



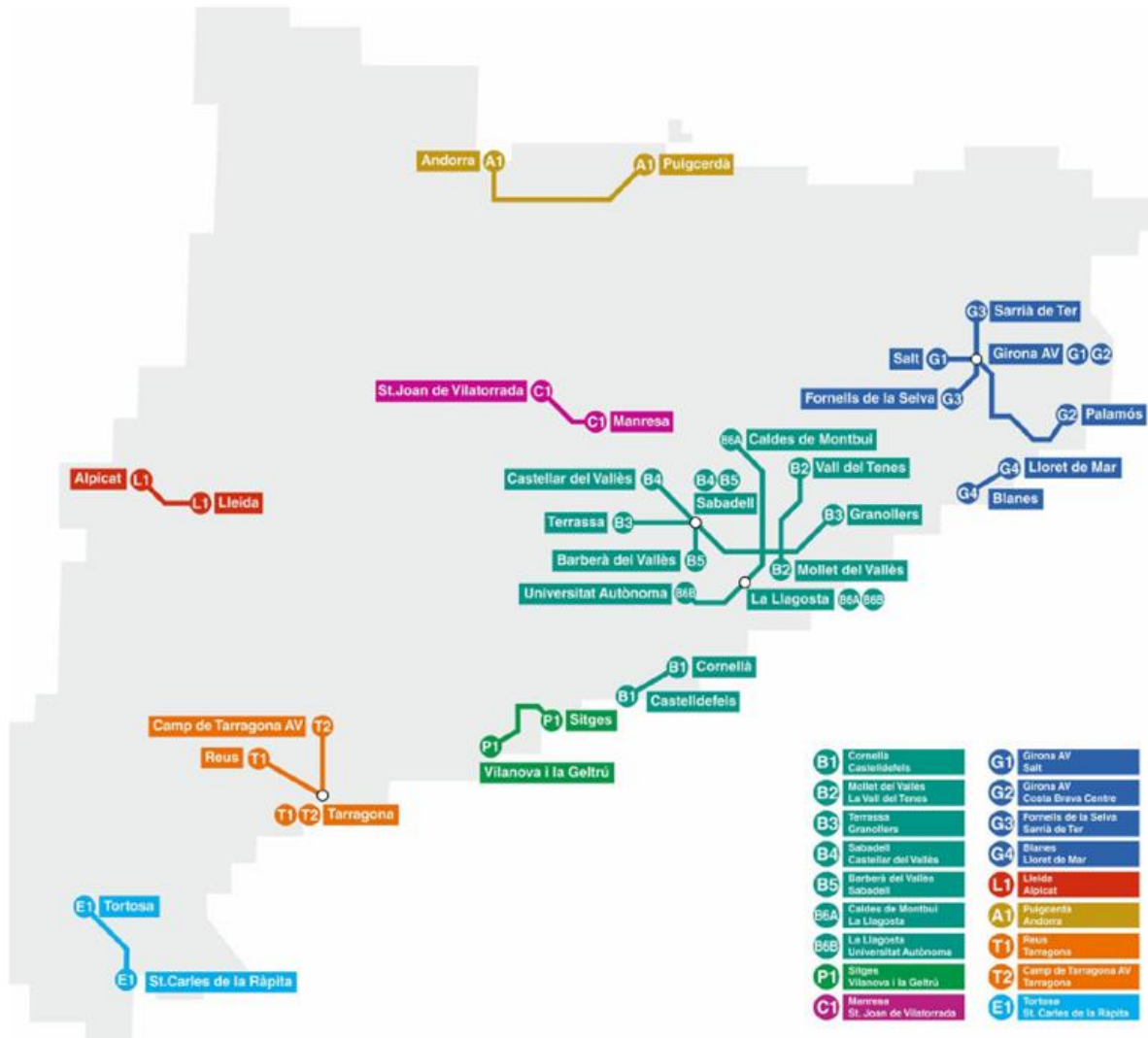
BRCat: Evolving public transport

Manchester, 23th November 2018

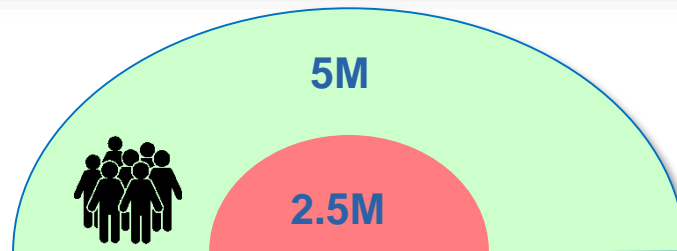
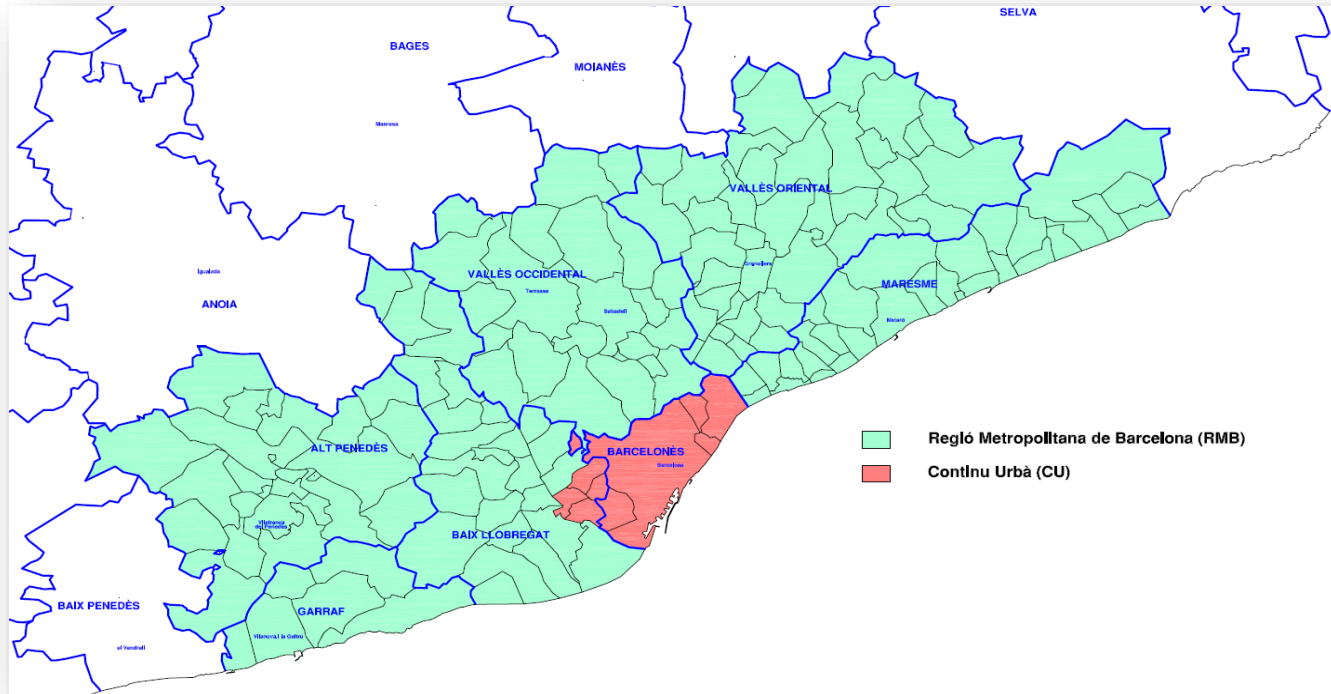


Generalitat de Catalunya
**Departament de Territori
i Sostenibilitat**

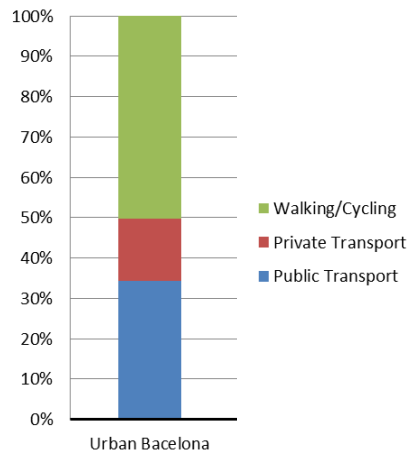
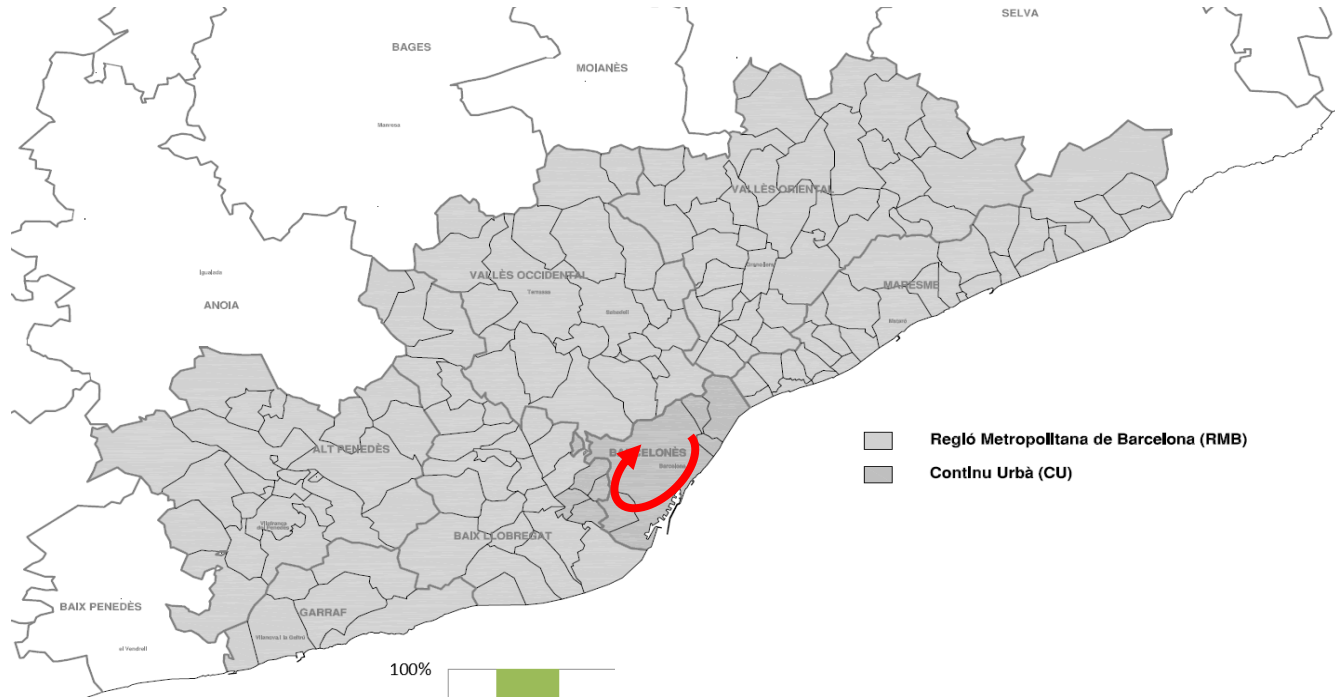
Introduction



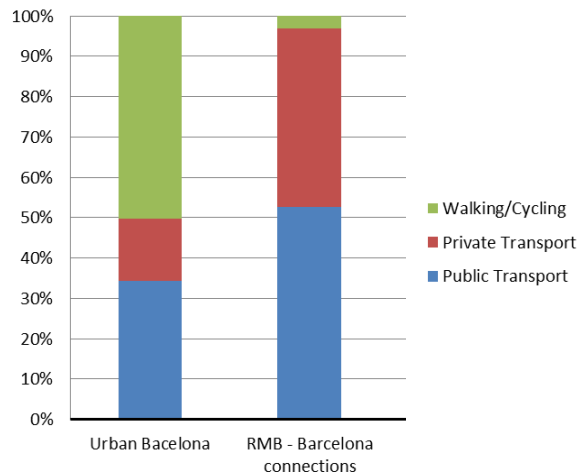
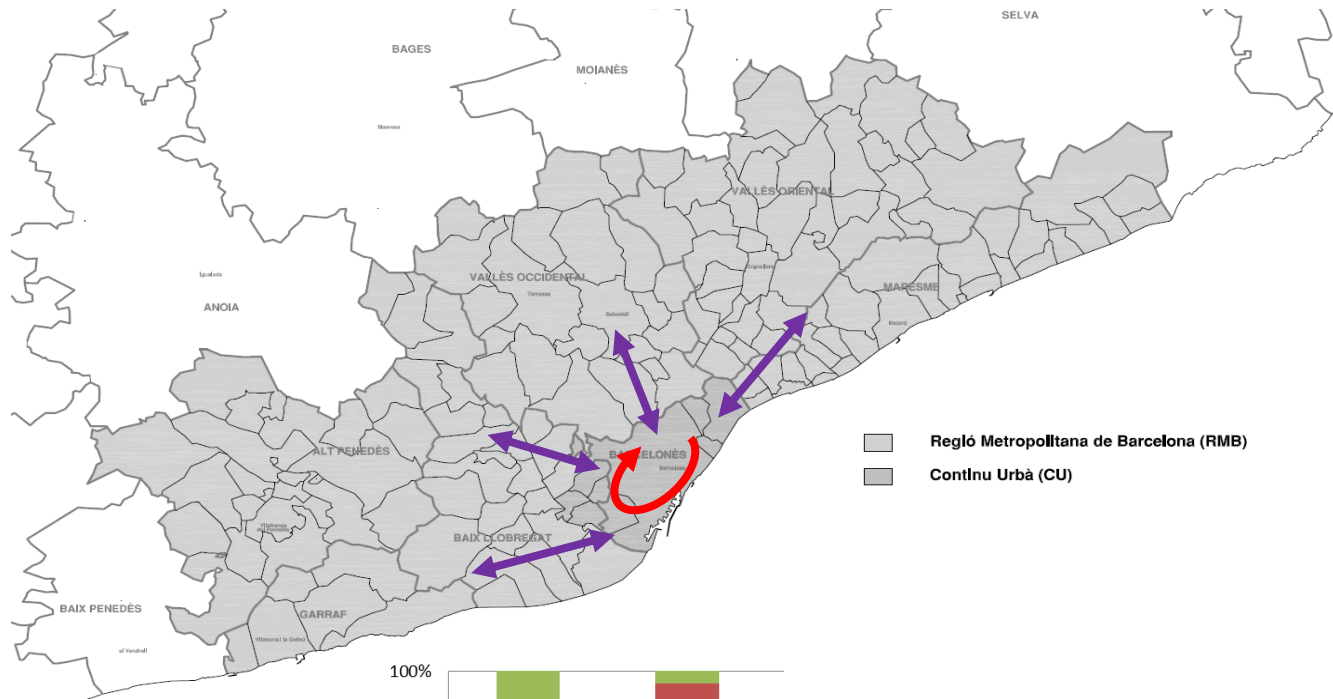
Barcelona and RMB areas



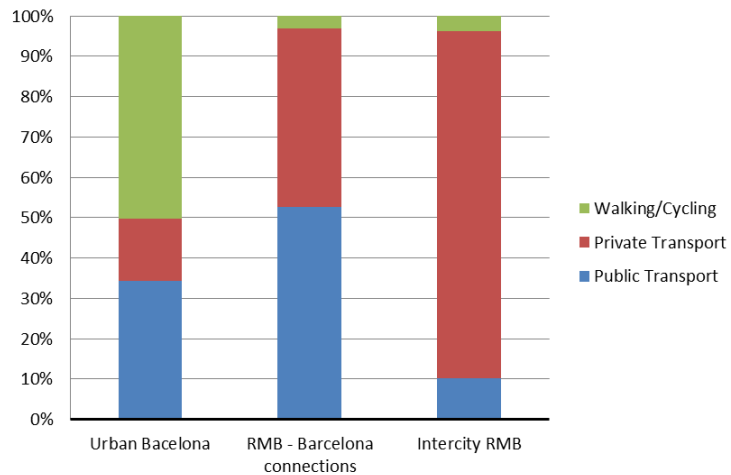
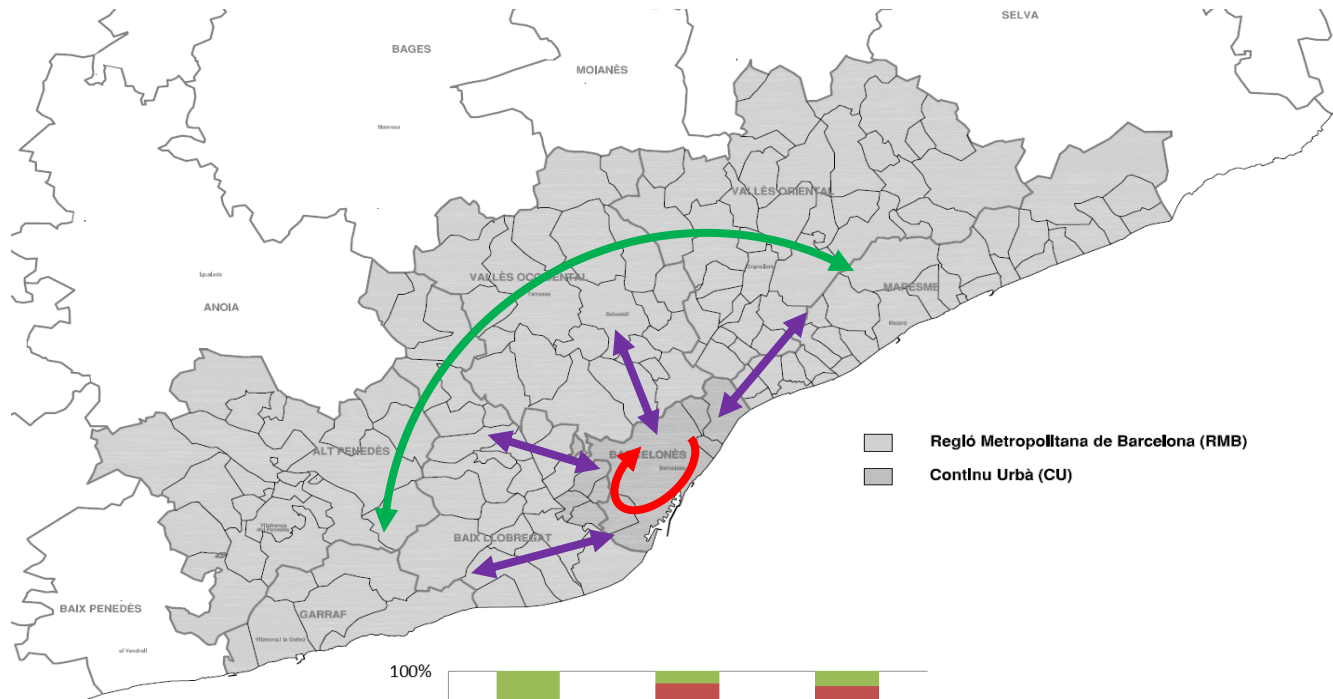
Modal share

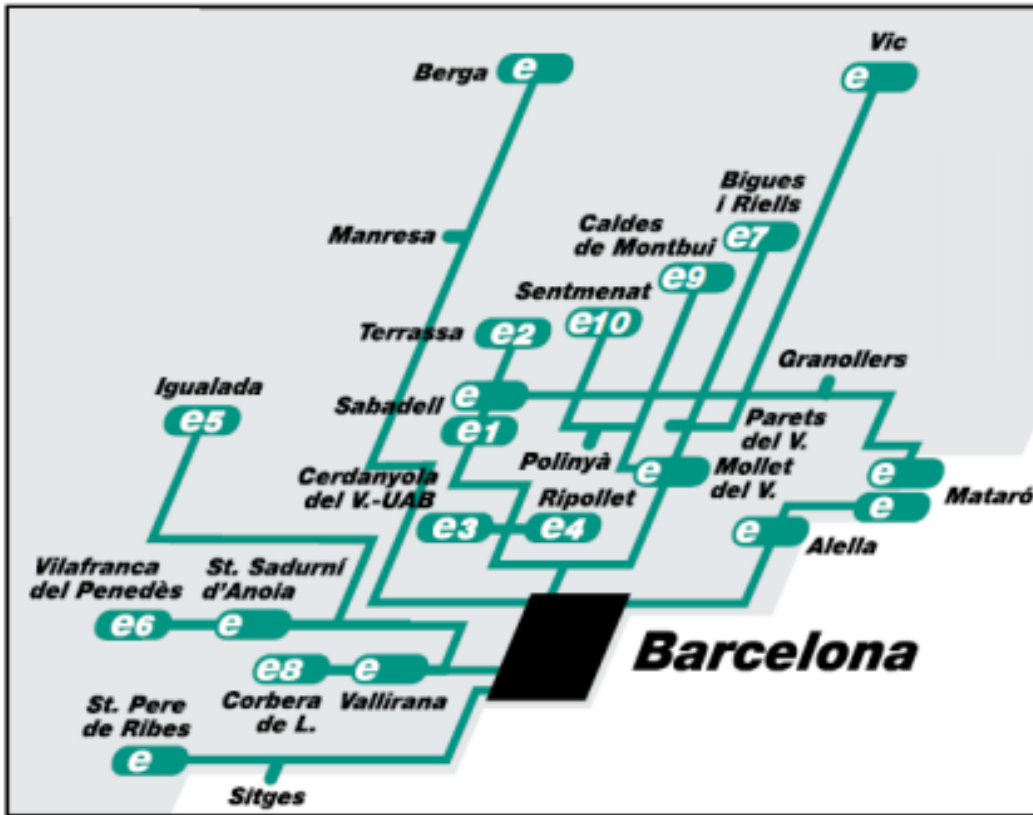


Modal share



Modal share





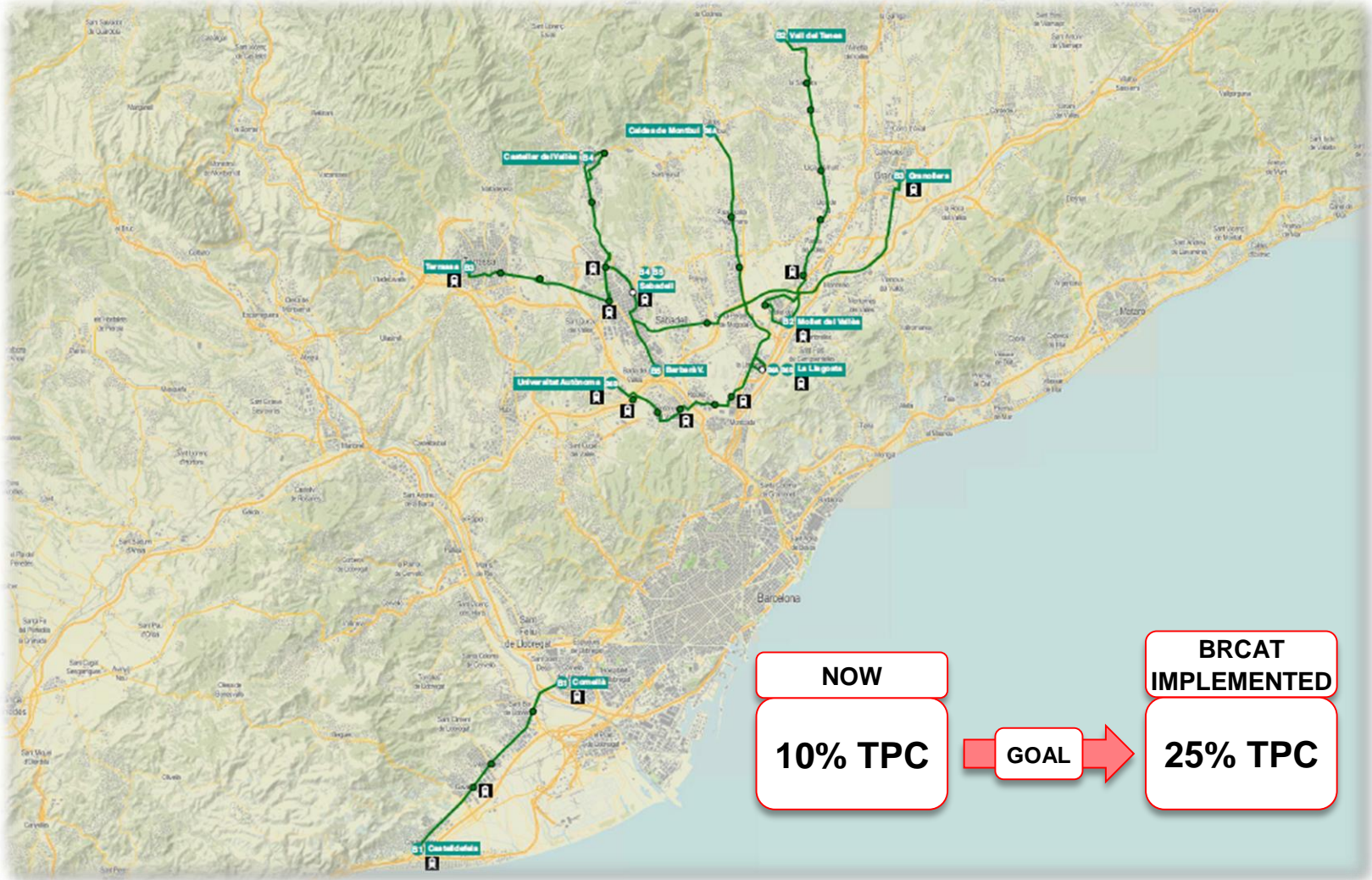
- e1** Barcelona Sabadell
- e2** Barcelona Terrassa
- e3** Barcelona Cerdanyola del V. - UAB
- e4** Barcelona Ripollet
- e5** Barcelona Igualada
- e6** Barcelona Vilafranca del Penedès
- e7** Barcelona La Vall del Tenes
- e8** Barcelona Corbera de Llobregat
- e9** Barcelona Caldes de Montbui
- e10** Barcelona Polinyà - Santmenat
- e** Barcelona - Sitges - Sant Pere de Ribes
- e** Barcelona Manresa
- e** Barcelona Vic
- e** Barcelona Vallirana
- e** Barcelona Alella
- e** Sabadell - Granollers - Mataró
- e** Barcelona Sant Sadurní d'Anoia
- e** Barcelona Mollet del Vallès
- e** Barcelona Mataró

BRCat infrastructure

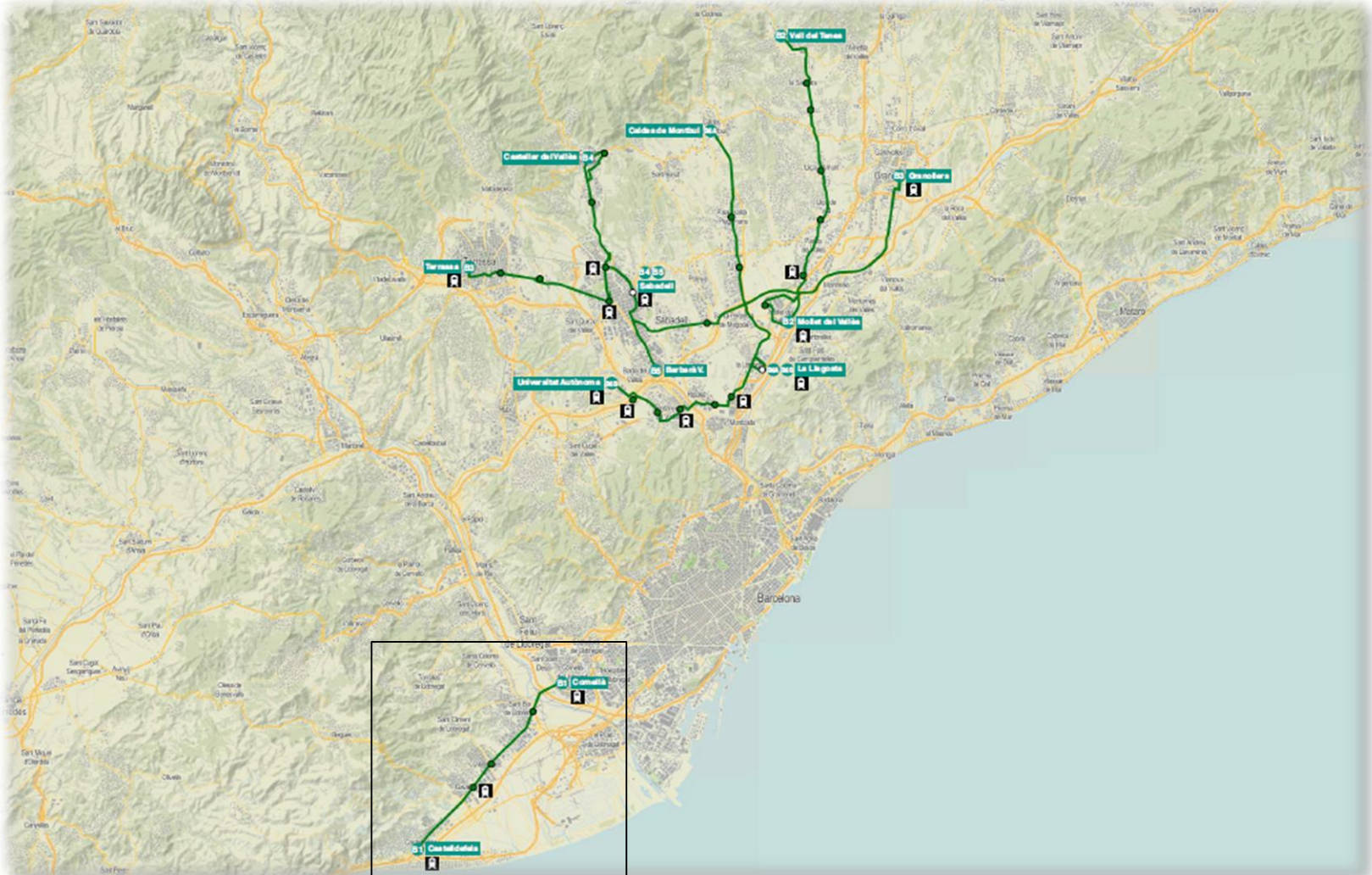
Segregated platform (Strasbourg's G-line)



RMB network

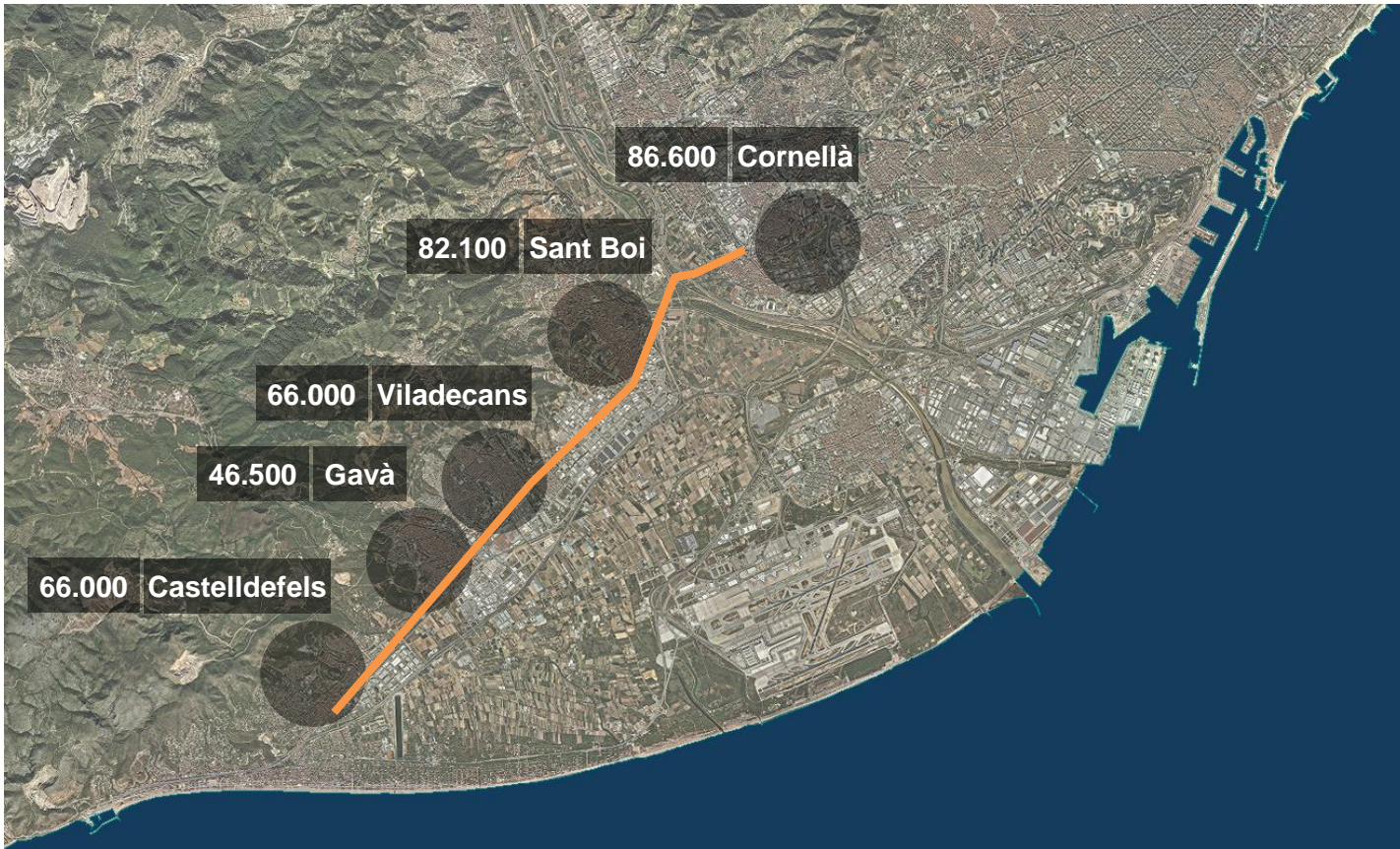


Example case Castelldefels - Cornellà



Population

The municipalities where the corridor runs, have a population of about 350,000 inhabitants which represents the 11% of the Barcelona Metropolitan Area.



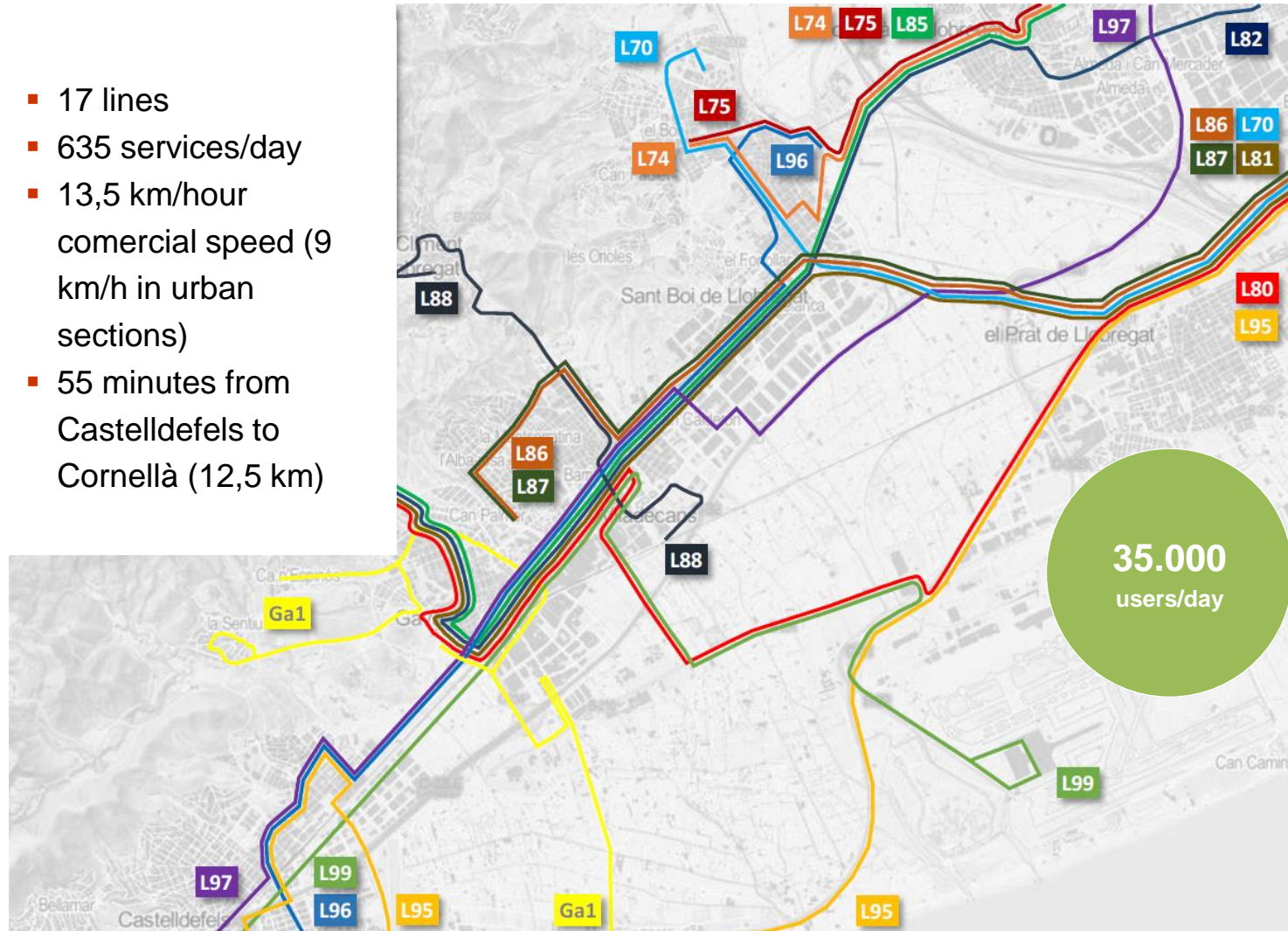
Main Infrastructure

- 2 high capacity highways: C-32 i C-31
- A sub-urban road: C-245
- Railway



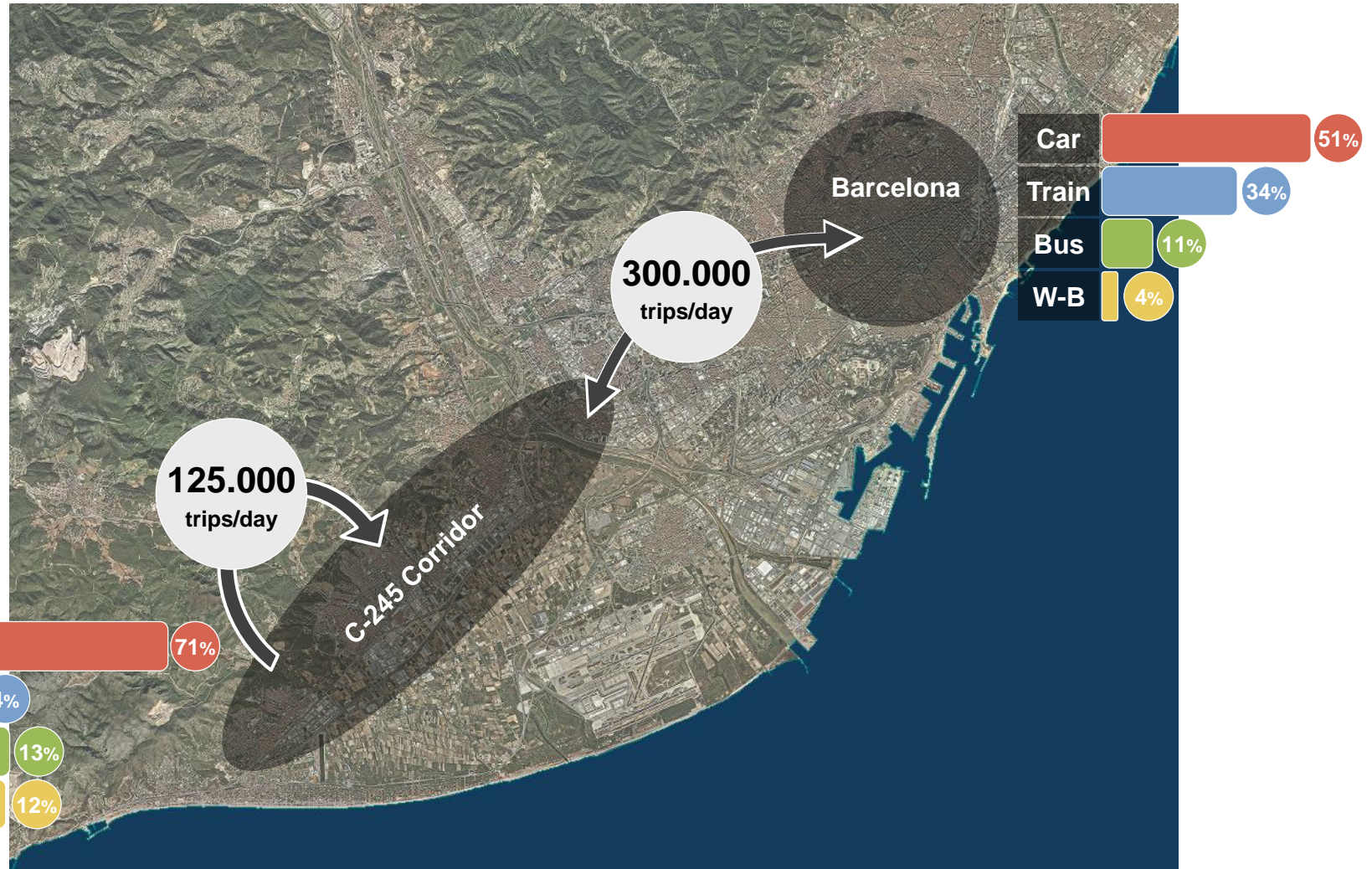
Current bus lines

- 17 lines
- 635 services/day
- 13,5 km/hour comercial speed (9 km/h in urban sections)
- 55 minutes from Castelldefels to Cornellà (12,5 km)



Mobility behaviour

Intermunicipal trips



Why do we need a BRT?

- The **railway has little gap for improvement** due to the location of its stations
- The only way to increase the public transport quota is to **improve the bus service**
- After the implementation of this project solution, is expected to **raise the commercial speed to reach 25%**.
- It will increase the **safety of the road circulation and punctuality** according the schedules



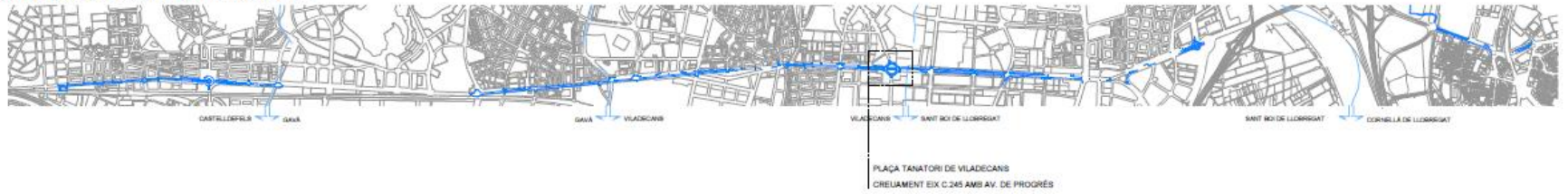
The project. Design goals



- It is a project of **urban transformation**, to turn an obsolete corridor into a **metropolitan civic corridor**. It integrates the different modes and puts order in public space.
- Prioritizing the bus lane without building a new platform. The capacity for the private vehicle is reduced in some sections.
- In urban sections with little space, it accepts points of coexistence between different transport modes.
- Implementing a bike lane along the entire corridor.

The project

NOU EIX CÍVIC DE CASTELDEFELS A CORNELLÀ



The project

NOU EIX CÍVIC DE CASTELDEFELS A CORNEL·LA



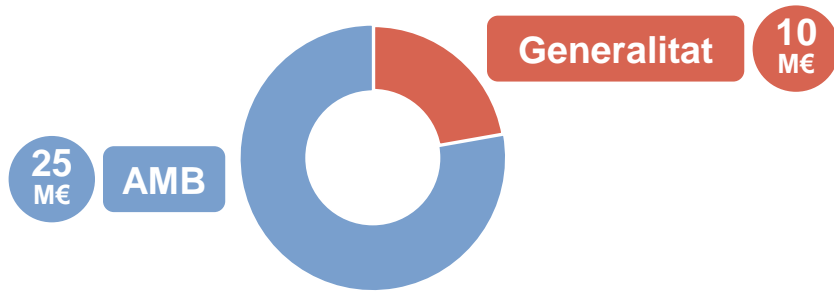
Service description

- Length: 12,5 km
- Speed increase: 25%
- Frequency: 10 minutes
- New fleet: 10 articulated buses
- Type of vehicle: electric



Costs

- Project cost: **35 M €**



- Vehicles acquisition : **4,8 M€**
- Operating costs: **2,5 M€ / year**



Demand

- Bus demand: **10.000 passengers / day**
- Captured demand from private vehicle: **5.000 passengers / day**



Timing

- ➔ **Project approval: July 2018**
- ➔ **Tender for construction: end of 2018**
- ➔ **Construction beginning: 2nd semester 2019**
- ➔ **Commissioning: 2021**

