



Bus Rapid Transit - The Future



# BUS RAPID TRANSIT

THE FUTURE OF PUBLIC TRANSPORT

# BRT – A Public Transport Solution

The growth in population of Australian cities and major regional centres has seen an increased reliance on the car and growing congestion.

Concerns about climate change, the problems of social isolation, health and the ageing population make it vital to put a new public transport system in place.

Bus Rapid Transit (BRT) will meet this need.

BRT is a roadway based rapid transit system that offers a high capacity transport service in dedicated right of way (ROW) lanes.

BRT systems are sleek and modern in design and can offer passengers a high quality, fast and flexible public transport experience.

## **BRT – easily integrated into existing road systems**

- By utilising existing road systems BRT can be built in phases and integrated with existing road systems. This will provide almost immediate public transport solutions and offer cost-effective future expansion options.
- By using roads BRT won't require expensive tracks and other support infrastructure, saving millions of dollars in capital investment costs.
- BRT vehicles also operate in their own ROW lanes, greatly increasing speed and reducing travel time.
- Unlike rail, this dedicated ROW lane can be shared with emergency vehicles, providing congestion-free travel for public safety.

## **BRT – fast, high frequency public transport**

- The latest worldwide BRT initiatives have passenger capacity capabilities at around 38,000 – 42,000 passengers per hour in one direction.
- BRT provides a high frequency service eliminating the need to consult a trip schedule. BRT also provides the unique ability to offer a combination of express and “all stop” services.
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- Depending upon demand, vehicles can stop at all stations, some stations, or no stations between their origin and destination.
- BRT is more than capable of serving the public transport needs of Australians now and into the future.



### **BRT – environmentally friendly**

BRT systems are:

- Lighter
- Quieter
- Energy efficient

This is because BRT systems use Hybrid technology to meet stringent emission standards. Also, the visual amenity of the streetscape is not obstructed with BRT compared to Light Rail Transit (LRT) where overhead contact systems need to be in place.

### **BRT – the most cost effective rapid transit system**

BRT is comparatively inexpensive compared to light rail. When choosing an option, the following must be taken into account:

- BRT capital costs per kilometre are significantly lower.

- BRT can carry the same number of people as light rail for a typical cost four to 20 times less than a LRT system and 10 to 100 times less than a heavy rail system.
- BRT does not require elaborate purpose-built signal or power supply systems, or expensive operating and maintenance facilities.
- BRT has been very successful in attracting increased patronage to public transport, as Brisbane's South East Busway has shown.
- In virtually every fully integrated, full-feature BRT application to date around the world, there has been the same high levels of customer and community acceptance observed, as with other high-quality rapid transit modes such as light rail.

## **BRT vehicles state of the art**

BRT vehicles look and feel like light rail and are not limited to overhead power lines or to fixed tracks. Some BRT offers optical or magnetic guidance, enhancing safety and allowing the vehicle to pull within inches of the platform.

BRT vehicles also feature low floors and multiple, double-wide doors, making boarding easy and convenient, even for disabled passengers.

BRT vehicles are easy to board, comfortable to ride, and quiet. They also use clean fuel technologies, protecting the local environment and contributing to far less greenhouse gases than LRT.

## **BRT routes – greater flexibility**

BRT's flexibility makes it possible to design systems that offer more passengers the option of a no-transfer, one-seat ride to their destination.

Light rail systems operate in fixed linear corridors with relatively constant capacity levels.



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