



Buses with a High Level of Service

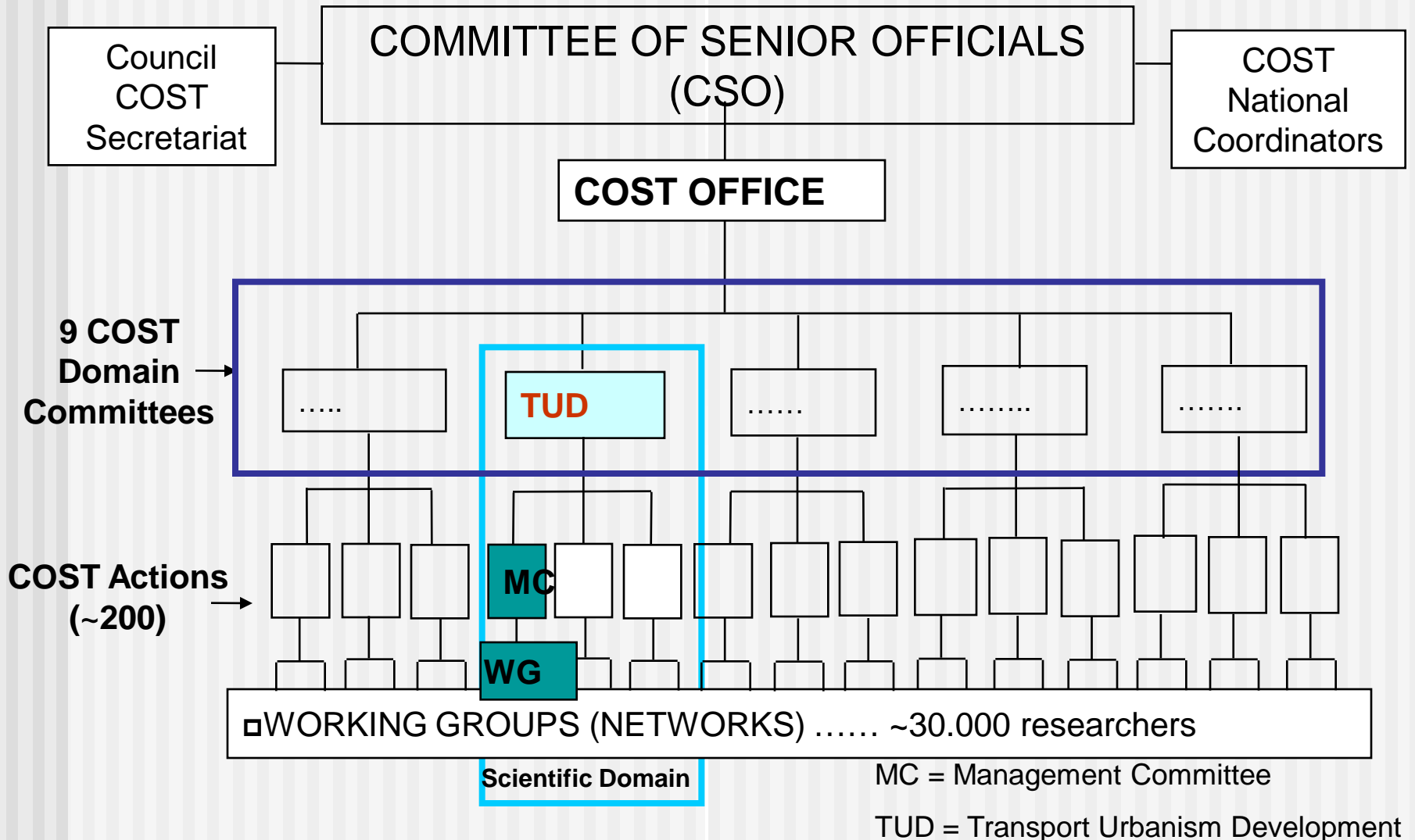
Professor John Nelson and Brian Masson
Centre for Transport Research
University of Aberdeen, UK

<http://www.abdn.ac.uk/ctr/>

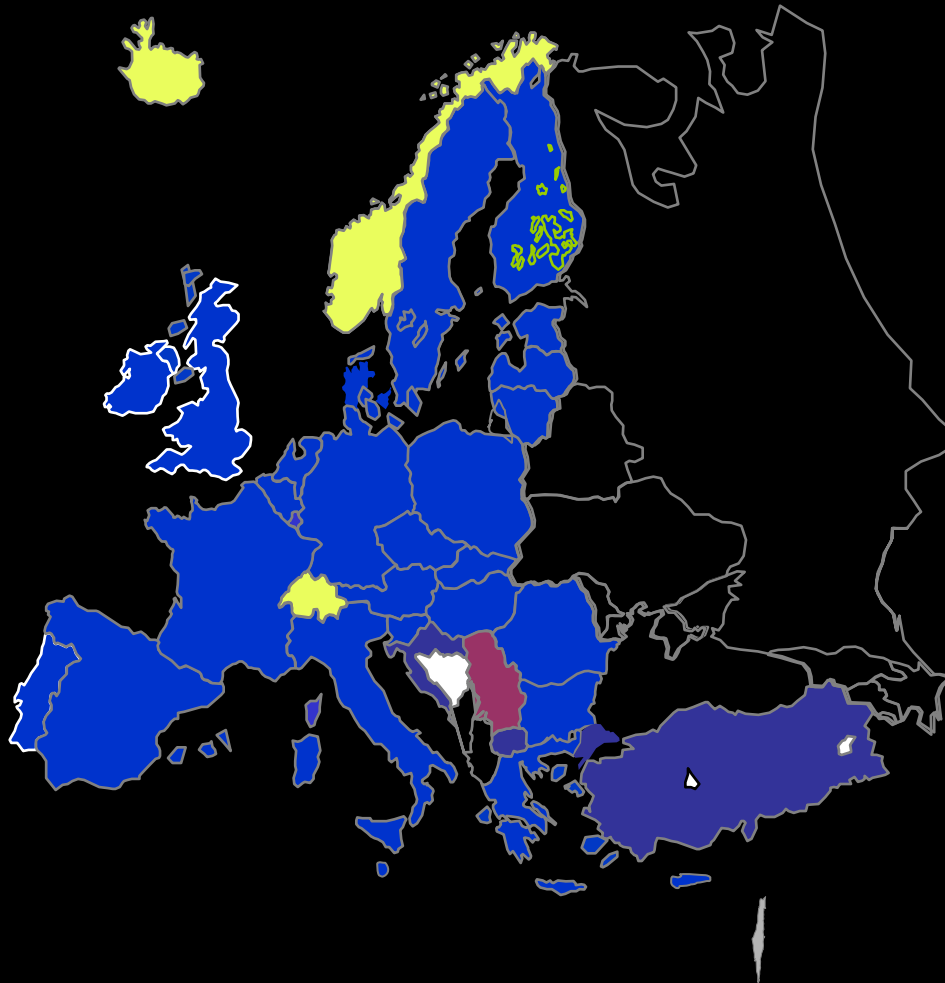
Overview

- COST Actions
- Buses with a High Level of Service
 - Concept
 - Projects

What is a COST Action?



COST Countries



◆ The 27 EU Member States

◆ EFTA Member States

- ▶ Iceland
- ▶ Norway
- ▶ Switzerland

◆ Acceding & Candidate Countries

- ▶ Croatia
- ▶ FYR of Macedonia (FYROM)*
- ▶ Turkey

◆ Other Countries

- ▶ Republic of Serbia *

◆ COST Co-operating States

- ▶ Israel

Buses with a High Level of Service (BHLS)

- Duration of Action: 18.04.07 – 21.10.11
- Main Objectives:
 - To increase knowledge by sharing current state-of-the-art and key findings as well as the limitations and difficulties associated with launching BHLS projects.
 - To understand better the best ways to create and improve the potential BHLS market; including a coherent strategy for choosing all the system components.
 - To identify the main research and demonstration needs going forward.
 - To disseminate results (particularly in terms of best practice and recommendations) by publication and a web site - <http://www.bhls.eu/>.

What is BHLS?

- BHLS is a set of measures to improve the overall performance of bus services and promote sustainable mobility; it can take many forms including:
 - the trunk network in Stockholm
 - the “Quality Bus Corridor” in England and in Ireland
 - the Bus à Haut Niveau de Service (BHNS) in France
 - the metrobus concept in Germany
 - HOV – “Hoogwaardig Openbaar Vervoer”) in the Netherlands
- BHLS complements BRT (although boundaries can become blurred)



Snapshot of BHLS projects

- Best state-of-the-art:
 - France: Nantes and Lorient, Rouen perhaps (guided)
 - Ireland: Dublin
 - UK: Crawley/Horley/Gatwick; Leeds (guided); Edinburgh (guided)
 - Spain: Madrid (on highways)
 - Germany: Oberhausen; Hamburg (bi-articulated)
 - Sweden: Jönköping; Gothenburg (bi-articulated); Stockholm
 - Netherlands: The zuid tangent; Eindhoven (guided)
 - Italy: Prato; Pisa
 - Romania: Bucuresti
 - Greece: Athens

Madrid

- Extensive BRT investment on motorway lanes; underground tunnels built to avoid congestion and provide access to underground bus stations

All photos: Brian Masson



Nantes

- Use of dual carriageways to introduce Bus Rapid Transit Services fed by Park and Ride and feeder bus services



Oberhausen

- Use of old railway lines to create Bus Rapid Transit Services and Emergency Vehicle Access



Swansea

- City Centre Bus Priority BRT Network



Castellon



▣ Optical Guidance

Key Priority Areas

- Infrastructure
 - implementation of stations and running ways; road and tramway regulations; investment and maintenance costs
- Rolling stock
 - addressing the technical and functional variety observed in Europe; accessibility trends; investment and maintenance costs; standardisation
- Operating issues
 - ITS implementation; passenger satisfaction; staff / driver training; marketing of BHLS
- Social and economic issues
 - Focus on the image and place of BHLS in the public transport network

Thank you for your attention.
Questions and Comments?

Contact details:

Prof John Nelson:

j.d.nelson@abdn.ac.uk

John.D.Nelson@sydney.edu.au