

By [News Editor](#) / Updated: 29 Aug 2014

[Public transport priority system in Krakow/Poland](#)



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City:

Kraków

Country:

Poland

Topic:

Archive

Description

Krakow perceives the necessity to introduce a high standard priority system in urban public transport. Introducing new solutions, such as more and more separate bus and tram lanes and traffic lights with privilege of public transport vehicles is the most effective way to create a modern, efficient and more friendly public transport for passengers.

Objectives / Innovative Aspects

Objectives:

- To improve punctuality and regularity of public transport vehicles operation.
- To reduce travel time and its randomness.
- To enlarge timetables' feasibility.
- To increase the number of trips realised by public transport.
- To reduce the number of private cars in the city centre.
- To improve the passengers information system.
- To design a new database with measurements of public transport vehicles operation.
- To formulate new indicators for public transport quality.

The Measure

The general tasks of the measure are the design, the development, the analysis and the evaluation of the public transport priority system in Krakow. Existing and new designed parts of the system will be combined. Within the research and technological development activities are conducted concerning the study of the priority corridors, the planning of experiments and the organising and the performance of measurements. There are some demonstration activities that come with the measure regarding the definition of the overall technological aspects of the system, the developing of the needed software, the implementation of the technological system and the operation and testing of the public transport priority system. Additionally the evaluation activities were worked out.

Implementation Status

1 Description of existing situation - priorities for PT in Kraków

2 Design study - 9 primary proposals of corridors with priorities for PT - 2 corridors chosen
a) Tram-bus corridor: „Rondo Mogilskie” - „Filharmonia” (over than 1km each direction)
b) Bus corridor: „Cracovia” - „Cmentarz Rakowicki” (900m in one direction)
3 Measurements “before” bus lanes implementation for selected corridors - more than 40 stops, 14 hours
4 Building of dedicated bus and tram-bus lanes - UMK activities
5 Measurements “after” bus lanes implementation (both corridors) - the same stops and period
6 Statistical analyzis of obtained results
7 Upscaling of results- recommendation for fast tram, new bus lanes in the city

Results

1 GLOBAL EFFECTS OF THE MEASURE: shorter bus (tram) running time of majority sections, bigger unvariability of running time, better punctuality, higher values of passenger volumes
2 TRAM-BUS corridor: „RONDO MOGILSKIE” - „FILHARMONIA” during afternoon peak-hour: average running time: BUSES - 25% decrease (+) TRAMS - 9% decrease (+) standard deviation of running time: BUSES - 29% decrease (++) TRAMS - 18% decrease (++) passenger volumes: BUSES - 3% increase (+) TRAMS - 7% increase (+)
3 BUS corridor: „CRACOVIA” - „CM. RAKOWICKI” during afternoon peak-hour: average running time: 0,5% decrease (+) st. dev. of running time 6% increase (-)

Keywords

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