



BETTER TRANSPORT • BETTER PLACES • BETTER CHOICES

# **BRT and Busways**

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# Format

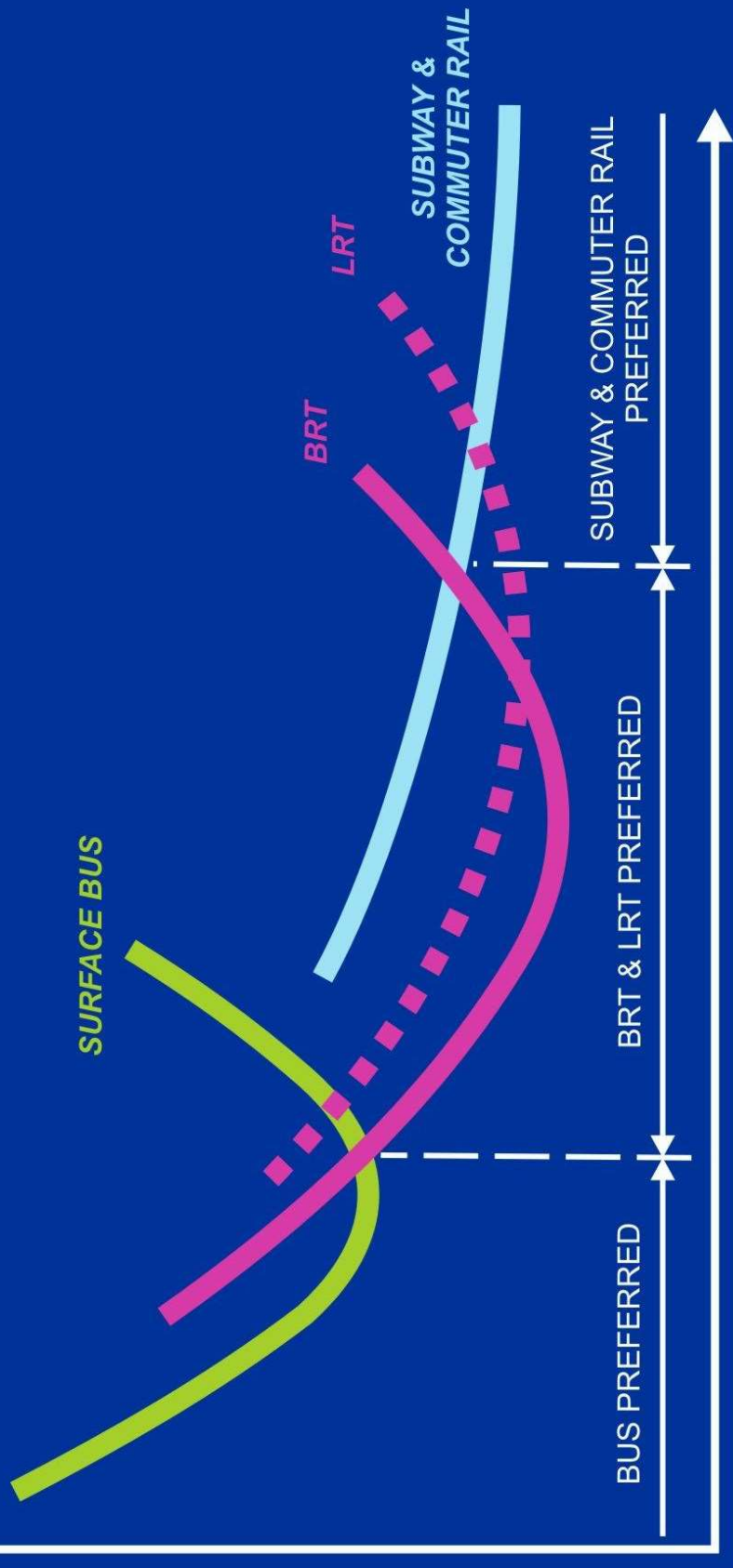
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- Who is MRCagney?
- Buses to Heavy Rail Continuum
- BRT and Busways
- Brisbane South East Busway – a quick history including the role of BCC
- Further Expansion (Northern and Eastern Busways)
- Why Busways
- Melbourne Context
- Questions?

## ‘BETTER TRANSPORT, BETTER PLACES, BETTER CHOICES’

- We are a specialist transport consultancy with significant expertise in PT (buses and busways)
- We specialise in:
  - Place Making
  - Transport Planning
  - Walking + Cycling,
- We are Australian & NZ based with international experience;
  - North America
  - Africa
  - Middle East
  - India
  - Asia
- Our origins go back to the earliest planning work for the South East Busway (2000)

TOTAL AVERAGE COST PER PASSENGER



SURFACE BUS

BRT

LRT

SUBWAY & COMMUTER RAIL

BUS PREFERRED

BRT & LRT PREFERRED

SUBWAY & COMMUTER RAIL PREFERRED

ANNUAL PASSENGERS CARRIED

# BRT & Busways

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## **BRT**

- Bus Rapid Transit
- Closed system network
- Grade separated
- Think trams

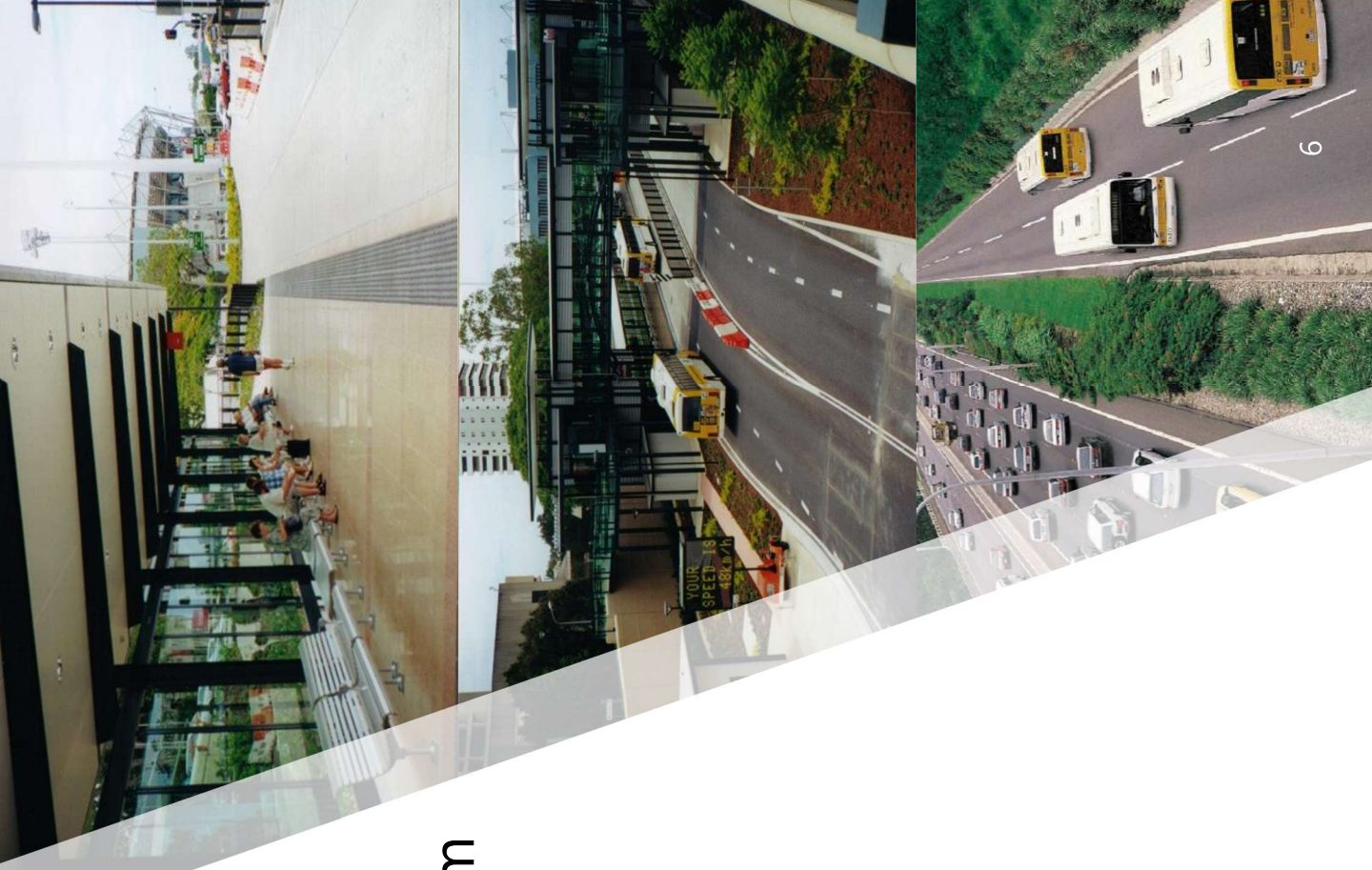
## **Busways**

- Open system network
- Grade separated or existing road space
- Priority measures



# South East Busway

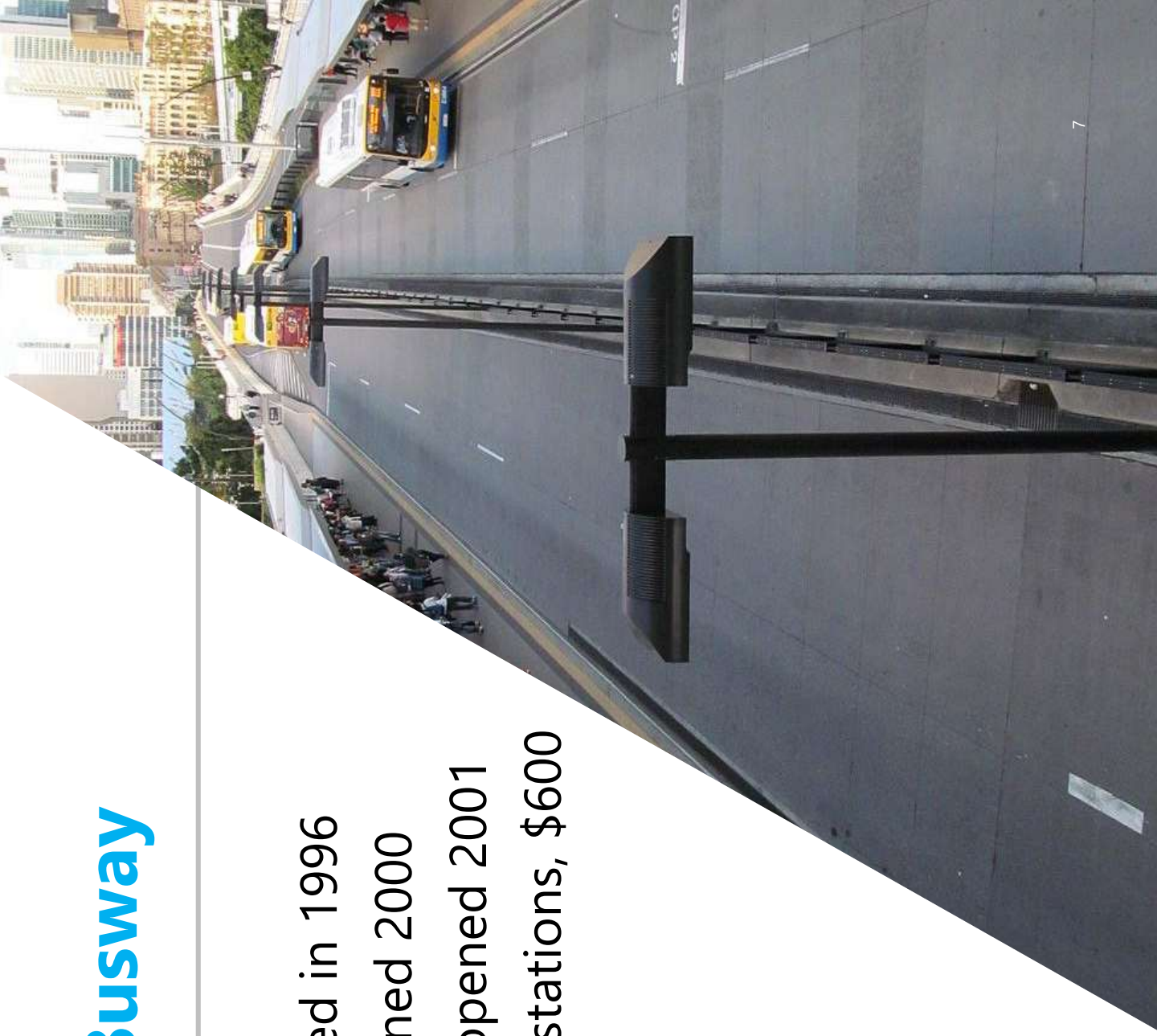
- Grade separated open system busway
- Thought leadership from Brisbane City Council
- Funding and delivery from state government





# South East Busway

- Concept approved in 1996
- First section opened 2000
- Second section opened 2001
- 12 kilometres, 9 stations, \$600 million



# Further Expansion

- Northern (first section) - 2004/\$135M
- Eastern (inc. Green Bridge) - 2007/\$366M
- KSG and CBD tunnel - 2008/\$333M
- Northern (second section) - 2009/\$189M
- Northern (third section) - 2012/\$444M



# Why Busways?

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- Cost effective (bang for buck)
- Compact (confined foot print)
- Staged delivery (build as you go)
- Short time frame to completion
- Permeable (buses entre and leave as required – open system)
- Visible (buses speeding past congested traffic delivers a powerful message)

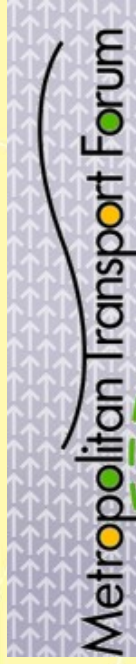


# Melbourne Context

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- Rail (train/tram) is King!
  - Can Melbourne's rail network completely satisfy all PT needs?
  - Coverage and connectivity
- Poor image of buses...
  - Stuck in traffic, unreliable, poor frequency
  - Innovation, agility, investment
- 'Short-medium term' wins
  - Current PT investments have long lead times (e.g. SRL)
  - Make a difference now, don't wait!

# Continue to Collaborate & Advocate



Transport for Melbourne



VICTORIAN  
TRANSPORT  
ACTION GROUP  
Baw Baw



P T R G PUBLIC TRANSPORT RESEARCH GROUP



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# Thank you & Questions

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