

24. Bus-HOV lane on the C-58 and the B-23, and bus lane on the C-31 and the C-245

MUNICIPALITIES

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

Bus lane C-31: Badalona, Sant Adrià de Besòs and Barcelona

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

Bus lane C-245: Castelldefels, Gavà, Viladecans, Sant Boi and Cornellà

HEADLINE

With the introduction of bus-HOV lanes the road network's passenger transport capacity is increased while allowing a significant improvement in the commercial speed of buses in accesses to the major towns.

KEY ECONOMIC AND TECHNICAL DETAILS

There are four projects, two on the northern side and two on the southern side, at different states of progress:

- Bus-HOV lane C-58. Works in execution by TABASA. To be completed in late 2011. Length: 6.2 km.
- Bus lane C-31. Executive project completed. Length: 7.5 km.
- Bus-HOV lane B-23. Information study completed, pending environmental impact study. Length: 12 km.
- Bus lane C-245. Information study approved. Length: 13 km.

PROJECT DESCRIPTION

Exclusive lanes for high occupancy vehicles and buses (bus-HOV) are lanes along which only circulation by private vehicles with two or more occupants and public road passenger transport vehicles (buses and coaches) are authorised. These infrastructures do not share the space with the remaining traffic and this enables them to quickly access towns where parallel access routes register reiterated congestion problems.

Currently, in the Metropolitan Area of Barcelona, the following are being planned or constructed:

- Bus-HOV lane C-58. This consists of two lanes along the inner part of the motorway, separated and reversible, for the passage of buses and high occupancy vehicles (three or more occupants). The entrance point will be at the Cerdanyola junction and the exit point at the Meridiana; this takes place in two phases: a prior exit for the HOVs and a later exit for the buses.
- Bus lane C-31. Consists of an non-separated entry lane into Barcelona exclusively for buses, which is the continuation of the Gran Via.
- Bus-HOV lane B-23. Consists of two lanes along the inner part of the motorway, separated, and one in each direction for the passage of buses and high occupancy vehicles (three or more occupants). Two entry points are being considered: one in Molins de Rei and the other at the link with the A-2, with the exit point at the entrance to the Diagonal. There is a study by the Catalan Government to build a bus station at this point.
- Bus lane C-245. Unlike the above, this is practically a city bus lane with the odd separated section. It will link to the future FGC station in Cornellà.

WEBSITE FOR REFERENCE

[no website]

PERSON IN CHARGE OF THE PROJECT

Department of Sustainability and Territory (bus-HOV lane C-58, bus lane C-31 and bus lane C-245) and Ministry of Development (bus-HOV lane B-23).