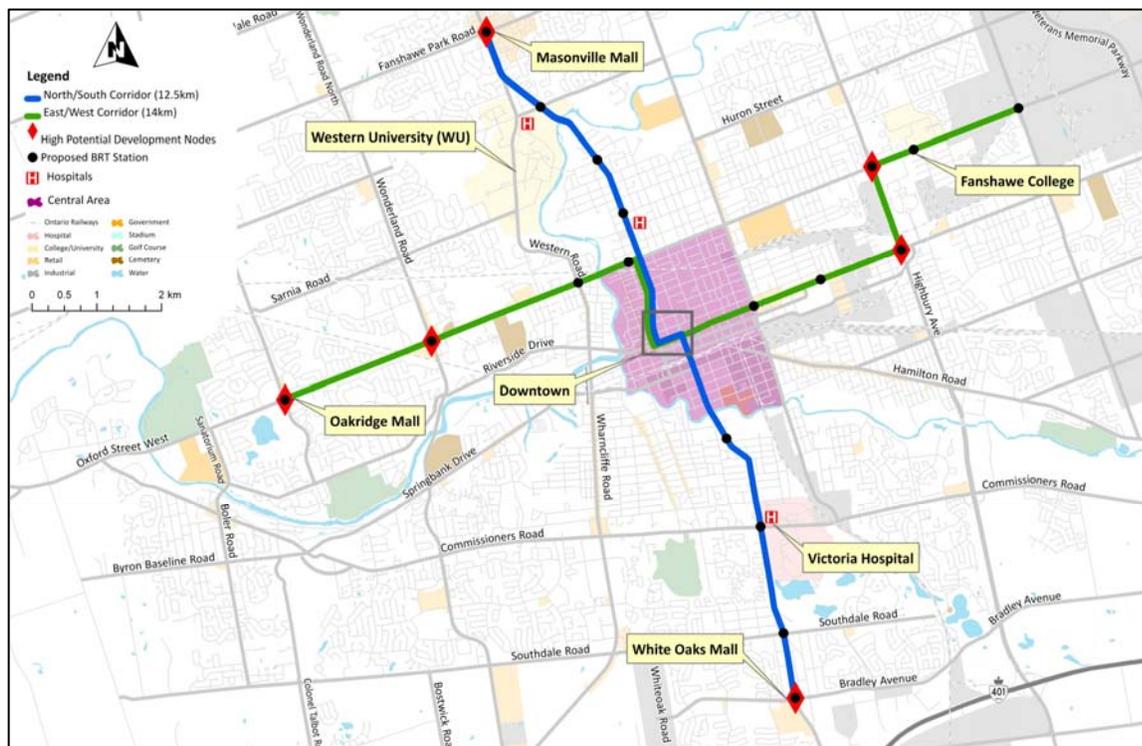


## London's Bus Rapid Transit (BRT) - The Way Ahead

BRT is a bus-based rapid transit system that mirrors many of the features of a rail system with the flexibility and cost savings associated with using over the road vehicles. London's BRT includes new infrastructure and service design improvements that will transform how public transit service is delivered. The two service components of the redesign are:

1. Two BRT routes, operating north/south and operating east/west. The north/south would use Richmond/Wellington corridors and the east/west would use Oxford/Dundas corridors.
2. Enhanced local feeder services supporting the BRT corridors (defined through an extensive review and restructuring of existing routes).



When fully implemented, BRT will improve travel time performance, increase passenger capacity of the transit network and improve the quality of service for transit passengers. This will be achieved through several characteristics that differentiate BRT from other local bus services, including:

- ✓ higher service frequency along the BRT corridors
- ✓ higher operating speeds
- ✓ limited key stops along the BRT corridors
- ✓ transit priority measures – queue jumps, traffic signal priority, HOV lanes
- ✓ distinctly branded high capacity buses
- ✓ enhanced passenger stations
- ✓ enhanced/integrated local feeder service

## The Business Case for BRT

The Business Case provides a broad-based assessment of the benefits and costs of the BRT Strategy. It provides, in quantitative and qualitative terms, the expected return on investment, considering financial, mobility, environmental, economic and social community impacts.

The capital investment requirement of \$381.8 million, expected to be shared equally by the three levels of government, is comprised of:

Capital Investment – BRT Strategy	
Description	Amount (millions)
Road work (including passenger amenities)	\$ 300.0
Fleet	51.8
Maintenance and storage facility	25.0
Downtown terminal	5.0
	<u>\$ 381.8</u>

The returns include:

- ✓ \$1.8 of benefits for every \$1 invested – expressed as an economic rate of return, the BRT provides an 11.3% rate of return over a 30 year period
- ✓ economic and quality of life transportation user benefits – time savings and transportation pocket book cost savings
- ✓ economic development – during construction equivalent of 3,500 person years of employment; post-construction 110 full time equivalent jobs
- ✓ support of efficient land use providing critical platform for the intensification of residential and employment growth along BRT corridors and downtown
- ✓ supports of improved public health and safety derived from cleaner air (less GHG emissions) and exposure to traffic accidents
- ✓ access and mobility benefits for a wide range of socio-demographic groups – for work, school, recreation, and personal travel
- ✓ capital cost avoidance of \$290 million in road widening if BRT does not proceed

## BRT Linkages

The BRT, first developed as part of LTC's Long Term Growth Strategy is an *integral part* of London's 2030 Transportation Master Plan (TMP), which sets a 20% mode share target for public transit by 2030 (currently 12.5%). The TMP:

- ✓ serves as an integrated growth management and transportation planning strategy
- ✓ provides enhanced mobility choices – defining a sustainable transportation system
- ✓ accommodates population and economic growth for 20 year time frame

The TMP adopted recommendations call for the City to reshape its current pattern of growth focusing population and employment growth (via intensification) into the central London area focusing on the downtown and along the proposed rapid transit corridors. The introduction of higher-order transit corridors provides a critical platform for this intensification. The TMP recommendations and the transformation of London's public transit service closely relate to the Re-Think London's (Official Plan update) process of changing the way London grows.

The TMP, including the BRT Strategy, addresses 3 of the city's desired strategic outcomes as set out in its Strategic Plan, namely:

- ✓ a strong economy
- ✓ a sustainable infrastructure (transportation component)
- ✓ a green and growing city