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Guangzhou



Guangzhou BRT

The Guangzhou BRT opened in 2010 after ITDP China, with the Guangzhou Municipal Engineering Design and Research Institute (GMEDRI), led the planning, design and implementation from the conceptual design in 2005 through detailed engineering design and construction. It is breaking passenger records and revolutionizing perceptions of BRT in China and Asia.

The Guangzhou BRT has transformed the Zhongshan Avenue, with not just a fully separated BRT corridor, but also the addition of a new greenway and high quality plazas and public spaces installed as part of the project. The system averages 850,000 passengers per day, and together with Transmilenio is the only BRT system worldwide to carry more than 25,000 passengers per hour in a single direction, which is higher than most metro and all light rail lines worldwide. The Guangzhou BRT has an average 350 buses per hour in a single direction past the peak demand point; more than triple the next highest-capacity system in Asia and the second-highest-capacity BRT in the world (behind Bogotá's TransMilenio). It is truly a mass transit system.

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ITDP China has been centrally involved in all aspects of the Guangzhou BRT planning since the earliest project conceptual plans starting in late 2004 through the detailed engineering design in 2008, construction in 2009, and operation from early 2010. ITDP's China director led the team of local and international experts who prepared the detailed BRT conceptual plan in Guangzhou. This detailed conceptual plan and related follow-up work by ITDP

together with GMEDRI in 2008-2010 addressed all of the key issues in the BRT system design including:

- BRT corridor selection. ITDP convinced the City to implement the system along the heavily congested Zhongshan Avenue, where benefits are maximized.
- Road and intersection design for the entire BRT corridor, including all difficult points.
- BRT station dimensions, number of substops, location relative to intersections, configuration, architecture and operation.
- **BRT operational mode. The Guangzhou BRT's revolutionary combination of very high capacity with direct-service operations was developed by ITDP. The system does not have any transfer stations or terminals. This operational mode is having a worldwide impact, as new BRT systems now increasingly favor direct-service over trunk-feeder operations.**
- BRT institutions and regulation. ITDP provided critical, detailed input to the BRT institutional and regulatory arrangements and set-up, which resulted in key decisions

New sidewalks, barriers to setback parking, and retail investment have followed the completion of the BRT project at Tandong village, Guangzhou, both along the BRT corridor and in access roads.

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