

Chapter 5: Better public transport

5.1 Quality public transport

Improving public transport to provide a realistic alternative to car travel is the single most important transport issue facing the region.

Public transport mode shares have been declining over many years for a variety of reasons, including:

- quality of service delivery relative to car travel;
- social and economic trends resulting in increased car travel;
- dispersed land use and travel patterns; and
- more car oriented local development.

If people can count on high quality, safe, reliable, secure, affordable and frequent public transport, they will be able to rely less on cars, freeing up valuable road space and avoiding the need to construct major new roads to accommodate peak private vehicle demands.

Public transport also has major social benefits in providing transport for those who, for whatever reason, do not drive a car.

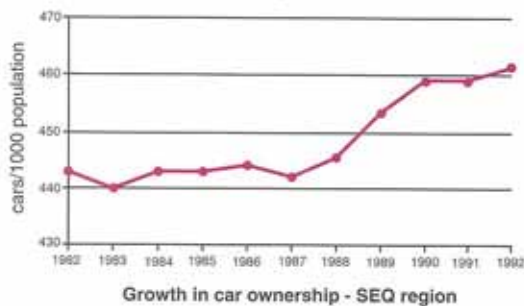
A basic aim is to provide public transport to such a standard that no household in the region has to run two or more cars in order to meet the household's travel needs. This will free up significant proportions of household income for other essential activities like education, housing and recreation. It is estimated that running a small second car can cost up to \$7,000 per year, or \$135 per week, when all costs are considered.

In order to make public transport more competitive with the car it needs to be viewed as a product from the perspective of the customer, not the operator or the regulator. This means improving the total door-to-door journey, not just the time spent travelling on the public transport vehicle.

Quality public transport includes:

- high frequency of service to minimise waiting times;
- high density of routes so trip origins and destinations are within an easy walk of the public transport service;
- services which cater better for travel across the city, rather than focussing mainly on the central activity districts;
- total travel time and directness of journey competitive with car travel;
- punctuality and reliability, with easy-to-remember service times;
- passenger comfort and adequate seating capacity both on and off vehicle;
- faster, easier boarding arrangements and accessibility for people with mobility difficulties;

Car ownership



- safety and security both on and off vehicle, especially improving the capacity to pick up and set down passengers close to their door in off-peak periods;
- direct, secure pathways for walking and cycling access to public transport;
- strategically located park-and-ride facilities which intercept major car movements outside cities and centres;
- convenient transfers between public transport services, with guaranteed connections and common fare and ticketing arrangements; and
- value for money and affordable fares, especially “through-ticketing” for broken journeys and discounts for group travel.

5.2 The vision for public transport

To achieve the public transport targets, this IRTP provides a major program of improvements to deliver a high quality, integrated public transport system.

The key elements of the IRTP vision for public transport are:

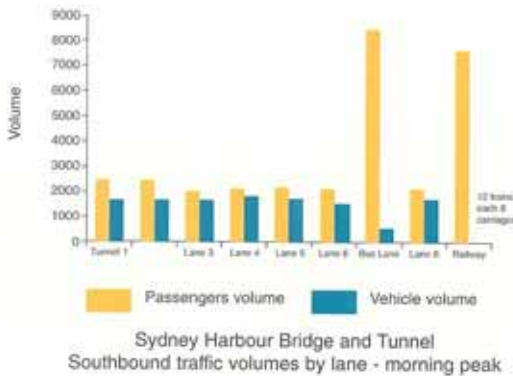
- improvements and expansion of rail, bus, ferry and taxi services;
- movement towards new on-demand or “personal public transport” services, in consultation with bus and taxi operators, to expand the range of public transport services; and
- support for public transport through infrastructure, integrated ticketing, information systems and land use.

To provide the necessary level of passenger service, the future public transport system will be based on:

- improved speed, comfort, safety, service frequency and reliability of the region’s large and expanding bus fleet;
- improved service levels on the suburban and inter-urban passenger rail networks;
- expanding the coverage of line-haul public transport, including opportunities for light rail, rail and busway;
- ferry services in those areas where water transport offers a realistic alternative to land transport;
- expanding the range of services, including midi and mini buses to service less popular routes economically, “hail and ride” services in inner urban areas and “dial-n-ride” services, with fare structures between that of single hire taxis and buses, to respond to unscheduled user needs;
- taxis for rapid response, shared or individual journeys; and
- support services for public transport including:
 - improved vehicle design to make boarding faster and improve accessibility for people with mobility difficulties;



Public transport is more efficient



- easily accessed, secure design of interchanges and stops;
- integrated timetables so that feeder services connect to line haul services;
- integrated fares, ticketing, passenger information and marketing to ensure convenient affordable travel; and
- road infrastructure which gives priority to public transport vehicles through congested areas.

h) improved access to public transport by ensuring:

- quality connections to stations and stops;
- more variety of uses on and around stations to increase activity, informal surveillance and security and make public transport stops more user friendly places;
- efficient and reliable interchange between modes, including quality "park-and-ride" facilities where major arterial roads pass close to rail and busway stations;
- all major employment and retailing centres are served by public transport and are within 40 minutes travel from most parts of the urban area;
- more than 90% of residents live within 400 m of a well-served public transport stop;
- almost every journey can be made by public transport with a maximum of one interchange between vehicles; and
- public transport services in new urban development areas are commenced in the early stages of residential occupation, before people purchase a second car.

5.3 The public transport system

The right type of public transport for the task

Selecting the right type of public transport for the task is vital if cost-effective services are to be provided to meet future passenger demands. The IRTP introduces a better, more rigorous way to plan for future public transport needs. This will avoid choosing a public transport technology which cannot take people where they need to go, or is too expensive to build and run relative to the available market of passenger demand, or is not flexible enough to respond to changing demands over time.

Modern trip patterns are very different to those prevailing when mass transit systems developed in the nineteenth century. New public transport services need to match the level of service available to car travellers, so public transport can compete with the car.

In 1992, rail and bus services carried about equal shares of the passenger market in the Brisbane metropolitan area. Buses and taxis provided the public transport service in the balance of the region. Since there is a continuing preference for low density detached housing, road based services which can service dispersed travel patterns will carry an increasing share of public transport trips.



Midi and mini bus vehicles are currently being introduced by most bus service providers. This recognises changing trip patterns by improving the flexibility and operating efficiency of bus transport.

Expansion and upgrading of the high capacity line haul public transport facilities is also required to meet the future increases in passenger demand along major movement corridors. This will include fixed track and roadbased technology.

Decisions on the type of public transport infrastructure and services must consider:

- the right amount of peak period carrying capacity needed;
- a suitable frequency of service which can meet identified traveller needs;
- ability to effectively integrate with existing public transport systems;
- ability to pick up and set down passengers close to where they wish to be;
- the role of feeder services and reliable interchanges;
- the role of park and ride, and its compatibility with adjacent land use;
- efficiency in both capital and operating costs, including potential efficiency gains over time;
- flexibility to cope with future increases in passenger demand; and
- ability to stage construction to allow early servicing of new communities.

ACTIONS:

- A 5.1 Ensure the right public transport mode is selected for the task and establish opportunities for new modes of public transport.
- KA 5.2 Investigate and provide public transport to major urban growth corridors
- KA 5.3 Establish or expand "park-and-ride" and bus-rail interchanges

Bus services

In many parts of the Brisbane metropolitan area, buses running in mixed traffic will be unable to gain a sufficient advantage to attract the number of passengers needed to meet the targets for increased public transport use. Buses will face increasing congestion and be unable to offer a service good enough to compete with the car. As part of developing a better public transport system, the IRTTP has investigated ways to enhance

