



## Brief Discussion Paper: Core Frequent Network - Less is more

RAIL Back On Track (<http://backontrack.org>) a web based community support group for rail and public transport and an advocate for public transport passengers calls for a review on bus services.

Congestion is forming at busway stations. So what do we value in transit system?

The city is growing and changing. Should the way we've always operated our services change too?

These questions must be answered before any more technical solutions to 'relieve' capacity shortages are decided upon. What is more important?

\* A simple, cheap, core frequent network where connections are required or a complex, expensive, infrequent network where everyone gets a direct trip (but mostly only during peak hour)?

\* Coverage (i.e. stops within 400 m of every home) or decent services (i.e. frequent, all day services along a few corridors)

\* Does the city want to prioritise travel for fewer people at high speed in cars or prioritise more people in slower, but higher capacity services (transit).

\* Do we want to wait until we have major issues or start planning now?

Brisbane in the main operates buses on an 'everything to the centre' philosophy, valuing the direct-transfer free trip. The cost of this is high duplication (1), services running parallel to trains (2), low frequency (3), a bamboozling array of routes (4), extreme pressure on the CBD core (5), multiple CBD stops which split frequency, and congestion which demands costly infrastructure upgrades. Congestion may also mean that expensive infrastructure (i.e. Eastern Busway) may become stranded investments simply as buses would simply be fed directly into a bus traffic jam.

Less is more.

Hesitancy to cut 'legacy routes' and duplication locks up funding for decent services in other areas of the city has contributed to a situation where Brisbane now runs significantly more bus routes than Toronto, Canada, a city far larger than Brisbane where 98% of services connect to a TTC subway station. (6)

We suggest:

1. Removing 'legacy' routes which add little in the way of decent services (7)
2. 'Steam ironing' of wiggly routes to run on arterial roads for speed and legibility (8)
3. A decision be made about what level of 'coverage' versus 'patronage' in the network and that 'coverage' services be capped at a set % of services (9)
4. Prioritising BUZ services on busways, and low frequency services to be amalgamated, feederised or sent via the Captain Cook Bridge (10)
5. Amalgamation and removal of duplicate services - less is more (11)
6. 100 % electronic ticketing environment with Go Cards on buses - abolish paper (12)
7. Fold of most of the 'P' buses into their parent routes and for them to accept cash until such time that 100% electronic ticketing is rolled out (13)
8. Reduce and simplify the rocket bus system to shadow parent BUZ routes (14)
9. More emphasis on 'terminate and transfer' and 'think bus, fill train' at key locations including Indooroopilly, suburban shopping centres, Park Road/Boggo Road and Toombul, particularly for non-BUZ services (15)
10. A universal weekend timetable - services on Sat. to be the same as on Sun. (16)
11. The publication of a Core Frequent Network map at busways and rail stations  
- people don't want to see where the concrete or steel is, they want to see where they can go quickly.(17)
12. Completion of the Core Frequent Network on buses (18)
  - BUZ 245 (Wynnum & Manly Roads)
  - BUZ 400 (Centenary Suburbs)
  - BUZ 359 (Albany Creek/Eatons Hill)
  - BUZ 230 (Bulimba)
  - Replacement and upgrades to the Great Circle Line
13. Frequent Rail services so buses can be terminated at stations (i.e. Enoggera Rail, Boggo Road, Toombul, Sandgate). There are a number of short term solutions for Cultural Centre congestion, but

ultimately, even with a tunnel, buses will still all travel directly to the CBD, which is highly inefficient in terms of labour costs. Ultimately, a Bogota style busway or an automatic high capacity subway system may need to be looked at for the South East Busway.

## References and Footnotes

1. Examples of duplication - P88 versus 111, 160, 555; 222 vs 200. 50 different bus routes ply the City-Valley route
2. Some services need to travel down Coronation Drive (BUZ 412/444/P88/400/445) everything else should be looked at for termination at Indooroopilly or diversion to UQ (except rockets, which would have one consistent stopping pattern across all rocket services to complement the BUZ routes).
3. Most services are half-hourly all day. This is like turning your car's ignition key and then being subjected to half an hour delay for it to start moving.
4. i.e. Congestion
5. Routes P88, 555, 160 and 111 all stop in different places, splitting frequency and stops.
6. <http://brisurbane.wordpress.com/2011/04/24/canada-transit-special-brisbane-runs-more-bus-routes-than-toronto/>  
Streetcars have been included in the count for Toronto.
7. SEQ: Core Frequent Network: Legacy routes should give way to frequent feeders  
<http://railbotforum.org/mbs/index.php?topic=7502.0>
8. Human Transit, Jarrett Walker, page 48
9. Human Transit, Jarrett Walker, page 131
10. Many low frequency services and rockets can be taken out of cultural centre (172, 110, etc) to free up slots for the main product - the BUZ buses. It would help if the Elizabeth street off ramp was reserved for buses and a bus lane placed on the Captain Cook Bridge leading to it. Are cars or buses the priority?
11. Example - route 174 & 175 and 475 & 476 could be amalgamated into one route. New Farm simplification is a good example of how a large area can be served with just two frequent bus routes.
12. Pre-loaded \$5 and \$10 Go Cards would be sold preloaded on buses. Speeds up boarding. Paper would be abolished.
13. Reduce and simplify. 'P' prefix buses are not required in a 100% electronic ticketing environment.
14. It is very hard for people to know which rocket goes where and what all the subtle variations are. People cannot be expected to know which one of 450,453,454,455,456,457,458,459 and 452 stops at Toowong, for example.
15. See Human Transit, Jarrett Walker, page 154/155
16. One timetable for the weekend
17. <http://transitmapsetc.blogspot.com/>
18. <http://www.humantransit.org/frequent-networks/>

