

## File note

**Subject** Superbus / HCV Research and Analysis Project  
Briefing Meeting with Stephen Banaghan

**Date** Thursday 6 June 2013

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### Analysis Project Background

- MRCagney were engaged to analyse the performance of all HCVs on TransLink's network as part of the wide TMR Congestion Management Office 'Superbus Project'.
- They undertook a technical and desktop analysis and produced a detailed two-staged report with an additional executive summary.
- MRCagney engaged with a wide range of industry representatives including operators of HCVs on TransLink's network, local bus builders and heavy vehicle regulators.
- Their research and analysis was undertaken on the basis that outcomes would focus on informing TransLink's network, fleet and infrastructure strategies.

### Key Findings

- No one 'ideal' HCV – each have their own advantages/operational challenges.
- The efficiency of a HCV can only be optimised if the supporting network infrastructure and route/corridor allocation is suitable.
- No HCV outranked the standard 12.5m on a like-for-like performance benefit to cost ratio evaluation.
- Caveats!!
  - We can encourage and influence changes in fleet specification – though we cannot enforce under current 3G contract.
  - Operators' fleet requirements may be influenced by their non-TransLink services
- There has been interstate interest in the report findings from both NSW and SA public transport agencies. Endorsement is required before any material will be released.

## MRCagney's Recommendations

Recommendation	Suggested Action Owner
Gain greater control over vehicle specification	<p>Network Strategy <i>(with input from Network Planning, Bus Contracts and Infrastructure)</i></p> <p>Bus Reform <i>(to then possibly negotiate for SEQ Next G contracts)</i></p> <p>Bus Contracts <i>(SEQ and Regional to influence/manage as their contracts currently allow)</i></p>
Update standard infrastructure designs to accommodate HCVs	Infrastructure <i>(in conjunction with TMR busways/interchange/road builders and designers)</i>
Continue to investigate use of double deck buses	Network Strategy <i>(with input from Network Planning, Bus Contracts and Infrastructure)</i>
Discontinue the procurement of two-door articulated buses	Bus Contracts <i>(SEQ and Regional to influence/manage as their contracts allow)</i>
Innovate	Bus Contracts <i>(to manage noting budget constraints)</i>
Reconsider need for HCVs	Network Strategy <i>(with input from Network Planning, Bus Contracts and Infrastructure)</i>

### For Consideration

- Appropriate audience to target to ensure traction on report outcomes? BORG as starting point?
- Dissemination of information – voluminous material though risks with simply providing executive summary.