

Response of IBRD to Australia on the Approval by Mail: CTF Philippines: Cebu Bus Rapid Transit Project (IBRD)

Dear Zhihong,
Attached are responses to Australia questions.
Regards,
Gevorg Sargsyan

In most developing countries, transport hubs are often hives of economic activity and community interaction. Has consideration been given to the nature of the BRT stations? How will they encourage community access and safety? Will the stations be open to local and/or multinational businesses?

Station layouts are a fundamental component of BRT system planning and design, and have formed an integral part of project preparation since the earliest stages. Stations, fundamentally, are the places where the transportation infrastructure of the BRT system meets the urban fabric of the city, and the project architects have sought improve the quality of station areas by activating the space at and around stations so they are attractively integrated into the natural and built environments. Station areas have also been designed aware of the possibility of future land use developments in the proximity of BRT stations.

More detail on the design of stations is available in Feasibility Study Chapter 7, but key elements are summarized here.

- In terms of climate, the height of the platform structure is designed to provide all weather, covered protection for passengers boarding and alighting vehicles and assisting in protecting the interior space of the platforms from direct, hot and intense daily sunshine, as well as wind and rain.
- From the perspective of culture, traditional living in the tropics has always been semi outdoor living with communal activities occurring in the transitional spaces between inside and outside. The arrival and departure spaces designed as part of the BRT stations are also designed to perform this function.
- In terms of access, to support BRT, sidewalks will be improved to provide access and ground level pedestrian signals will be provided.
- Spaces for jeepneys to drop off passengers will be provided at interchange stations. Jeepneys will only be allowed to stop at these designated areas and will not travel along the corridor for more than one stop.
- Special arrangements are proposed for Osmeña Boulevard in recognition of the historic nature of this route. The BRT route will catalyze the creation of a pedestrian space to connect the underutilized Osmeña Circle to the surrounding urban fabric, providing the city a central, historic, accessible, pedestrian space.
- In terms of security and fare evasion, passengers will pay by smartcard to enter the station to ensure that boarding the vehicle will be swiftly executed. Stations will have a ticket kiosk and turnstiles. Station personnel will be present to ensure

a secure environment. Outline station designs have been developed with respect to forecast passenger capacity, to meet the needs of the number of buses that will serve them, offer a pleasant waiting environment and have a low environmental footprint.

- Principles of environmentally sustainable design have also been followed, with an emphasis on the use recycled materials and provision for the use of solar power.
- Reference to appropriate design standards for persons with disabilities has informed the layout of stations.

Discussions are on-going with the private sector on how best to involve them in developing interchange stations and promoting broader transit-oriented development. The private sector and communities around the station have shown significant interest, and the arrangements will be developed further as part of final design.