

Why bother with bus lanes?



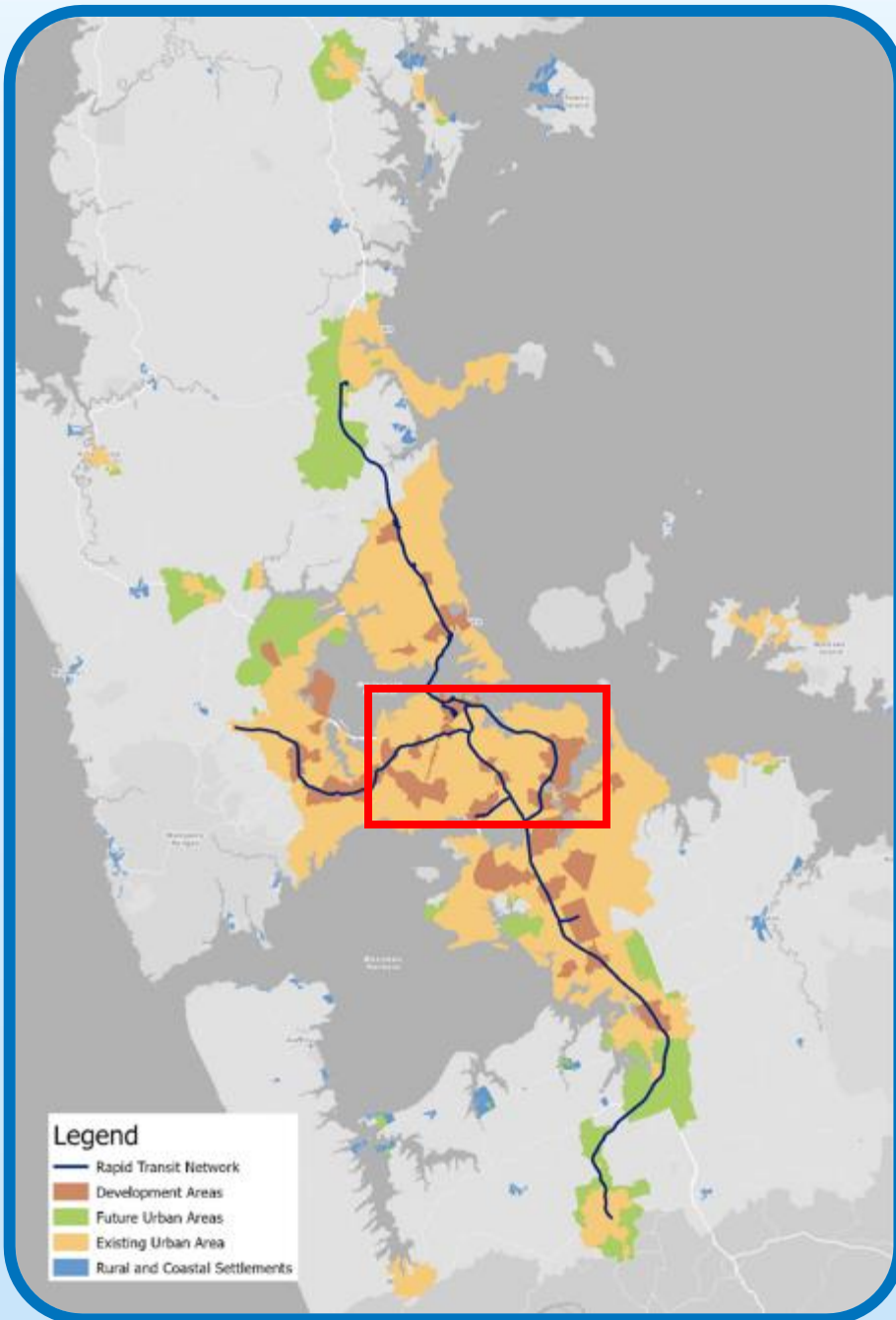
Presented by:

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Auckland at a glance

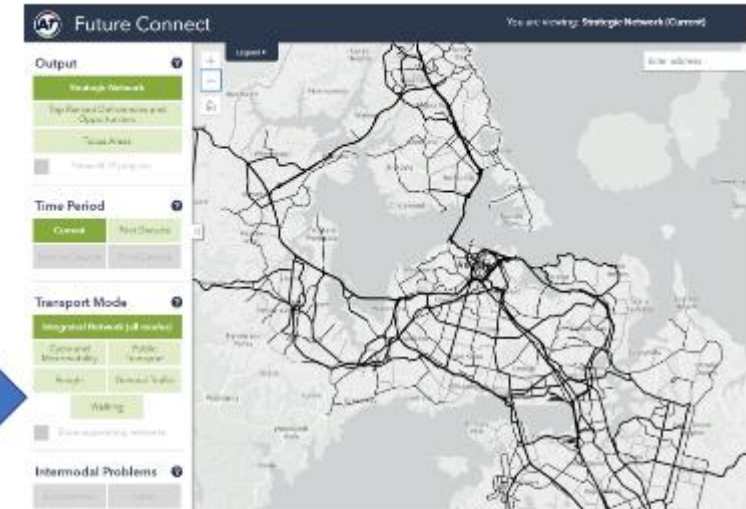
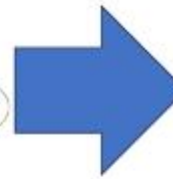
- Huge region - roughly 150km from north to south
- Water based - lots of peninsulas and islands
- 1.7m population (a third of the country)
- A third live within central Isthmus (red box)
- By 2048, population forecast : 2.5 million



We have a plan

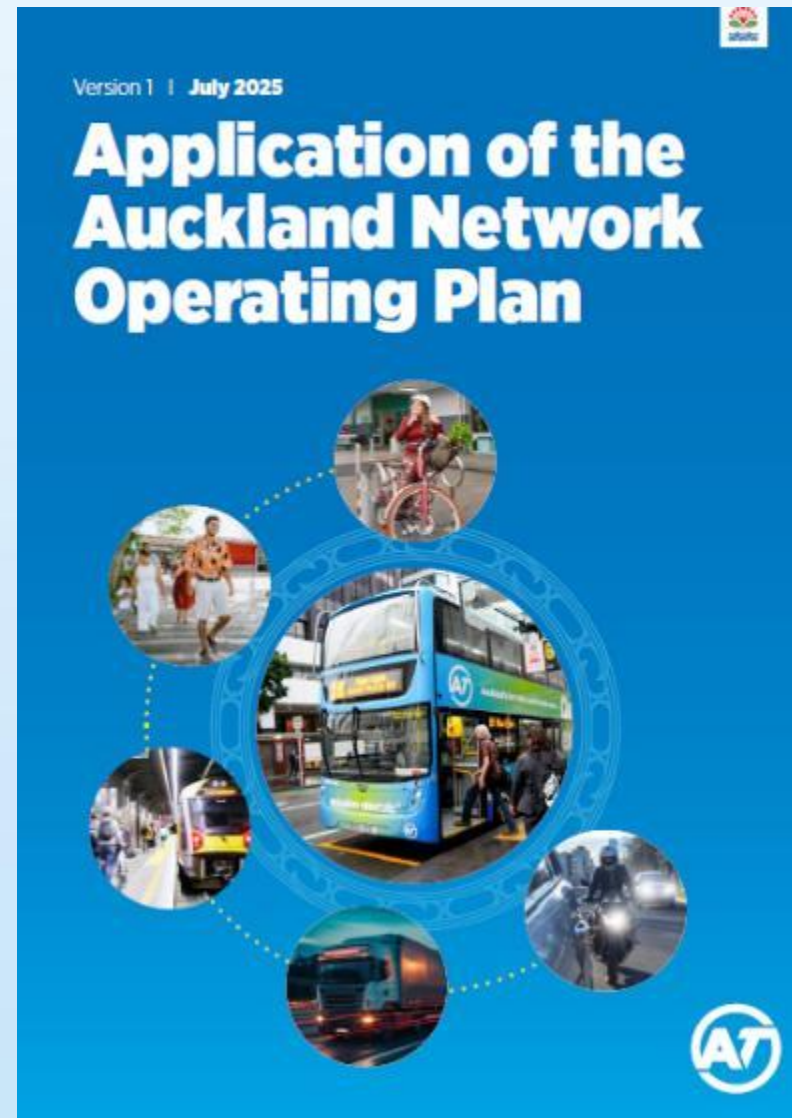
- Tāmaki Makaurau a place desired by many
- Auckland Plan 2050
 - Transport response.
 - Safety.
 - Future Connect.
 - Roads and Streets Framework. Design Manual
- Auckland Network Operating Plan

We have a Plan



Auckland Network Operating Plan

- Auckland Network Operating Plan sets out expected outcomes by mode and place.
- Appropriate modes have appropriate outcomes at appropriate places across the roading network



-  Promote walking in high pedestrian areas
-  Promote cycle links to activity centres and on designated routes
-  Promote high priority on key bus routes
-  Promote on designated freight network
-  Promote on preferred traffic routes
-  Specify requirements by time of day
-  Promote safe outcomes
-  Promote 'places' and activity centres

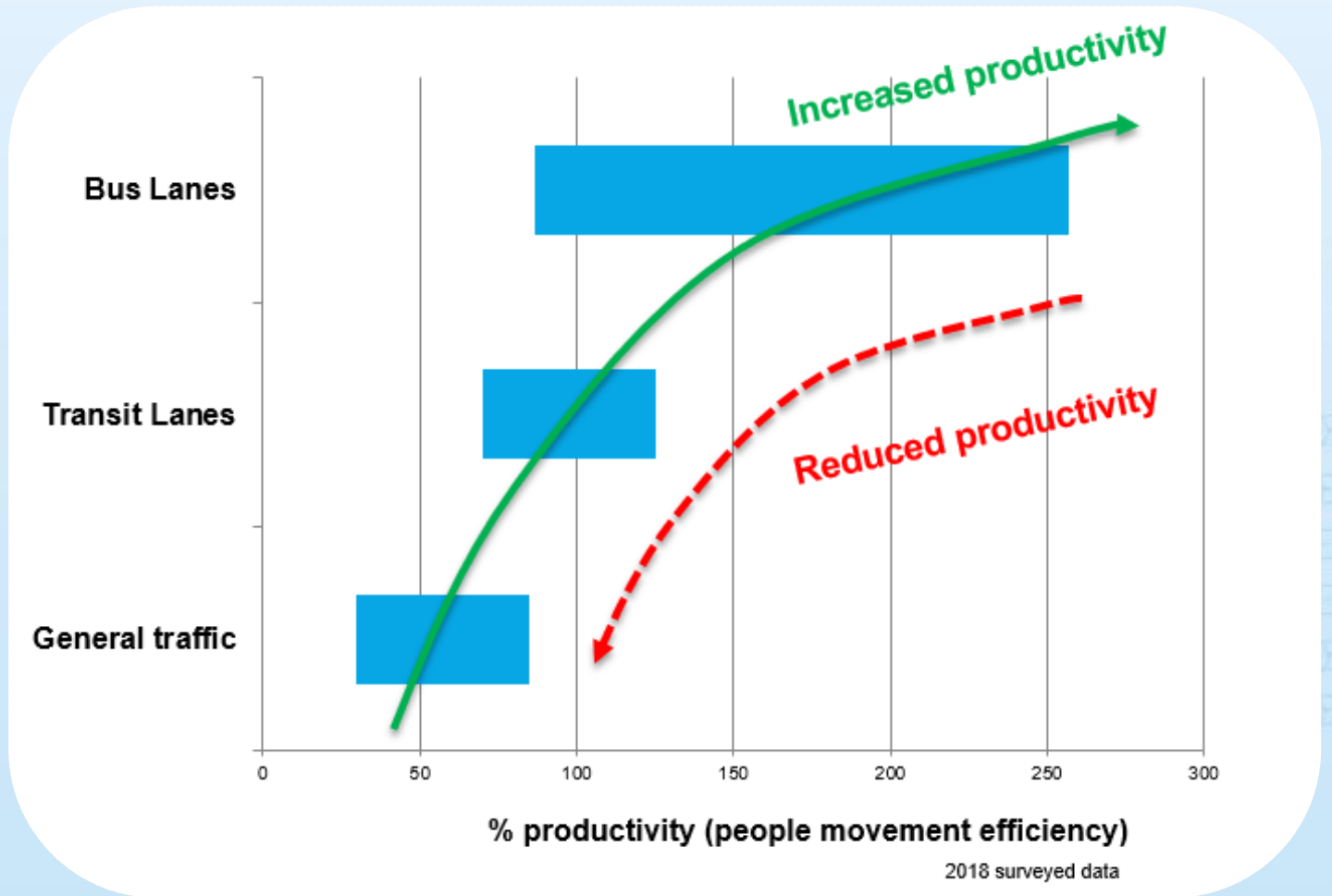


Special Vehicle Lanes

Insights

For special vehicles lanes across the Auckland network

- Improved people movement efficiency by special vehicle lane type
- Bus lanes are more efficient than general traffic lanes by a factor of 4 or more






Special Vehicle Lane assessment and guidelines

A guide and assessment tool that provides:

- Consistent assessment and application of special vehicle lanes across Auckland
- An understanding of expected outcomes
- Special vehicle lanes result in improved operational efficiency for strategic mode of interest such as for buses on the Frequent Transit Network
- Special vehicles lanes increase people movement efficiency or productivity

Special vehicle lane option suitability assessment

Step 1		Determine Future Connect Strategic Networks *						
	Public Transport <i>RTN, Interim RTN, FTN or Other Strategic PT Corridors</i>	✓	✗	✗	✓	✓	✓	✗
	Freight <i>Level 1a, 1b or 2</i>	✓	✓	✓	✓	✗	✗	✗
	General Traffic <i>Strategic, Primary and Secondary arterials</i>	✓	✓	✗	✗	✓	✗	✓
POTENTIAL OPTIONS		HV, HV+Bus, HV+T3, HV+T2, Bus, T3 or T2	HV, HV+T3, HV+T2, T3, T2	HV	HV, Bus	Bus, T3, T2	Bus	T3, T2



Case studies



Manukau Road T3 Lane

Two general traffic lane operation during peak period changed to a T3 lane plus general traffic lane.

Project delivered:

- Improved bus and T3 vehicle performance (halved)
- Increased people movement productivity (31%)
- Increase in bus patronage (20%)
- Increase in T3 vehicle use
- General traffic travel times remained similar



Supporting Northwestern Rapid Transit Network

Rapid Transit Network corridor for the WX bus route necessitates higher service provision

Project delivered:

- Bus jump pocket on Newton Road
- Bus lanes on Fred Taylor Drive and on the SH16 onramp
- Bus lane on Karangahape Road



Onewa Road T3 lane

During weekday morning peak hour:

- 80% of people travel on the T3 lane
- 53% on buses
- 25% of the vehicles use the T3 lane
- If changed to a T2 lane, the average travel time per person would be increased by 9 minutes
- If bus travellers drove, there would be an additional 1300 cars on the road. The average travel time per person would increase by 23 minutes

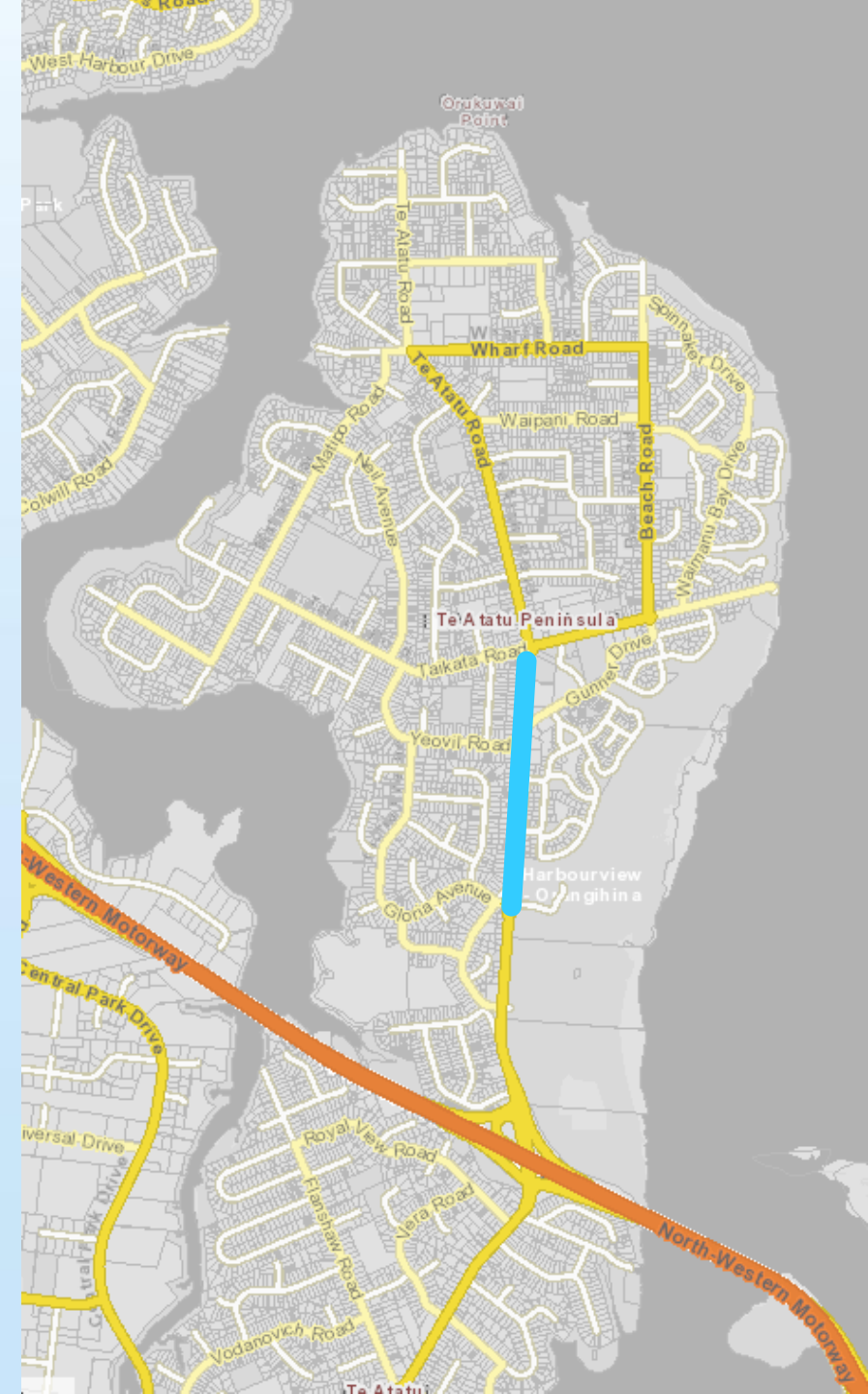


Te Atatu Road

Single main road between Te Atatu Peninsula and SH16.

What we said:

- A T2 lane would enable a better outcome for the community, especially being a peninsula, by increasing people movement capability along key corridor.
- Improved bus and T2 vehicle travel experience (time and reliability)
- Increase in productivity (of 32% in the morning and 39% in the afternoon).
- We are confident of improvement based on what we have seen in the past, including Manukau – Pah Roads, Pakuranga.



Te Atatu Road

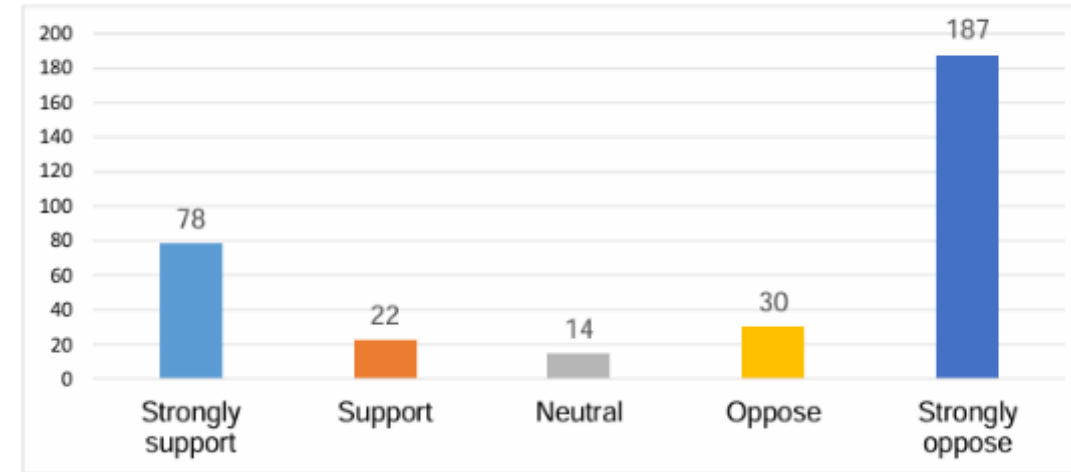
What we heard:

- Some strong opposition (66%)
- Acknowledgement that public transport and congestion are key themes raised by the community

Project delivered:

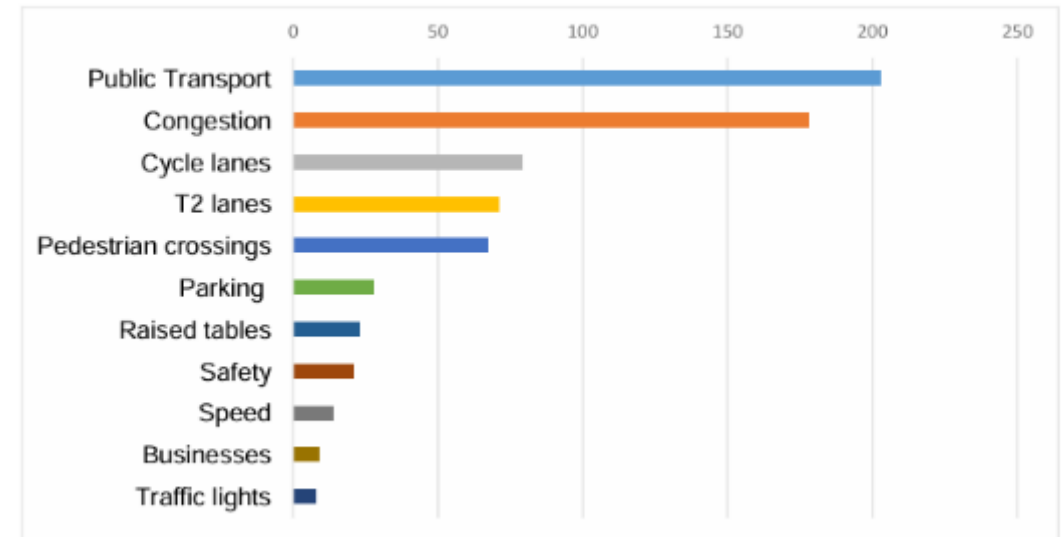
- Increase in people movement productivity – 56% and 15%
- Improved bus, T2 vehicle and general traffic travel experience (time and reliability) – 35%/14% and 21%/10%
- Increased bus patronage – 29% to 104%
- Improved interchange performance
- A better outcome for the community

Do you support the proposed changes on Te Atatū Road between Yeovil Avenue and Gloria Avenue?



Themes raised in the feedback

These themes relate to suggestions or issues related to specific aspects of the proposal.



Submissions may be counted in more than one theme.

Key bus routes



Auckland City Centre

Harbour Bridge

During weekday morning peak hour:

- 50% of people
- 2% of the vehicles
- 8% of the emissions generated

Auckland CBD

During weekday morning peak hour:

- 40% of people
- 3% of the vehicles
- 5% of the emissions generated
 - 4 bus lanes
 - 28 general traffic lanes

Fanshawe Street

During weekday morning peak hour:

- 5000 people on a single bus lane
- 2000 people in two general traffic lanes
- More than all 4 lanes on Nelson Street serving SH1 and SH16

Arterials

During weekday morning peak hour, mode share by bus:

- Dominion Road 40%
- Manukau Road 32%
- Great North Road 20%
- Sandringham Rd 23%
- Esmonde Road 15%
- East Coast Road 12%





Why bother with bus lanes?

We need them!

