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Brisbane Transport Snapshot

- 1,220 buses
- 8 Depots
- Workshops
- Network Coordination Centre
- $370m Budget
- Over 260 routes
- 3.126 million bus trips
- 68.278 million kilometres
- 80.1m passengers (66% growth in 8 years)

Vision:
More buses, more often, more comfortable.

Mission:
Provide frequent, reliable and safe services.

- 2,780 Employees
  - 2,251 bus operators
  - 255 trades
  - 68 non-trade
  - 206 salaried staff
  - recruitment and training of 400 bus operators a year
If these idiots would just take the bus, I could be home by now.

If these idiots would just take the bus, I could be home by now.

If these idiots would just take the bus, I could be home by now.
Busway Network

- 29 km of dedicated busways
- 24 busway stations
- Numerous tunnels & viaducts (bridges)
- Several access points to/from general road network
- First section of busway opened in 2000
  - progressively extended
  - latest 3 km section opened in mid-2012.
The South East Busway
A Pictorial Tour

- Dedicated bus-only roadways separated from general traffic
- Over 4 km of tunnels
- Longest tunnel 640m
Numerous viaducts
Protection from golf balls!
(golf course integration)
‘Green’ Bridge for buses, pedestrians & cyclists
High quality stations

- Standardised design across network
- Passing lanes allow for mix of stopping & express services
- 4-bus suburban platforms
- Station within major hospital complex
  - land use/transport integration
- Busways also integrate with universities & sports complexes
Stations serving the ‘Gabba’ cricket & AFL ground and a park & ride lot (Eight Mile Plains)
King George Square underground station in CBD
Queen St underground station below main shopping mall
Bus / rail integration at Roma St
- Platform 1: bus
- Platform 2: bus & rail
- Platforms 3 to 10: rail
- 1 rail track removed to make room for busway
Buses are carrying an increasing proportion of SEQ patronage

In 2010-11, SEQ network patronage fell by 1.76%
- Rail: - 4.51%
- Bus: + 1.10%

* Data taken from TransLink Transit Authority Annual Report 2010–2011
South East Queensland

- Rail receives substantially more funding than other modes
- In 2010-11 total funding grew, but rail increased more than other modes
  - Rail: + 14.88%
  - Bus: + 13.23%

TransLink annual service contract expenses for 2010-11 (millions)

- Rail, $766, 62%
- Bus, $464, 37%

* Data taken from TransLink Transit Authority Annual Report 2010–2011
South East Queensland

TransLink network subsidy per passenger trip for 2010-11

* Data taken from TransLink Transit Authority Annual Report 2010–2011
Busway Stations

- Distinctive, high profile stations on Brisbane’s busway network a key element in its success.
- A sense of permanence and visibility normally only associated with railway stations
- A quality environment for transfer between services
- Passing lanes to allow a mix of stopping and express services.
Service Design

- The key to maximising the benefits of the busway infrastructure
- Provides the opportunity to operate a combination of traditional rail and bus service design types
- Delivers *direct* service benefits to a much wider area than the actual busway corridor
  - the SE Busway has 222 routes travelling both on and off the busway.
Flexible Design

- Mix of stopping patterns
  - all-stations
  - limited stop express services
  - non-stop (on busway)

- Provides faster journeys for most passengers

- Avoids bus congestion at stations

- Maximises passenger attractiveness and catchment potential
University Services

- Previous dedicated UQ service carried 3,600 passengers/day
- New services now carrying 30,000 passengers/day.

“Green” bridge
- Buses
- Bikes
- Pedestrians
- NO CARS
Capacity Drives Demand

- The Alan Warren Theory:
  
  "CAPACITY DRIVES DEMAND"

- What do the public want?

- Everything – but mostly
  - Frequency
  - Reliability

- Long haul routes at full capacity

- Supplemented by short trippers
BUZ Routes

- “No-timetable-needed” services, introduced as a new concept, NOT because of underlying demand.

- Design principles:
  - 6am - 11.30pm
  - Every 5-10 minutes in the commuter peaks
  - Every 10-15 minutes at all other times in both directions.

- Routes complement rail lines.
BUZ Routes

- Spectacular overall growth.
- Enormous off-peak growth.
- Over half of all growth since 2003 on these routes.
- These routes now carry 45% of total BT patronage
  - 60% with peak supplements.
- Immediate surge in patronage.
On all upgraded BUZ routes, Sunday patronage is now higher than weekday patronage "pre BUZ".
Inner Corridor

The City Glider – a Super BUZ

- No set timetable
- Limited stops
- Prepaid only
- Two door boarding
- 2.0m passengers p.a.
- Still growing.
- Second BUZ-style route in corridor.
- Original BUZ route carrying 3.5m passengers p.a.
- Other route in corridor upgraded to a BUZ 12 months ago and is now carrying 1.8m passengers (0.5m increase).
BRT Outcomes

- Busway capacity well beyond expectations
  - long term estimate was 10,000 passengers/hour
  - now 20,000 passengers/hour in peak direction.
- Patronage has almost doubled since first busway opened.

![BT Bus Patronage since 1981](image)
**BRT Outcomes**

- However, congestion & choke points can occur where it meets general road network.

- **Initiatives**
  - Scheduling
  - Flushing
  - Light sequencing
  - Boarding times
  - Both doors
  - Pre-paid/Go Card
  - Closed platforms
  - TLOs
  - Real Time Info
  - Bigger Buses.
BRT Conclusions

- A well-designed BRT system transforms a bus network.
- Quality infrastructure provides the foundation
  - allows advantages of a rail line and flexibility of buses to be combined.
- Creative service design delivers the quantum growth
  - a limited mix of operating patterns
  - tailored to unique local environment
  - advance provision of consistent high frequency.
- Quality customer service is still the key.