

## 16. Bus-HOV lane on the C-58 and the B-23 and bus lane on the C-31 and C-245

### MUNICIPALITIES

C-58 bus-HOV lane: Cerdanyola, Ripollet, Montcada and Barcelona

B-23 bus-HOV lane: Molins de Rei, Sant Feliu, Sant Joan Despí, Sant Just Desvern, Esplugues and Barcelona

C-31 bus lane. Badalona, Sant Adrià de Besòs and Barcelona

C-245 bus lane. Castelldefels, Gavà, Viladecans, Sant Boi and Cornellà

### HEADING

The introduction of bus-HOV lanes will improve the mobility of public passenger transport by significantly increasing the commercial speed of buses in accesses to major cities and by raising their capacity.

### DESCRIPTION

Bus-HOV lanes promote and enhance efficiency of collective road passenger transport, either public (buses and coaches) or private (high occupation). These infrastructures do not share space with other traffic which allows them quick access to cities where parallel access ways record recurring congestion problems.

In the Metropolitan Area of Barcelona the **C-58 Bus-HOV lane is currently under construction** and due to come into service in the second semester of 2012. This infrastructure consists of two lanes on the near side of the motorway, segregated and reversible, for use by buses and high occupation vehicles. Entrance/exit is at the Ripollet junction and Avinguda Meridiana; exit occurs in two phases: one earlier exit for HOV and a later exit for buses.

The draft constructive project for the **C-245 bus lane** is very advanced. This entails the integral reform of thirteen kilometres of this road, which connects five municipalities in Baix Llobregat and will become an inter-urban way. Initiatives being considered are:

- Bus-only platform: 11.6 metres wide, one 3.3 metre lane in each direction and 2.5 metre side walls to segregate the bus platform from the rest of the road for wheeled traffic.
- New walkway for passengers and bikes: promoting slow mobility systems by encouraging urban connectivity between municipalities. The road's landscaped verges and the introduction of as many trees as possible helps recover the green image of the old road.
- Intermodality with train and tram: quick access to the Cornellà de Llobregat interchange, where FGC local services, the L5 metro line and the Trambaix converge, and connection with the Renfe local train station at Castelldefels.

Similar studies or projects are also under way for a bus lane for the C-31 and a Bus-HOV lane for the B-23.

### ECONOMIC AND TECHNICAL DATA

- **C-58 bus-HOV lane:** TABASA works very advanced. Coming into service expected in the last six months of 2012. Length: 6.2 km.
- **B-23 bus-HOV lane:** Draft project being prepared by the Ministry of Public Works and Transport. Length: 12 km.
- **C-31 bus lane.** Executive project practically finished. Length: 7.5 km.
- **C-245 bus lane.** Constructive project being prepared by the DGTm. Length: 13 km.

### PROJECT ADDRESS

[no web site]

### RESPONSIBLE

Catalan Ministry of Sustainability and Territory (Bus-HOV lane on the C-58, bus lane on the C-31 and bus lane on the C-245) and Spanish Ministry of Public Works (Bus-HOV lane on the B-23).