

RAIL Back on Track New Bus Network Proposal Survey (2015) (Part 2)

Explanatory notes

RAIL Back on Track made two frequent network maps available online, one of the current BCC bus network (<http://tiny.cc/checkyourbus>) and the RBOT Hi Quality Bus Network (Bus reform, <http://tiny.cc/newnetwork>), and invited the public to comment using a free-form text box.

Responses

Q: What comments do you have about RAIL Back on Track's Hi Frequency Bus Network Proposal?

#	Comment	Facilitator Comments
1	Not much difference for me	
2	<p>I think there are two serious problems. Firstly, frequency is deployed haphazardly. For example, the existing 452 and 454 are combined together to pumps high frequency into Riverhills West, which has no need for such frequency. This unnecessary frequency is funded by cutting off the existing 453, 460 and 444 from the city. Therefore, across most of the southwest, transit is made less attractive in order that it might be made more attractive on a single token corridor. I think this mistake has been made because of adherence to a blind ideology that all bus routes should be designed for future conversion to trams, and although branching networks will give higher quality service to larger areas, they must be bad because they can't be easily converted to trams.</p> <p>Secondly, it prioritises coverage over usefulness. For example, the existing 61 is rerouted around the neighbourhood centres at Ashgrove and Paddington, reducing this route to having only a journey to town function. Suddenly,</p>	<p>Frequency needs to be concentrated to be useful. RAIL Back on Track has used the feedback given in this survey to update our new bus network proposal.</p>

	<p>journeys from Bardon to the nearby shops and cafes go back to requiring two bus interchanges. I think this mistake has been made because of adherence to blind ideology that any bus that shares a road with another route is duplication and a missed opportunity for coverage. This ideology ignores the fact that bus routes share a road for a very good reason, because that is where people want to go. The outcomes is that a good bus route that connects a good number of people to where they want to go is turned into a crap bus route that connects many more people to nowhere.</p>	
3	<p>Where is the 390? It would take me 40 minutes each day to commute to and from Samford Rd in Enoggera to school in Kelvin Grove if you got rid of the 390. It needs to be kept !!!</p>	
4	<p>It's good</p>	
5	<p>I found quite a bit of the map hard to read, so not able to give quality information on it. One item I did disagree with that I could work out was the idea of stopping the buses from Albany Creek at Mitchelton station. This is a massive mistake. The fastest and best location for them is Enoggera Station. Coming from Albany Creek, they would already be on South Pine Road, it makes much more sense to have them continue down SPR to the fully dedicated interchange at Enoggera than have them go to the small interchange at Mitchelton. Also Enoggera is under shelter, Mitchelton is not.</p>	<p>Google Maps was the platform used to display the maps. This platform has some technical limitations which RBOT has no control over. Exporting the map as a .kml file and using Google Earth permits one to see routes individually.</p>
6	<p>It looks except it would be interesting to see the frequency.</p>	<p>The thicker the line, the more frequent the service is.</p>
7	<p>30min and 60min services are useless or at best a charity! The trips are being made to justify 15mins or better but are just being made by car. East needs a service that runs cross town from Morningside along Bennets Road then Cav Rd to Garden City or another south side interchange. more cross-town</p>	<p>Any new network will necessarily have a mix of lines with 15-, 30-, 60- minute frequencies. Feedback collected by RBOT has indicated the 'right' proportion is around 70-80% of resources directed to the frequent network.</p>

	services also required on major roads. Network should simply stick to the major thoroughfares and create a jump-on jump-off network.	
8	In general, very good. I like the double ended Darra to CBD Centenary Suburbs high frequency route. However, remove route 390 at your peril (unless the Ferny Grove Line is made 15min frequency all day, every day) as it is a very popular route for short/medium distance trips (e.g. Kelvin Grove to Enoggera). The "New" 359 wastes significant time by going via Mitcheton.	Route 359 needs to service Brookside Shopping Centre as this will generate patronage all day, not just in peak hour. There are no shopping or community facilities at Enoggera Station.
9	more coverage is great. Would be happy to change buses if it saved travel/waiting time.	
10	Connections have NEVER worked in Brisbane - one bus is late and the connection has left before the first bus arrives. People should not have to transfer between services particularly to Brisbane City. Funny that it seems to be very similar to the TransLink proposal that was so unpopular because TransLink did not take into consideration the history of bus services and that people rely on current bus services to get to where they need to go - e.g. Nudgee and Banyo residents have doctors, etc in the Nundah area so changing their bus service to go to Chermside is quite ludicrous.	<p>Insistence on running every bus to the Brisbane CBD means massive double digit unaffordable fare increases and many suburbs losing the opportunity to have frequent service extended to their areas. Such suburbs include Yeronga, Bulimba, The entire Centenary Suburbs and Albany Creek.</p> <p>Connections already occur on the network at Park Road Interchange (train-bus), Toowong (Train-bus) and Bulimba (Bus-Ferry).</p> <p>Most people will not have to change under the new bus network proposal, however some will.</p> <p>Lack of fare and ticketing integration, along with competition between buses and trains (i.e. buses not properly connecting to trains) have been barriers in the past. Integrated</p>

		<p>ticketing and fares have been established in SEQ for a decade now.</p> <p>World cities such as Toronto, Vancouver and now Auckland operate on system that relies more on changes to enable service to be extended to new areas.</p>
11	can go further by looking at cross town routes and "lines'rather than routes.	<p>RAIL Back on Track proposes thirteen cross-town 900 series CityConnector buses to serve this need. These buses are based on the success of Melbourne's cross-town smart buses.</p>
12	Good	
13	<p>The 400 and 412 seem absurdly wasteful. The justification for running any buses down Coronation Dr is marginal given the four track railway that runs adjacent to it, let alone twelve! 'superbuses' per hour. The utility of the 412 between Toowong and the CBD is questionable; more 402s would be more useful as the train represents a faster option beyond Toowong and buses are often completely full down SFSD. The same case could be made for running the 400 beyond Indooroopilly station. What provisions would need to be made to accommodate double-artics at UQ Chancellors PI?</p>	<p>Brisbane City Council's current bus network has 26 buses per hour <i>in the off peak</i> going down coronation drive. This is wasteful and leads to shortage of service in other parts of Brisbane. This is a bus every 2.3 minutes.</p> <p>Funding for new or improved services can be achieved by using superbuses and focusing service to Hi 400 and Hi 412 services along Coronation Drive. This is approximately a bus every 5 minutes along Coronation Drive in the off-peak.</p>
14	Good luck getting QLDers to change, even if it helps them	

15	This proposal clearly shows that more people would have access to a frequent service, which would certainly help to drive patronage and confidence in the bus network. I am also very supportive of the cross-town routes, making it easier for non-CBD travel.	
16	generally like the idea - my area would now not have 3 but one bus line, the 346. The buses should run 7 days from 5am - midnight.	
17	very good proposals	
18	I think review it for connectivity and twisted routes in some places. For example, the 359. While cutting it at Mitchelton to feed rail means you can run more buses along the shorter route, instead of running more into the side streets in Albany Creek, I think keeping it running along the main roads and extending it north to Strathpine station or similar would be of more use as many residents in these areas work further north and not just in Brisbane's CBD. Avoid having this route serve both a line haul and coverage function.	Old Northern road has very poor pedestrian access towards the northern end. Sending the route along this alignment would create a second route, likely requiring a reduction in frequency for the frequent service proposed as resources would be diluted/split between multiple routes.
19	Looks similar to the proposals of a year or so ago that were rejected after public outcry. I think they are a good idea, but many didn't (e.g. save our 411 campaign).	Auckland (NZ), Wellington (NZ), Christchurch (NZ), Houston(USA) and Edmonton (CAN) have gone through this process.
20	connections between bus and rail for peak services should be encouraged, but we need more rolling stock to do it, ie more trains more often.	
21	Changing the 192 is a very good idea, finally an option to travel to Powerhouse by bus. The change to the MaroonGlider is good too- I used to work at Stones Corner and there's plenty of buses going that way besides the Maroon, in fact hardly any people used it past W'gabba, so it is better put to use going to Boggo Rd.	
22	Not much difference	

23	<p>Hi Frequency proposal is good at least till -9pm in most parts of Brisbane 6 days to encourage use on weekends. With semi deregulated retail coming on the cards next year more services will be needed for the extra retail hours proposed. A high frequency articulated bus would be good from Airport to Roma Street King George Sq and Cultural centre to connect people with other Translink services after 10pm when train services have stopped.</p>	
24	<p>General issues: UQ Lakes services - Stop running so many minor services to UQ Lakes - they don't add much to the network and will just congest this terminus which already has capacity problems. Terminate routes at Wooloongabba instead (which has both easy CBD and UQ connections). Hi 160 - This route doesn't need to exist outside of peak. Plenty of capacity on the SE Busway already. Hi 340 - Incoming air carrying service. Remove entirely and give the route-km to a Webster Rd high frequency route. Hi 374 - I don't see why we want to keep the MaroonGlider. It is just going to carry even more air now, with the only useful section being in the Bardon area. 4xx series: Routes not commented on in the 4xx series are supported. Hi 400 - Yay, Centenary BUZ! Please keep the frequency reasonable though. Every 10 mins after about 7pm on a weekday and 5pm on a weekend isn't necessary. Every 15 mins will do. Hi 412 - Higher capacity buses welcomed on this route which frequently gets standing loads at random times of the day. P426/427/428 - Just keep the 425 as it is, run it every 15 minutes in peak and every half hour in the off-peak. No need for a pre-paid rocket. Cover Chapel Hill Rd with a loop going Moggill Rd, Chapel Hill Rd and Russell Tce. Indro - UQ services - I would much rather see one frequent route and one secondary route go to UQ on this corridor rather than three secondary routes. May I suggest the Hi 444 proceed to UQ (and give Swann Rd a frequent) with possibly the 425 also running to UQ. Other services to terminate at Indro. 468 - Just have this service either feed Hi 400 or proceed to Indooroopilly. Mt Ommaney service isn't required, nor well utilised. 470 - FlexiTaxis would be a much better use of resources here, especially given the steep terrain and short length of the route. 471 - Running all the way up and back to serve Mt Coot-tha is a poor use of</p>	<p>The University of Queensland is the second largest demand generator after the Brisbane CBD. There are approximately 35 000 students enrolled at the St Lucia campus, and thousands of staff.</p> <p>A bus service is needed to connect Toowong rail passengers to Mt Coo-tha, to prevent passengers and visitors having to travel into the CBD and then back out again.</p>

	resources. Would prefer to simply see this service terminate at the Botanic Gardens and have a shuttle run up there from Toowong instead, running via Miskin St. 911 - Monitor this route to ensure that it is adequately demand matched.	
25	Current 112/113: No bus service down Cracknell Rd or Ekibin Rd East in your proposal! Are you expecting the elderly to walk up and down fairly hilly terrain for a kilometre or more, than catch a bus nearly all the way into town, to then get a bus all the way back to Annerley Junction just to do their shopping and attend medical appointments? 106: Should not be a taxibus if you are planning to extend it further. Patronage fluctuates on it and some days (mainly thursdays) you can get good seated loads from the elderly folk. Some of your ideas are great though, I fully support the 180 and 185 BUZ services,	A network that focuses more on maximising patronage will focus less on coverage. Likewise, a network that focuses more on maximising coverage will focus less on patronage. If one moves further towards one goal, one necessarily moves further away from the other.
26	can't see much difference in my area...120 service But the connection to UQ looks much better	The 120 service is proposed to connect to train services now.
27	There are significant numbers of students living on the south of the bus bridge to St Lucia. Considering there is a turning lane built at high cost, it seems like a good option to put a high frequency, or indeed any bus connection along Annerley and Ipswich Rd to connect this population to St Lucia. This is a major deficit in the current system which your plan could seek to address.	
28	Seem to have done a good job with Westside upgrades, and Bulimba proposals. Would like you guys to take a look at the mess that is Sandgate Rd 306, 322, 310 hourly all going all the way to the city = wrong	A clearer map can be viewed by downloading the proposal (.kml file) and opening it in Google Earth. 310 is proposed to terminate at Toombul Interchange 322 terminates at Chermside Interchange, after stopping at Toomul.

		306 will become 908 CityConnector. CBD bound passengers may change at Virginia or Banyo rail station.
29	For once there is vision about reforms to better service all bus commuters. Definitely a move in the right direction	
30	Looks great. Both achievable and desirable. Making bus routes work in cooperation with train services allows for all sorts of extra new routes and improvements else where in Brisbane. Would definitely encourage more people to use public transport. The effort to develop and intuitive and understandable hierarchy/naming&numbering system would enable people to be confident enough to use routes other than 'their usual route' - if this was combined with a attempt to rationalise the current stop names it'd be great. -- You could easily explain to somebody unfamiliar with the area how to get somewhere "just take the 9xx Connector from xx Interchange and get off at 'simple stop name'.	
31	Experience 1) improved by simplification to a single route (210) running to a regular frequency. Experience 2) improved by simplification to Hi 222 and 211 rocket.	
32	Sounds good, hopefully something comes of it	
33	I did not see what benefit it would have for me, I live in Ipswich. Is there more to it than the map? Because the map alone is not sufficient to understand the proposal. As it stands, it seems to be a mixed delivery to me. I also cannot see where an interchange can be built at Indooroopilly railway station.	
34	Anything that could improve the current brisbane public transport system would be good, because currently it is not working and causing more people to choose to travel by car.	

35	Cheaper fares even on less frequent routes would be a huge improvement.	
36	I like the idea of transferring at more places between both buses and trains. This will mean that in many places public transport will be able to run at a higher frequency without it costing more to run or costing money to buy more buses. This will help the public transport system within South East Queensland become more profitable, and result in a noticeable decrease in traffic congestion.	
37	Excellent basis for network reform. Well done!	
38	More logical and integrated with better frequencies over a wider area	
39	Anything could be better than what is currently in use.	
40	Excellent	
41	Very good. In some places the road network is messed up which prevents simple service (i.e. Albion). Should also be bus speed priority.	
42	Generally it is a large improvement. A couple of points - your high frequency service between Albany Creek and Mitchelton should be servicing Everton Park proper as this is a significant commercial and retail hub attracting passenger numbers. Travelling further down South Pine Road, before turning into Griffith Street and across to Brookside from there would actually further boost passenger numbers on that journey. The express bus stop "Everton Park" is often one of the most heavily used on a service such as the 350.	This suggestion has been incorporated; however Brisbane City Council has installed devices into Griffith Street which slow down buses.

43	A bit lacking in detail. Hard to see each individual route. I still like the 77 going the Clem7. A great improvement on today!	
44	Big improvement.	
45	Doesn't make any major changes to the 130, 132, 135 routes I currently use	
46	Reflects contemporary public transport realities	
47	It's vital not to cut services without a good alternative.	

Responses

Q: General Comments?

#	Comment	Facilitator's response
1	Thanks.	
2	There are significant numbers of students living on the south of the bus bridge to St Lucia. Considering there is a turning lane built at high cost, it seems like a good option to put a high frequency, or indeed any bus connection along Annerley and Ipswich Rd to connect this population to St Lucia.	192 UQ Lakes is proposed to continue operation.
3	Keep up the good work. Anything that helps make the network better overall is a good thing. I could never understand why there was a 200 and 222 BUZ both servicing Old Cleveland Road with a combined frequency of 7.5mins in both directions at 10pm on a Sunday night. Seemed like a waste of money for what was surely a limited number of passengers at that time.	

4	This terrible system forces people to buy cars because public transport cannot be relied on unless you are taking a train in and around the city. Anywhere else on anything else you are on your own. I am disgusted by this city's public transport time and again.	
5	This is the redesign that Translink should have consulted and educated the people of SEQ on.	
6	Would it be worth looking into using Corinda Station as a bus/train interchange? In your review it looks pretty dead.	
7	Maps are too cluttered to make a relevant opinion	Maps may be downloaded in .kml format and opened in Google Maps. RAIL Back on Track has no control over Google's platform.
8	Convert busways to light rail and feed buses to the light rail stations	This bus network proposal focuses on network planning solutions rather than expensive heavy infrastructure solutions.
9	I think there is a need to get all parties to talk through the issues that exist on the network rather than having all parties ignore each other and put forth their own plans. While this plan of RBOT's is good, it too serves no purpose as no one is working with both Translink and BCC to actually see it implemented.	
10	They need to just do it. Why delay?	
11	Hourly buses. If you don't like it, you can get out?	Any new network will necessarily have a mix of lines with 15-, 30-, 60- minute frequencies. Feedback collected by RBOT has indicated the 'right' proportion is around 70-80% of resources directed to the frequent network

12	Obviously this plan has been created by train users rather than bus users with no consideration for local services so that people don't have to drive to train stations and have access to bus services close to their residences.	Bus users contributed to this plan. A network that focuses more on maximising patronage will focus less on coverage. Likewise, a network that focuses more on maximising coverage will focus less on patronage. If one moves further towards one goal, one necessarily moves further away from the other.
13	Hope to see it happen.	
14	End the buses with just air travelling to the city. People should have to connect!	
15	Keep up the great advocacy for us, much appreciated	
16	shorter routes make buses more reliable, transfers at 'civil' places with quick transfer times make better use of the transport network. I used to live in Munich, and what they did there is similar to the Auckland network, which led to an increased, more satisfied clientele.	
17	Overall impressed with the review, but there a few little tweaks which should be made to ensure an efficient network.	RAIL Back on Track has taken the latest feedback from the survey and updated the New Bus Network Proposal accordingly. Thank you for your feedback and support.
18	The RBT proposal map needs to be made a lot clearer. A massive review change needs to be extremely clear one where it is going, on its impact and how to read the map. This is part of what sunk the SEQ bus review. That whilst the initial draft was put out, people took that as the final copy. No timetables were released, or connection points etc. So if you are relying on a system that is going to ask people to transfer, then the transfer times are crucial. And then this goes back to the unreliability of the services. How about customers going to be able to trust that their connecting service is	Google Maps was the platform used to display the maps. This platform has some technical limitations which RBOT has no control over. Exporting the map as a .kml file and using Google Earth permits one to see routes individually.

	going to turn up, when as we see each and every day, cancellation after cancellation?	
19	With more funding, more places could get upgrades. Train services were not part of the proposal but trains need to be upgraded also on more train lines (i.e. Ipswich express). Not against selling the bus operations - too much politics getting in the way of good planning!	
ends	Ends	Ends