Theme 1: Aligning South Australia’s growth with transport infrastructure

- Integrated transport and land use planning would benefit from a strategic policy that has a **classification of transport corridors** defined for different land uses:
  - People movement along arterial roads with high residential/commercial activity
  - Movement along corridors without activity (such as railways and freeways)
  - Connections to clusters of higher density residential/commercial development

- A new **public transport network hierarchy** is proposed with **three broad tiers**.

- The planning, design and implementation of a public transport system that is simpler, more integrated and efficient requires **open and transparent engagement** with all key stakeholders in State and Local Government, industry, and the wider community.
NEED TO CLASSIFY PUBLIC TRANSPORT SERVICES

• Not all public transport corridors are the same. They have different attributes to attract patronage and support land use change depending on the urban plans.
• Public transport corridors can be classified by service frequency, number of bus routes if a bus corridor, stop or station spacing and level of accessibility to the stops or stations. This applies to railway lines, the O-Bahn and arterial roads that are used by “trunk” bus routes. A “Movement and Place” classification of stops, interchanges and stations can be applied to determine priority measures.

Three general classifications for public transport corridors are proposed as:
• **Priority corridors** for trunk high frequency bus routes, tram lines and rail lines
• **Regular transit services** for the base network to provide the service coverage to the land uses beyond 800 m of a high frequency bus stop or train station
• **Tailored services** to meet the **high demand** during the peak periods with express routes and for special events and the **low demand** during evening and weekends and in rural and more remote regional areas.
Priority Corridors – high demand services via direct corridors

Regular Routes – coverage for those beyond the key corridors

Tailored Services – flexible, as needed demand

Bus, tram and train services are linked at high quality interchange hubs with “timed connections” to minimise transfer waiting times and customer inconvenience
BUS NETWORK GUIDING PRINCIPLES
FOR A SIMPLER, MORE CONNECTED SYSTEM

Spatial Attributes
- Minimise Route Duplications
- Increase Travel Directness
- Increase Network Connectivity
- Manage Stop Spacing

Simpler for a bus network that is easier to use

Time Elements
- Promote All-Day Travel Demand
- Improve Service Frequencies
- Increase Bus Reliability and Speeds
- Identify Infrastructure for Bus Priority

Faster for more reliable, frequent services

Network Design Process
- Plan with a Bus Network Hierarchy
- Redesign Bus Networks to Connect
- Maximise Timetable Coordination
- Identify Bus Interchange Locations

Better for more connections to other places
CASE STUDY: NEWCASTLE TRANSPORT, NSW

- Rebranded with a focus on customer service
- Planned a simpler bus network with extensive community input that was implemented in Jan 2018
- ‘Clock face’ timetables to make it easier to use
- 4 frequent routes to Newcastle CBD and increased service hours
- Introduced on-demand bus services during the off-peak periods in certain areas

Integrated service provider for buses, ferries and light rail.
Northern beaches makes a B-line for the city

Better connections
Enjoy more B-Line bus services and better streamlined connections with other bus services right across the northern beaches.

Cycle & catch B-Line
For cyclists, there are now over 120 new bicycle parking facilities near B-Line bus stops.

Turn up & go
No need to plan your trip, simply turn up and go with regular and reliable B-Line services running from 4:30am to 12:30am.

Park & ride
There are up to 900 new B-Line park and ride car spaces available for your convenience. Plus you can park free at Dee Why and Brookvale*.

In-seat USB chargers
Connect and charge your devices with in-seat USB chargers.

The B-Line project has grown patronage with a new look.
With Stage 1 of Canberra light rail starting service in 2019, the bus network will be completed redesigned based on significant community consultation. As a result, the community told Transport Canberra that they wanted changes to some of the proposed routes and 37 changes were made to the 58 routes in the new network. They supported a high frequency, 7-day a week network of turn up-and-go Rapid buses. Services will operate at least every 15 minutes along 10 Rapid corridors from 7am to 7pm Monday to Friday, continuing into the evening with less frequency. Sunday and public holiday service times will also be extended to 10pm.
COMMUNITY ENGAGEMENT FOR BUS NETWORK REVIEWS
CASE STUDY: TRANSPORT CANBERRA, CANBERRA, ACT

How you had YourSay

In 2017 we asked for your experiences of Canberra’s public transport network through a survey, interactive map and community events. Through that conversation we heard some key themes:
- we want buses to come more often
- we want services to be more reliable
- we want buses to run for longer hours across seven days-a-week
- we want to have faster journeys times

Phase 2

In 2018, following on from Phase 1, we wanted to know how we can best support Canberrans to use the proposed New Bus Network through a survey, focus groups, and talking to people at community meetings, bus interchanges and schools.

Over eight weeks we spoke to people in bus interchanges, schools, at community councils and other community meetings, conducted an online survey and focus groups.

<table>
<thead>
<tr>
<th>OVER AN 8-WEEK CONSULTATION PERIOD - THANK YOU FOR YOUR FEEDBACK</th>
</tr>
</thead>
<tbody>
<tr>
<td>9,735</td>
</tr>
<tr>
<td>We reached 9,735 people via YourSay</td>
</tr>
<tr>
<td>12,913</td>
</tr>
<tr>
<td>We spoke to 12,913 individuals</td>
</tr>
<tr>
<td>350</td>
</tr>
<tr>
<td>We delivered 16 presentations to over 350 people</td>
</tr>
<tr>
<td>1,165</td>
</tr>
<tr>
<td>We visited businesses, community groups, shopping centres set up 21 roadshows and distributed over 334 brochures</td>
</tr>
<tr>
<td>504</td>
</tr>
<tr>
<td>We sent emails to over 504 + 16 submissions to organisations and community groups</td>
</tr>
<tr>
<td>205,581</td>
</tr>
<tr>
<td>We reached a social media audience of approx. 205,581</td>
</tr>
<tr>
<td>11,500</td>
</tr>
<tr>
<td>We received 11,500 items of written feedback</td>
</tr>
</tbody>
</table>

Across the public, community and special interest groups, this is the most engaged-with public consultation through ACT Government ever undertaken.

More information
We're continuing the conversation to make sure we're on the right track and delivering a modern and usable public transport system for all.

New timetables available
Detailed timetables of the new bus network will be released.

Journey planner app launch
The journey planner application will allow Canberrans to understand what travelling in the network would look like, allowing you to see how you can travel to work or visit friends on the bus, and allowing parents to plan for their child's school journey.

Light rail
The light rail arrives!

New bus routes start
The new bus network will begin operations.

Have your say on bus changes in Noosaville

TransLink is aware of safety concerns expressed by some members of the community about route 628 services travelling along Creek Road, Noosaville.

We are also aware that Noosa Shire Council has engaged with some members of the community about the proposed construction of the bus turnaround on Lake Weyba Drive and removal of route 628 from Creek Road.

The removal of route 628 from Creek Road and construction of a bus turnaround on Lake Weyba Drive would also result in the:
- Removal of school bus routes 5822, 5824, 5826, 5829 and 5840 from Swan Street, Weyba Street and Creek Road
- Closure of the Swan Street bus stop (stop ID 302127)
- Reduction in park and ride parking on Lake Weyba Drive.

These changes would mean customers and school students would need to walk up to an additional 400m and cross Lake Weyba Drive or Weyba Road to access their nearest alternative bus stops.

To ensure we achieve the best, balanced outcome for the entire community, we asked you for your thoughts via an online survey. The survey closed on Sunday 28 August and the project team are now reviewing all feedback and will provide an outcome on these changes in the near future. Please keep an eye on this website for future updates.

Nambour bus network review

Consultation has concluded

A new bus network for Nambour

On Monday 23 January 2017, local bus services will change in the Nambour area to provide you with improved connectivity and greater reliability.

Consultation on the proposed changes was completed in August 2016. Read our Nambour bus network review Consultation Report.

To find out how your bus service has changed read our FAQs.
To view your new network, view our interactive map.
CASE STUDY: TRANSLINK, VANCOUVER, CANADA

- B-Line Route 99: Single most popular bus route in Canada
- Connects the University of British Columbia with 2 Skytrain lines and Vancouver City Hall
- Operates every 3 to 5 minutes during the daytime
CASE STUDY: TRANSLINK, VANCOUVER, CANADA

Planned expansion of the B-Line bus network with high frequency routes in Vancouver. These routes with the railway lines form a legible, frequent public transport network.

New B-Lines in 2019

What makes these B-Lines special?

Improved travel time and reliability
- Stops are spaced ~1 km apart
- All-door boarding
- Streets are redesigned to improve travel time
- High-capacity articulated buses

Frequent
- At least every 10 minutes in peak times
- At least every 15 minutes at other times

Available all day, every day
- Service from 6 a.m. to midnight, or better

Easy to find
- Buses and stops have a different look
- Stops have Next Bus digital signage
- Route information inside buses
COMMUNITY ENGAGEMENT FOR BUS NETWORK REVIEWS
CASE STUDY: TRANSLINK, VANCOUVER, CANADA

Dear Regional Resident,

Be a part of TransLink’s on-line advisory panel and get directly involved in the future of transportation in your region.

2 Simple Steps to Get Started

1. Sign-up to be a panelist
2. Participate in surveys

I’m already a TransLink On-Line Advisor

Email Address:
Password:
Save my Email Address:
Sign In

Participate
You choose whether to participate each month. Most months, being part of the panel will take 5 to 15 minutes of your time.

Results
You will receive the results of each survey in which you take part.

Respect
We will carefully protect your personal information and ensure that your e-mail address is used solely for the on-line advisory panel, in accordance with privacy legislation governing TransLink. Your opinions will be held in complete confidence.

Rewards
Completing the profile questionnaire and signing-in to TransLink’s On-Line Advisory Panel will enter you into a draw to win one of two prizes of $500 each. The draw will take place on September 2, 2009. Click here to see contact rules.
COMMUNITY ENGAGEMENT FOR BUS NETWORK REVIEWS
CASE STUDY: TRANSLINK, VANCOUVER, CANADA

It's Your Move: Consultation Exercise

Tell us what you think about our proposed transportation improvements and how they should be funded.

Step 1: Tell us your priorities

For each of the five transportation categories in the first column below, click a bullet to tell us what level of investment you think we should make.

Points: Each investment has a point value. Your total points will show in the top right of the page. More about points...

<table>
<thead>
<tr>
<th>Transportation Investment</th>
<th>Drastic Cuts to Services and Projects</th>
<th>Maintaining What We Have</th>
<th>On Track Towards Transport 2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Customer Services</td>
<td>9 points</td>
<td>3 points</td>
<td>4 points</td>
</tr>
<tr>
<td>2. Transit Services</td>
<td>9 points</td>
<td>36 points</td>
<td>85 points</td>
</tr>
<tr>
<td>3. Regional Cycling</td>
<td>9 points</td>
<td>1 points</td>
<td>2 points</td>
</tr>
<tr>
<td>4. Roads and Bridges</td>
<td>9 points</td>
<td>15 points</td>
<td>40 points</td>
</tr>
<tr>
<td>5. Rapid Transit</td>
<td>9 points</td>
<td>45 points</td>
<td>59 points</td>
</tr>
</tbody>
</table>
CASE STUDY: EDMONTON TRANSIT SYSTEM, CANADA

- 207 bus routes to be simplified to 107 routes
- 8 high frequency routes, 6 crosstown routes, to be implemented in 2020

What We Did & Heard
Highlights:
Refining the Bus Network Plan
April–June 2018
COMMUNITY ENGAGEMENT FOR BUS NETWORK REVIEWS
CASE STUDY: CALGARY TRANSIT, ALBERTA, CANADA

Timeline

✓ Engagement through the Community Consultation Teams
   April

✓ Public consultation, one-on-one stakeholder meetings and Community Consultation Team workshops
   mid-April to mid-May

✓ Review of what was heard and what was done
   July

🌟 Report-back sessions
   Fall 2018
Theme 2: Capitalising on strategic transport infrastructure

- All train and O-Bahn stations and interchanges, and bus and tram stops can be designed with **placemaking** and **public art** as part of the infrastructure to improve the amenity and attractiveness of public transport waiting areas.

- Every public transport stop, station and interchange needs to be **integrated with the adjacent land use** and the built form to suit the level of pedestrian and passenger activity. In particular, bus stops and train stations at universities, hospitals and medical facilities need improved amenity, shelter and seating. Improved integration and amenity will support **higher value** development uplift.

- At all public transport access points, the State and Local Governments need to **collaborate and share the planning and funding** to improve the directness and safety of the local movement network (walking, cycling and other modes).
Bus stops and train stations in Adelaide have poor quality waiting areas and amenity. This discourages patronage with an unsafe image and potential value uplift with adjacent land uses.
CASE STUDY: PLACEMAKING AT A BUS INTERCHANGE

Restored heritage features and retail activity on the bus platform at Chatswood bus interchange in Sydney, NSW.

Public art is installed on the bus platform at the Southgate Transit Centre at the Southgate shopping centre in Edmonton, Alberta, Canada.
Public art is installed at the Subiaco and Victoria Park train stations in Perth, Western Australia to improve the attractiveness, interest and amenity for waiting passengers and pedestrians.
PLACEMAKING AND NEW TECHNOLOGY AT BUS STOPS

Improved amenity and waiting facilities at bus stops includes artwork and active info screens.
Theme 3: Sustainable mobility, car parking and the impact of technology

- **On-demand transport** options are most applicable in areas where the patronage demand does not support fixed route timetabled services.

- Commuter parking spaces at train or O-Bahn stations is expensive for Government and does not encourage activity or mixed use developments. A **strategic Park n Ride policy** is needed to allocate commuter parking where it is needed most and it is not encouraged in activity centres where mixed-use developments can occur, such as at Modbury, Salisbury or Marion.

- The public transport system needs to be **future proofed** for changing trends in transport technology, such as electric and biarticulated buses (also known as “trackless trams”).
INNOVATIVE TRANSPORT OPTIONS TO CONSIDER

• Demand Responsive Transit (DRT) can provide an alternative to fixed route services during periods of low demand or in regional or remote areas.
• On Demand transport services need to be integrated with the regular timetabled services.
• Autonomous buses are in trials in Renmark, Holdfast Bay and at the Tonsley-Flinders precinct.
Different types of on-demand transport services are:

- **Route Deviation** with a regular schedule that deviates to serve demand-responsive requests within a zone.
- **Point Deviation** serving demand-responsive requests within a zone with no regular path between the stops.
- **Demand-Responsive Connector** operating in demand-responsive mode within a zone to connect with a fixed-route network with most trips to or from transfer points.
- **Request Stops** operating in conventional fixed-route timetabled service with a limited number of undefined stops responding to passenger requests.
- **Flexible-Route Segments** operating a conventional fixed-route timetable service, but switching to a demand-responsive mode for a limited parts of the route.
- **Zone Route** operating in demand-responsive mode along a corridor with established departure and arrival times at one or more end points.

For rural low-density towns where passenger volumes do not warrant a regular transport service, on demand transport is a more effective way of providing services. Routes are optimised according to passenger requests.

**Types of On-Demand Transport Services**

- **A Wide Range of Uses**
  - For Local Authorities
CASE STUDY: ON-DEMAND TRIALS IN NSW

Newcastle Transport On Demand trial area

On Demand zone map.
Northern Beaches.

Keoride, Northern Beaches (Australia):
- Nearly 15,000 trips in 8 months
- Service: connects customers to bus stops on the Northern Beaches B-Line
- Operating mode: GoGet passenger cars
- Booking: phone, website or mobile app

NEED FOR A STRATEGIC PARK N RIDE POLICY

• A **strategic Park n Ride policy** needs an approach to consider the adjacent land uses. Activity centres, such as at Salisbury, Mawson Lakes, Modbury and Oaklands, require a lower priority for the provision of Park n Ride spaces with improved access for the active transport modes to the train or O-Bahn stations.

• The demand for commuter car parking at O-Bahn stations and Glenelg tram stops often exceeds capacity. This **excess demand** affects nearby residential streets and business parking. Local government then need to restrict parking which either moves the problem elsewhere or discourages public transport patronage and encourages car commuting for the entire trip.

• Park n Ride facilities are most suited **at selected major stops and stations** where the local community is not negatively affected and development is not discouraged. Park n Ride facilities are more appropriate where the land value is lower and more available than in town centres. This approach applies to the South East Freeway to Mount Barker or on the Gawler railway line at Parafield.
CASE STUDY: OVERSEAS PARK N RIDE POLICIES

- Edmonton and Calgary in Canada have developed strategic, metropolitan-wide Park n Ride policies to encourage more intensive land use and to promote walk and cycle access to stations at activity centres.
- In the USA, a “First Last Mile” strategic plan for Park n Ride facilities is applied.
PLANNING FOR ELECTRIC AND BIARTICULATED BUSES

• Electric buses with charging along or at the end of the route have longer ranges than battery-only buses; they provide a cleaner and quieter public transport fleet.

• Biarticulated buses are suited for high frequency bus routes with high demand.