

## 22. RetBus

### MUNICIPALITY

Barcelona

### HEADLINE

The RetBus network, a new on-road public transport system with a high level of service for Barcelona.

### KEY ECONOMIC AND TECHNICAL DATA

- Total length of network: 227.3 km.
- Configuration in grid form: 7 in sea-mountain direction, 5 in Besòs-Llobregat direction.
- Distance between stops: 650 m (430 m in the central area).
- Special priority and separation measures with respect to private vehicles and conventional buses.
- Fleet necessary: 280 vehicles.
- Progressive implementation in three phases of four lines each (2011-2013).

### PROJECT DESCRIPTION

The RetBus is a new grid bus network integrated with other public transport networks. Its configuration is adapted to the orthogonal grid of the city of Barcelona, with interchanges at the intersections. With the implementation of this new network, a hierarchisation is created in the bus service:

- RetBus, with superior features and travel time similar to private vehicles.
- Conventional, maximum coverage for short journeys or links.
- Neighbourhood bus, local mobility.

In the design of the main structure, the objective was to ensure:

- An improvement in coverage with public transport in residential areas and poles of activity (22@, Sarrià, etc.).
- Connectivity and complementarity with the remaining modes of transport, both underground and above ground.
- Its connection with the metropolitan services of the Renfe local train network, the metro and the metropolitan inter-urban bus at line terminals.

The RetBus will provide a road transport service with characteristics similar to those of the tram, overcoming the limits of the conventional bus and sufficiently attractive to attract new users, due to their higher frequency and shorter journey time.

These advantages are achieved, basically, by the increase in spacing between stops and by providing a higher speed of circulation, through certain priority at crossroads, the creation of separate lanes and the generation of points where overtaking of buses is facilitated. Furthermore, the position and design of each of the interchanges has been studied to improve connectivity between lines.

The fleet planned consists of 280 vehicles and frequency will be every 3 minutes along the central line and every 6 minutes along the antennae, giving a total capacity of 60,000 pax/h. Commercial speed is increased by 28% to reach 15 km/h.

### WEBSITE

[www.tmb.cat](http://www.tmb.cat)

### ORGANISATIONS IN CHARGE OF PROJECT

TMB, Barcelona City Council and CENIT.