

# Regional Bus Priority

## Recommendation(s)

That the Board:

- i) Notes the systematic review for bus priority measures on the proposed Frequent Transit Network (FTN).

## Executive summary

The New Network public transport service design currently under consultation identifies a hierarchy of service offering: Rapid (right-of-way, high frequency), Frequent (traffic prioritised, high frequency), Connector (some traffic priority, 30 min frequency) and Targeted (local, peak-only and other targeted services).

A programme of bus priority review investigation and implementation has been identified for the Frequent Transit Network (FTN) to support the implementation of the New Network service designs and improve reliability and travel speed of FTN services.

A three year programme of review, investigation and implementation is currently underway.

Investigation funding is included in funding forecasts for 2014/15 to 2016/17 with capital for projects confirmed for 2014/15. Capital funding for 2015/16 and 2016/17 has yet to be confirmed however the forecast to deliver the required programme is \$5-6m per year; review and investigation will continue for year two and three projects.

## Strategic context

The relevant AT strategic theme is the prioritisation of rapid and frequent public transport services.

The Regional Public Transport Plan (RPTP) outlines the following policies that support the introduction of the FTN:

3.1	Integrate infrastructure and service provision.
3.2	Provide well-designed transport interchanges on the rapid and frequent transit network.
3.4	Provide bus priority measures on key corridors.
3.6	Integrate public transport with cycling and walking.
4.2	Improve public transport journey times to provide a service that is competitive with car travel.

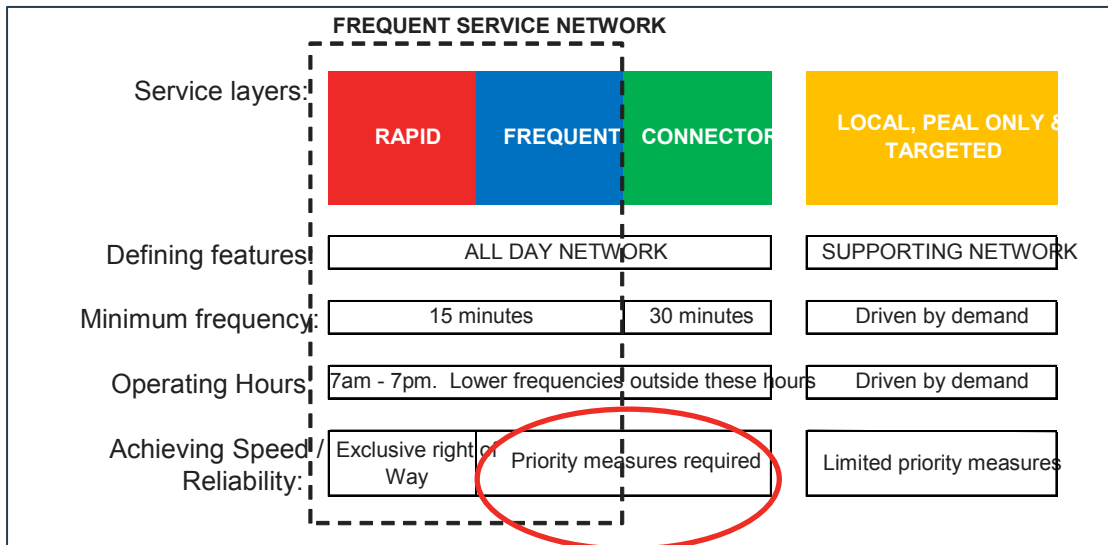


Figure 1: Regional Public Transport Plan (RPTP) service hierarchy

One of the Public Transport key strategic priorities is the design of the New Network. The Frequent Service Network is illustrated at Figure 2 and comprises both the Rapid and FTN. Bus services on the FTN in particular will benefit from priority measures to improve reliability and travel speed. The proposed FTN will operate a minimum 15 minute frequency (7am to 7pm 7 days a week).

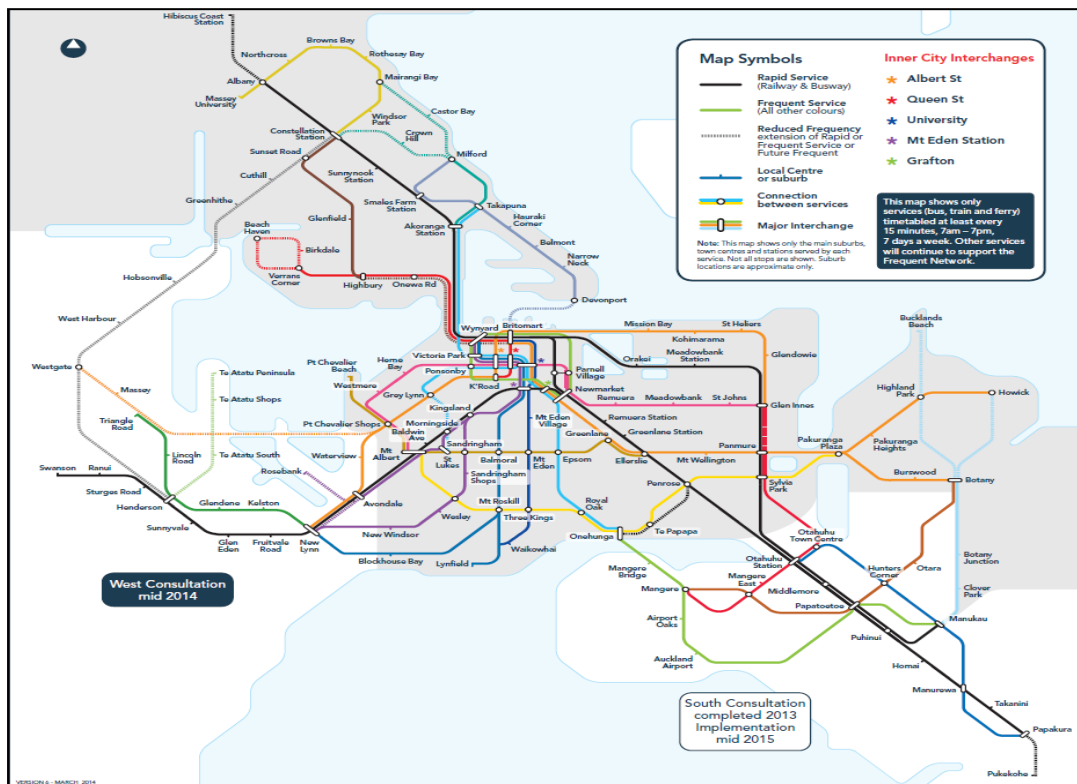


Figure 2: 2016/17 Frequent Service Network

## Background

Bus priority measures improve bus service reliability and speed through traffic signal pre-emption, bus lanes or T2/T3 transit lanes.

The Auckland bus network currently comprises of approximately 88km of Bus and Transit (T2 and T3) lanes. There are significant gaps in the network which affect bus operations on key corridors that will need to be reviewed and addressed prior to the roll out of the FTN. The majority of the current bus and transit lanes operate only during peak hours.

Bus services along the proposed FTN will be operated at high frequency and bus priority measures will need to be put in place or optimised to allow these services to operate with an efficiency aimed at making bus transport an attractive alternative to private vehicle travel.

The bus priority programme is reviewing the bus priority measures on the FTN while achieving a balanced view approach to all road users.

The recently completed Fanshawe Street project demonstrated travel time savings and improved reliability by installing an outbound bus lane. The bus priority projects are being designed to achieve similar travel time savings and reliability for the buses.

## Issues and options

A key focus of the bus priority programme is to investigate and implement improved public transport infrastructure along each FTN corridor. The initial programme comprises 38 routes encompassing all of the FTN and are mainly on arterial and collector roads.

The 2014/15 financial year targets approximately 15km of bus/transit lane implementation across the network. Another 25 km is programmed for next two financial years.

Figure 3 below highlights the key projects identified over the next three years. The projects are not corridor lengths of bus lanes, but locations within these corridors that currently have high levels of congestion for buses with priority measures identified to increase operational efficiency and customer delivery. Attachment 1 identifies these.

14/15	15/16	16/17
Onewa Rd Bus Stop Efficiency Improvements	Point Chev Bus Lane	Mount Albert Road Bus Lane
Bolton St Bus Stop Efficiency Improvements	Kirk Bride Road Bus Lane	Great South Road Bus Lane
Kyber Pass Bus Lane	Pakaranga Road bus priority	Rimu Road Transit Lane Extn
Dominion Road Bus Lane	EPH Bus Priority	
Main Highway Bus Lane	Mount Eden Road Bus Priority	
Wellesley St Bus Pocket	Great North Road Bus Lane (Collaborative AT/NZTA Project via Alliance)	
Esmonde/Eldon Bus Lane Extn	Phase 2 delivery of Minor Efficiency Projects	Phase 3 delivery of Minor Efficiency Projects
Park Road Bus Lane	Great North Road section 2	
Symonds St Bus Lane	Sandringham Road Bus Priority Multi Year	
Fanshawe St Bus Lane (EB)	New North Road Bus Priority Multi Year	
Parnell Road Bus Lane		
Victoria St Bus Lane		
Totara Ave intersection Optimisation		
Great North Road (Section 1) Stage 1 and 2 Multi Year		
Manukau Road Stage 1 and 2 Multi Year		

Figure 3: Bus Priority Programme of work

## Financial impact

OPEX funding for investigation and review is forecast at \$500,000 for the 15/16 and 16/17 financial years will be included in future years funding.

\$2.2 million CAPEX has been allocated for implementation of bus priority projects in the 2014/15 financial year. The projects will be a range of full priority measures and smaller minor efficiency projects. The CAPEX funding to ensure investigations proceed to detailed design and construction is forecasted to be \$5-\$6 million for each of the 15/16 and 16/17 financial years. This is identified below the line in the current base capex programme. Investigations will continue in preparation if funding becomes available.

## Stakeholder engagement

Recent stakeholder engagement (AT internal, NZTA, Local Board, business association, emergency services and local residents) on the projects has been positive. The collaborative internal design approach has been complimented by the positive public response through the consultation process.

## Risks

Due to the roll out of the frequent network there is an urgency to ensure bus priority measures are investigated and implemented to achieve service reliability across the network.

Under the new PTOM contracts stringent KPIs have been set in the areas of punctuality and reliability. The bus priority programme plays a critical role in meeting these KPIs.

## Legal and regulatory issues

All new bus priority measures will go through the Traffic Control Committee (TCC) for sign off prior to physical construction.

## Next steps





It is proposed to continue progression of parallel streams of bus priority investigation and improvement works in the next three financial years, this includes a:

1. Systematic investigation of all future FTN routes: bus priority, bus lanes or transit lanes.
2. Investigation of bus priority measures in the CBD to ensure bus operational efficiency during the CRL investigation and construction phase.
3. Staged implementation of projects.
4. Continual work on reviewing of bus lane operating times to ensure region wide consistency. This review will form the basis of a strategy document to be included/referenced in ATCOP.
5. Commencement of implementation of priority FTN routes.

## Attachments

Number	Description
1	Map of key priorities of the programme

## Document ownership

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## Attachment 1: Map of key priorities of the programme

