

Flexible route buses

Any role in a productive network?

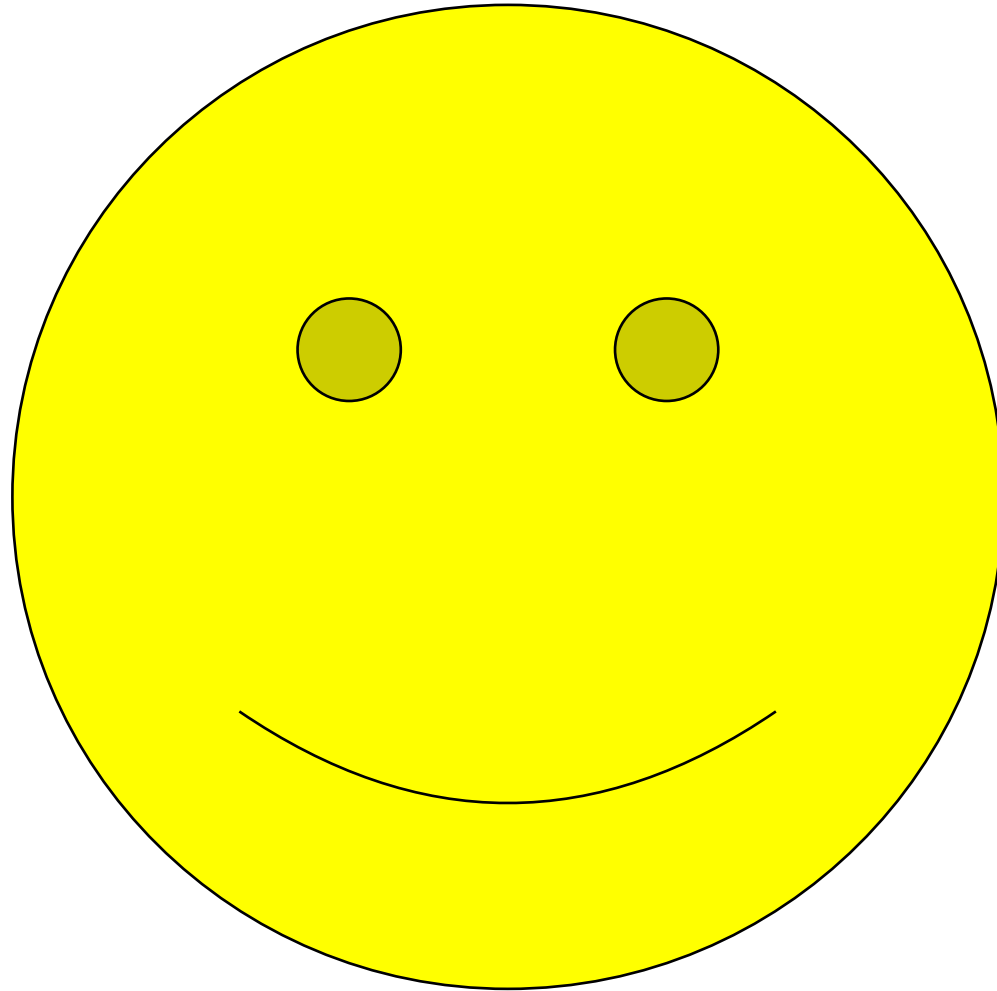


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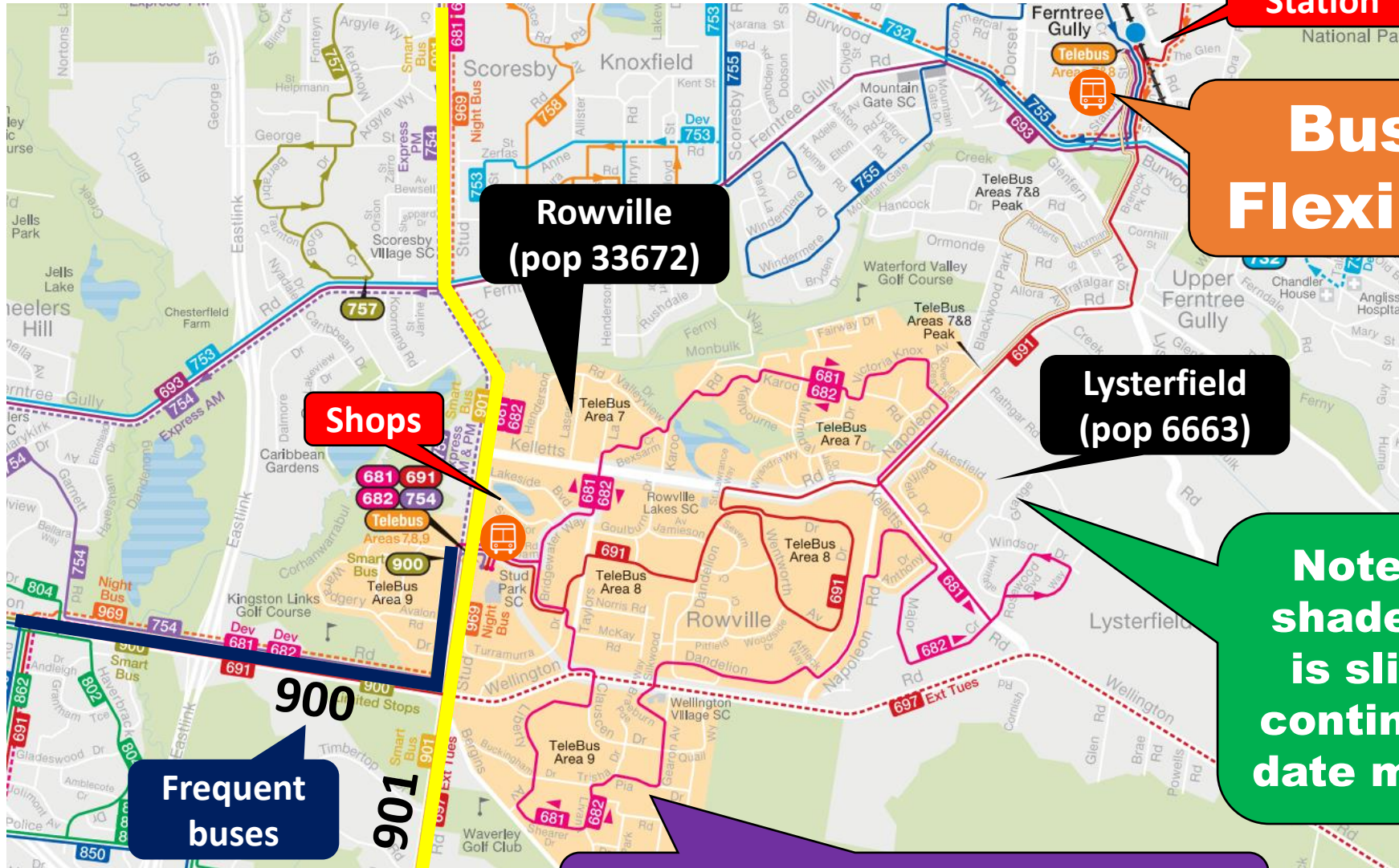
Productivity is (nearly) everything

Taxis/rideshare/MaaS

My user experience – Rowville FlexiRide



Rowville / Lysterfield area (30km SE of Melbourne)



Bus icons are FlexiRide termini

Note: Telebus area is shaded. FlexiRide zone is slightly larger. PTV continues to host out of date map on its website.

FlexiRide overlaps existing fixed routes (not changed)

Telebus vs fixed route productivity (Aug-Oct 2018)

Lilydale area

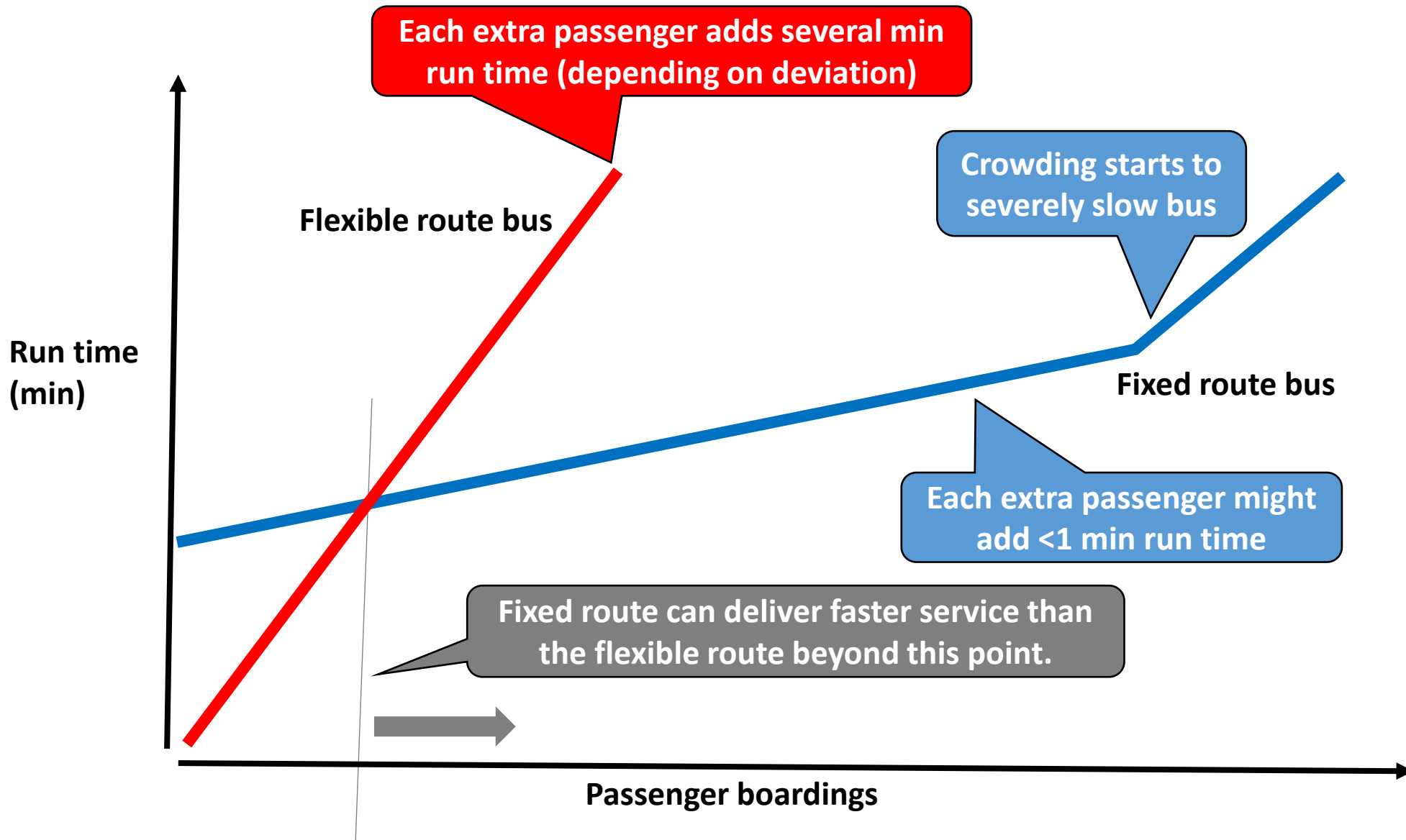
Rowville area

Fixed routes	Telebus (flexible route but some fixed stops)
Route number (M-F boardings/hr)	Route number (M-F boardings/hr)
671 (22)	TB1 (8)
672 (15) Note: has off-peak Telebus portion	TB2 (7)
675 (33)	TB3 (13)
676 (9)	TB4 (10)
677 (21)	
680 (18)	
681 (12)	TB7 (7)
682 (11)	TB8 (5)
691 (17)	TB9 (8)

Maximum productivity achieved for Telebus

Average for Melbourne fixed route buses >20 boardings/hr

Generally very low productivity

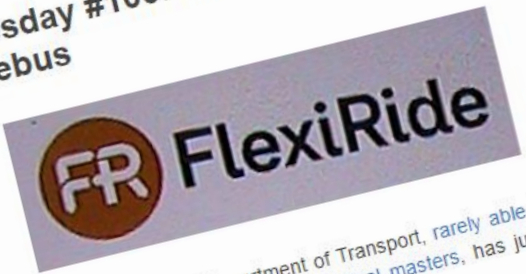


Alternatives & further information

Melbourne on Transit
Are you being served? Commentary on the service aspects of public transport in Melbourne, Australia. Covers networks, routes, timetables, planning, co-ordination, information, marketing and more.

Tuesday, December 15, 2020

Timetable Tuesday #100: FlexiRide: Rowville's rebadged Telebus



The sometimes lumbering and hobbled Department of Transport, rarely able to win support for even small cost-effective bus service upgrades from its political masters, has just introduced something radical. Or maybe not.

They have just scrapped the Rowville Telebus. Its place is an app-based alternative called FlexiRide. It started yesterday, without the usual prior public consultation that happens when bus networks are changed.

Friday, September 10, 2021

Building Melbourne's Useful Network Part 105: Done in the wrong order? FlexiRide coming to Lilydale

FlexiRide replacing Telebus in Lilydale

Done in the wrong order?



Many think of flexible route buses as new up-and-comers that could transform transit. They're not. They go back to at least the 1970s as 'dial a ride' services tried in many places. Most failed, with low ridership and high costs per passenger.

Despite their chequered record, 'demand responsive' buses are a recurring recommendation in various transport plans over the years, old and new. These include 1988's MetPlan and 2021's Victoria's Bus Plan. More on why flexible route buses often fail here.

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