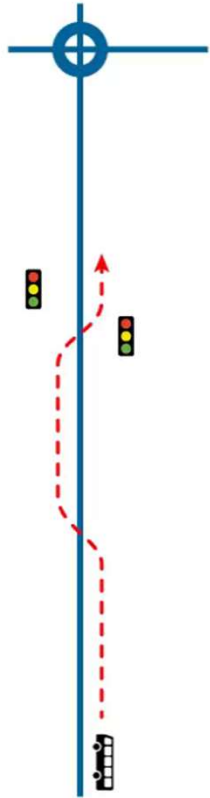
About the project

- There are major delays in the morning rush for public transport on the current direction. The queue is slow, and buses are in the same queue as the private cars. Delay is about 10 minutes.
- Queue in this stretch is long roundabout 2 km. Priority stretch is about 200m.
- There are no delays in the opposite direction and not a high frequency of traffic.



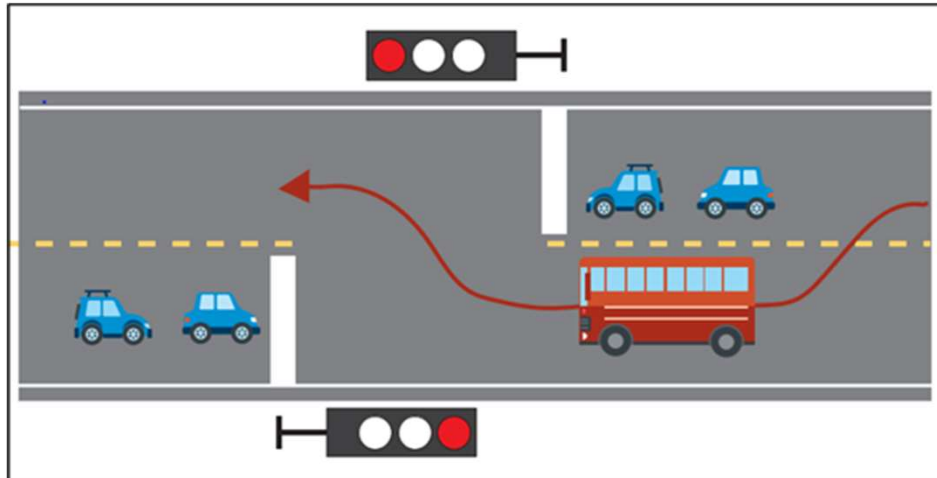


What is solution?



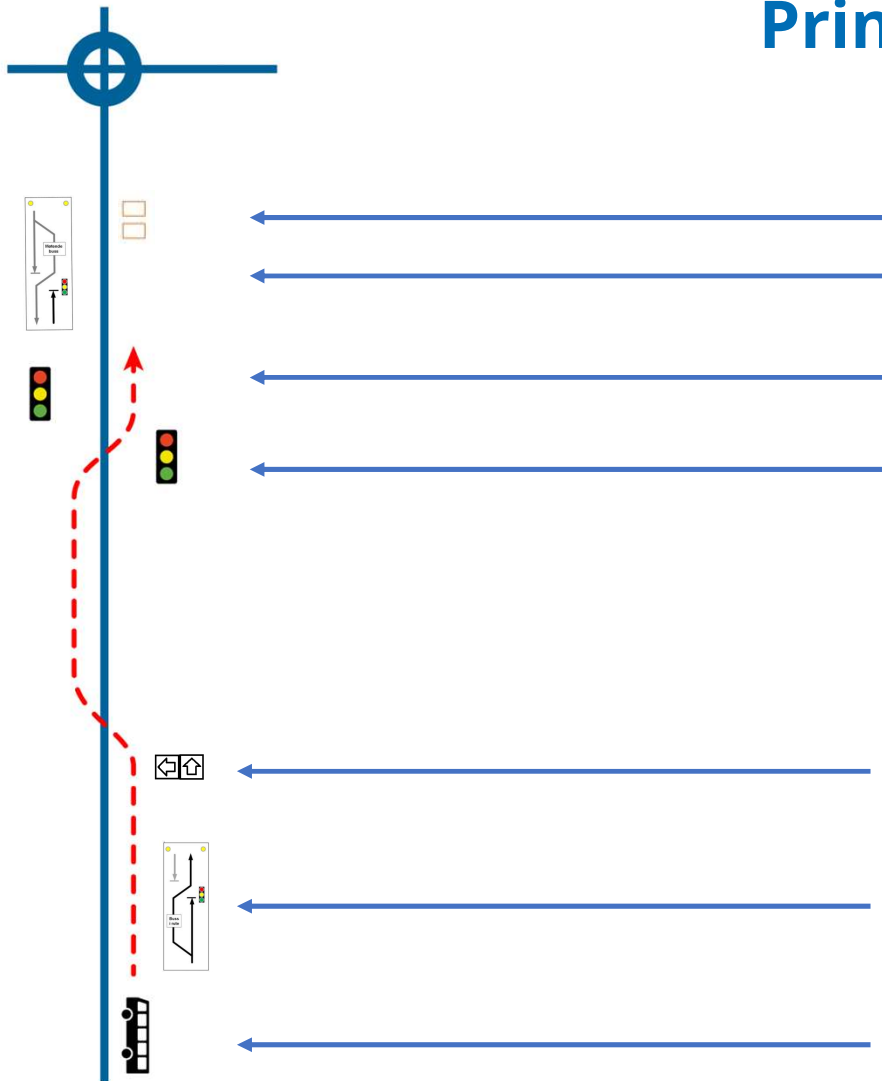


Concept



- The saving of time lies, among other things, in the fact that the bus overtook a larger number of cars in the queue and thus gets fewer cars in the queue in front of it towards the roundabout with rv. 159
- Travel time for cars in the same direction is slightly affected overall (they 'make up' for lost time downstream)

Principle solution



inductive loops - registration of queue

Information for road users

traffic light placed in the opposite lane

traffic light placed in the direction of the bus

Priority bus signal

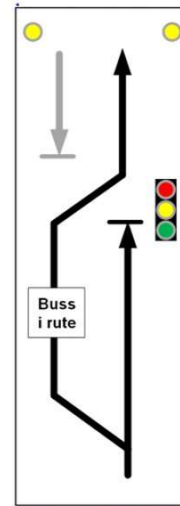
Information for road users

bus registration - real-time data from bus (GPS data)

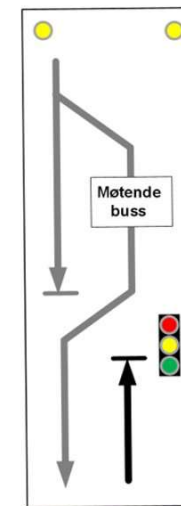
Information for road users

In our case we want to inform about:

- That the traffic is regulated with signal regulation
- That the bus on the route can use the left (oncoming) lane to drive past and advance in the queue
- It is an advantage if road users quickly perceive the entire system through one simple illustration that looks relatively similar in both directions.



Figur 4 Skilt for trafikk mot Lillestrøm (Kilde: Aakre/NTNU)



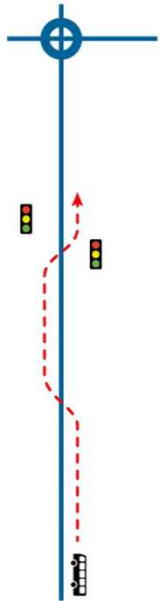
Figur 5 Skilt for trafikk i retning fra Lillestrøm (Kilde: Aakre/NTNU)



Phase	2020- Winter	2021- Summer	2022- Spring	2023- Spring	2023- Winter	2024- Summer	2025- Winter	
1. Traffic simulation (Aimsun)								
2. Manual routing								
3. Approved of proposed concept for a pilot period of one year from NPRA								
4. Planning for the construction process								
5. Process for Signs and signals								
6. Construction process								
7. Piloting phase 1 year								
8. Permanent operation phase								



Expected benefits



- lower construction costs of the "electronic line"
- reducing bus delays
- Change traffic habits and behavior so that road users use more public transport
- Solutions that enable less land use
- lower maintenance and service costs



**Thank you for
your attention!**



For information:

Julija Glisovic

Special Advisor

Viken County Council, Area Transport

Norway

mobil: +47 48618686

gmail: julijag@viken.no

 [@POLISnetwork](https://twitter.com/POLISnetwork)

 [POLIS Network](https://www.linkedin.com/company/POLIS-Network)

 [polis.network](https://www.instagram.com/polis.network)

 [@polisvideo](https://www.youtube.com/@polisvideo)