



**TO: Infrastructure & Environment Committee**

**ON: 13 July 2010**

**AUTHOR: Passenger Transport Manager**

**Summary:**

The Infrastructure & Environment Committee at its meeting on 8 June 2010, considered a report dealing with the conversion of the Forrest Hill and East Coast Road transit lanes from T3 transit lanes to T2 transit lanes and resolved that they be converted at the earliest opportunity. This work is now underway.

The transit lanes on the North Shore are surveyed annually and the recent surveys undertaken in March this year are now reported for members' information. Recently there have been concerns regarding the operation of the transit lanes in Akoranga Drive and these are discussed in detail below.

At the Infrastructure and Environment Committee meeting held on 8 June 2010 there was a view expressed that the Onewa Road T3 transit lane should be converted to a T2 transit lane. This report provides the information requested in the resolution passed at the meeting. Other matters will be reported to the August Infrastructure and Environment meeting.

**Officer's Recommendations:**

1. That the report be received.
2. That officers report further information on the Onewa Road transit lane to the August Infrastructure and Environment committee meeting.

**Links to, and Consistency with:**

Policy		Description of link and the consistency or inconsistency	Reference
(a)	City Blueprint:	Contributes to City Blueprint Actions	Pages 18 - 44
(b)	City Plan:	Contributes to City Plan Outcomes	Module 4
(c)	Annual Plan:	Contributes to Annual Plan Objectives and Levels of Service	
(d)	District Plan:	Compliant	
(e)	Other council strategies/plans:	Compliant	
(f)	Council Policy Manual:	N/A	

Significance		High	Medium	Low
(a)	Impact [implication × how many people affected]	All road users.		
(b)	History of public interest	Significant interest.		
(c)	Impact on the council budget or capacity			There is inherent flexibility in the LTCCP to accommodate change

(d)	Can the decision, policy or proposal be reversed?	Yes, decisions may be made to defer works or change project scope.
(e)	Describe any alteration of service levels of any council significant activity	In their current state the projects improve service levels for passenger transport users.
(f)	Describe any impact on any council strategic assets	N/A.
(g)	Does this decision involve changing the way in which a significant activity is delivered?	No.
(h)	If this is a significant decision, how does it take account of the relationship of Māori to ancestral land, water, sites, waahi tapu, valued flora and fauna, and other taonga?	N/A

Community views		
(a)	What information does the council have on community views on this matter?	Consultation was undertaken for Transit Lanes
(b)	What communication and/or consultation has been undertaken?	Liaison with stakeholders including Councillors will be required if significant changes are proposed.
(c)	What consideration has been given to community views on this matter?	N/A
(d)	Further consultation may be required	

#### Auckland Transition Agency Requirements:

Tick Yes or No to each question			Yes	No
(a)	Does the decision being made -	<ul style="list-style-type: none"> <li>significantly prejudice the reorganisation</li> </ul>		√
		<ul style="list-style-type: none"> <li>significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation</li> </ul>		√
		<ul style="list-style-type: none"> <li>have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation</li> </ul>		√
(b)	Does this decision impact meet any of the following criteria -	<p><b>For policy development</b></p> <ul style="list-style-type: none"> <li>Adopting a policy required by the Local Government Act 2002</li> </ul>		√
		<ul style="list-style-type: none"> <li>that is significantly inconsistent with, or is anticipated to have consequences that will be significantly inconsistent with, any policy or plan adopted by the existing local authority under the Local Government Act 2002</li> </ul>		√
		<p><b>Funding</b></p> <ul style="list-style-type: none"> <li>to set a rate other than in accordance with its long-term council community plan</li> </ul>		√
		<ul style="list-style-type: none"> <li>to borrow money for a period that extends beyond 30 June 2011</li> </ul>		√
		<p><b>Assets and contracts</b></p> <ul style="list-style-type: none"> <li>to purchase or dispose of assets other than in accordance with its long-term council community plan</li> </ul>		√
		<ul style="list-style-type: none"> <li>to enter into any contract (other than an employment agreement) —</li> </ul>		√

	<ul style="list-style-type: none"> <li>○ that imposes, or will continue to impose, any obligation on the existing local authority after 30 June 2011; and</li> <li>○ the consideration for which is, or is equivalent to, \$20,000 or more</li> </ul>		
	<p><b>Council Controlled Organisations</b></p> <ul style="list-style-type: none"> <li>• to establish, or become a shareholder in, a council-controlled organisation</li> </ul>		√
	<ul style="list-style-type: none"> <li>• to adopt or amend a policy concerning the appointment or remuneration of directors of a council-controlled organisation</li> </ul>		√
	<ul style="list-style-type: none"> <li>• to appoint a person as a director of a council-controlled organisation</li> </ul>		√
	<ul style="list-style-type: none"> <li>• to agree to, or modify, the statement of intent of a council-controlled organisation</li> </ul>		√

**Background:**

Improving passenger transport on the North Shore is considered by Council to be a top priority and this view is supported by ARTA and NZTA. The Council recognises the need to provide for and promote alternatives to car travel to reduce the effects of congestion and car usage. Council's main challenge is to provide a transport system that meets community needs while contributing towards long term social, economic and environmental sustainability.

The Infrastructure and Environment Committee on 8 June 2010 considered Item IE-66 "Transit Lane Update", in which Council officers reported that the Forrest Hill and East Coast Road transit lanes be converted from T3 transit lanes to T2 transit lanes and resolved that they be converted at the earliest opportunity. The Committee asked why officers did not consider it appropriate to also convert the remaining T3 transit lane in Onewa Road to a T2 transit lane for consistency. The committee was advised that it is desirable to keep the percentage of transit vehicles using the transit lane to below 30% to maximise the travel time benefits and that this criteria is actually exceeded in Onewa Road during the peak hour. It was explained that if T2s were added into the transit lane that the percentage would increase to around 50% and no travel time benefits would be received by any of the transit lane vehicles including buses.

The Committee resolved:

*That a report be presented to the next Infrastructure & Environment committee on the Onewa T3 lane that provides traffic counts, an assessment on any change from T3 to T2, whether enforcement officers costs and effectiveness for T2 lanes, potential effects on buses, options for residents and commercial occupants to use the T3 lane if turning into their premises and extending the distance restrictions use for traffic using side roads.*

The issues mentioned in the resolution are discussed in the report below. Other options that would allow more vehicles to travel down the Onewa Road transit lane, without delaying the buses, have yet to be developed and these will be reported to the August Infrastructure and Environment committee meeting.

**Monitoring of the Transit lanes:**

Council officers recently carried out the annual occupancy surveys of all the transit lanes on the North Shore and after analysis it was concluded that Forrest Hill Road and East Coast Road T3 lanes could become T2 lanes to increase the benefits. This work is now underway. A summary of the survey information is shown in the tables below with comments and more detailed information is provided in Attachment 1.

The tables below show the legitimate transit vehicles that were surveyed in 2009 and again this year in 2010 during the periods of operation. These vehicles did not necessarily travel in the correct lanes as congestion in some of these roads is still very light.

## Akoranga Drive Eastbound

### Operational period 6.30am - 9.00am

#### 2009 Transit Lane T3 (actual - legal users only)

Vehicles	No. of Vehicles	Passengers	% of Vehicles	% of Passengers
Car 3+	34	102	1.80	3.30
Bus	35	882	1.85	28.55
MC	0	0	0	0
Cycle	0	0	0	0
<b>Total</b>	<b>69</b>	<b>984</b>	<b>3.65</b>	<b>31.85</b>

#### 2010 Transit Lane T2 (actual - legal users only)

Vehicles	No. of Vehicles	Passengers	% of Vehicles	% of Passengers
Car 2	216	432	14.22	16.74
Car 3+	36	115	2.37	4.46
Bus	30	797	1.97	30.88
MC	0	0	0	0
Cycle	16	16	1.05	0.62
<b>Total</b>	<b>298</b>	<b>1360</b>	<b>19.62</b>	<b>52.69</b>

This transit lane will not realise its full potential until the transit vehicles are able to access the busway to travel to the city. NZTA has recommenced the study of allowing transit vehicles onto the busway and identifying the operational issues. If transit vehicles are allowed onto the busway this would not happen until the Victoria Park Tunnel project is completed in late 2011.

## Akoranga Drive Westbound

### Operational period 4.00pm - 6.00pm

#### 2009 Transit Lane T3 (actual - legal users only)

Vehicles	No. of Vehicles	Passengers	% of Vehicles	% of Passengers
Car 3+	45	135	1.77	3.87
Bus	30	442	1.18	12.68
MC	0	0	0	0
Cycle	0	0	0	0
<b>Total</b>	<b>75</b>	<b>577</b>	<b>2.95</b>	<b>16.55</b>

#### 2010 Transit Lane T2 (actual - legal users only)

Vehicles	No. of Vehicles	Passengers	% of Vehicles	% of Passengers
Car 2	310	620	14.01	19.89
Car 3+	76	244	3.44	7.83
Bus	27	454	1.22	14.57
MC	0	0	0	0
Cycle	6	6	0.27	0.19
<b>Total</b>	<b>419</b>	<b>1324</b>	<b>18.94</b>	<b>42.48</b>

There has been an increase in the number of T3 vehicles since the lane has been converted to a T2 lane and enforcement carried out. Prior to the conversion to a T2 lane this lane was not enforced due to a lack of enforcement resources available until recently.

## Constellation Drive Westbound

### Operational period 6.30am - 9.00am

#### 2009 Transit Lane T3 from 6.30am - 9.00am (actual - legal users only)

Vehicles	No. of Vehicles	Passengers	% of Vehicles	% of Passengers
Car 3+	37	123	1.69	3.92
Bus	39	641	1.78	20.45
MC	9	9	0.41	0.29
Cycle	3	3	0.14	0.10
<b>Total</b>	<b>88</b>	<b>776</b>	<b>4.02</b>	<b>24.76</b>

#### 2010 Transit Lane T2 from 6.30am - 9.00am (actual - legal users only)

Vehicles	No. of Vehicles	Passengers	% of Vehicles	% of Passengers
Car 2	285	570	12.92	18.42
Car 3+	34	107	1.54	3.46
Bus	38	568	1.72	18.36
MC	0	0	0	0
Cycle	5	5	0.23	0.16
<b>Total</b>	<b>362</b>	<b>1250</b>	<b>16.41</b>	<b>40.40</b>

The only significant change to note is that since the conversion to a T2 lane the transit lane operation is more efficient. As traffic volumes increase more single occupant motorists will be encouraged to take on a passenger.

## Constellation Drive Eastbound

### Operational period 4.00pm - 6.00pm

#### 2009 Transit Lane T3 (actual - legal users only)

Vehicles	No. of Vehicles	Passengers	% of Vehicles	% of Passengers
Car 3+	124	413	5.82	13.44
Bus	21	282	0.98	9.17
MC	11	11	0.52	0.36
Cycle	20	20	0.94	0.65
<b>Total</b>	<b>176</b>	<b>726</b>	<b>8.26</b>	<b>23.62</b>

#### 2010 Transit Lane T2 (actual - legal users only)

Vehicles	No. of Vehicles	Passengers	% of Vehicles	% of Passengers
Car 2	445	890	18.22	26.43
Car 3+	45	135	1.84	4.01
Bus	32	413	1.31	12.27
MC	0	0	0	0
Cycle	9	9	0.37	0.27
<b>Total</b>	<b>531</b>	<b>1447</b>	<b>21.74</b>	<b>42.98</b>

The number of T3 vehicles has halved since the conversion to a T2 lane. There is a possibility that some may have become T2

### Shakespeare Road

#### Operational period 6.30am - 9.00am

##### 2009 Transit Lane T3 (actual- legal users only)

Vehicles	No. of Vehicles	Passengers	% of Vehicles	% of Passengers
Car 3+	58	174	3.28	6.66
Bus	38	533	2.15	20.39
MC	0	0	0	0
Cycle	0	0	0	0
<b>Total</b>	<b>96</b>	<b>707</b>	<b>5.43</b>	<b>27.05</b>

##### 2010 Transit Lane T2 (actual - legal users only)

Vehicles	No. of Vehicles	Passengers	% of Vehicles	% of Passengers
Car 2	333	666	16.35	20.09
Car 3+	57	184	2.80	5.55
Bus	43	861	2.11	25.97
MC	0	0	0	0
Cycle	119	119	5.84	3.59
<b>Total</b>	<b>552</b>	<b>1830</b>	<b>27.10</b>	<b>55.20</b>

There has been no increase in the number of T3 vehicles since the conversion but the number of T2 has increased by approximately 100 vehicles. However there has been a significant increase in bus occupancy.

### Forrest Hill Road

#### Operational period 6.30am - 9.00am

##### 2009 Transit Lane T3 (actual - legal users only)

Vehicles	No. of Vehicles	Passengers	% of Vehicles	% of Passengers
Car 3+	121	395	6.45	12.44
Bus	33	724	1.76	22.80
MC	25	25	1.33	0.79
Cycle	20	20	1.07	0.63
<b>Total</b>	<b>199</b>	<b>1164</b>	<b>10.61</b>	<b>36.66</b>

##### 2010 Transit Lane T3 (actual - legal users only)

Vehicles	No. of Vehicles	Passengers	% of Vehicles	% of Passengers
Car 3+	144	477	7.46	13.93
Bus	24	762	1.24	22.25
MC	0	0	0	0
Cycle	9	9	0.47	0.26
<b>Total</b>	<b>177</b>	<b>1248</b>	<b>9.17</b>	<b>36.44</b>

The tables above show a significant reduction in the number of bus trips travelling down this road but the number of passengers has slightly increased. The trip reductions are due to ARTA reducing the number of non performing services (6 trips) and some school trips picked up in the 2009 survey. This transit lane is now being converted to a T2 transit lane.

## East Coast Road

### Operational period 6.30am - 9.00am

#### 2009 Transit Lane T3 (actual - legal users only)

Vehicles	No. of Vehicles	Passengers	% of Vehicles	% of Passengers
Car 3+	126	378	3.13	6.99
Bus	47	552	1.17	10.21
MC	0	0	0	0
Cycle	92	92	2.28	1.70
<b>Total</b>	<b>265</b>	<b>1022</b>	<b>6.57</b>	<b>18.91</b>

#### 2010 Transit Lane T3 (actual - legal users only)

Vehicles	No. of Vehicles	Passengers	% of Vehicles	% of Passengers
Car 3+	164	550	4.26	9.94
Bus	36	766	0.93	13.85
MC	0	0	0	0
Cycle	38	38	0.99	0.69
<b>Total</b>	<b>238</b>	<b>1354</b>	<b>6.18</b>	<b>24.48</b>

Similar comments as for Forrest Hill Road above with a significant increase in T3 vehicles since 2009. This transit lane is now being converted to a T2 transit lane.

#### **Akoranga Drive operations:**

The Takapuna Community Board recently raised some concerns regarding the operation of the Akoranga transit lane and resolved:

*That the Takapuna Community Board recommends to the Infrastructure and Environment Committee that the T2 lane on Akoranga Drive (western side) be removed and that it become an open carriageway and clearway between 4-6pm*

Since the Akoranga Drive was converted to a T2 Transit lane in July 2009 there have been approximately 300 more vehicles eligible to use it (approximately 18% of the total traffic) as shown in the summary table above. A number of motorists have reported that there have been problems for general traffic accessing the left turn lane at College Road because of the high number of violators already in the transit lane. The operation of the College Road/Akoranga Drive intersection was investigated as it has been suspected of contributing to the frustration of motorists.

The investigation has identified two significant issues:

The left turn into College Road has been held up by the red arrow for long periods when the College Road pedestrian phase has been called. This is not normal operation and this should be rectified shortly by the Traffic Management Unit.

The right turn into College Road from the north had a faulty detector and this phase has been activated and staying on even when it is not required by the right turning traffic. This problem will also be rectified as soon as possible.

Motorists should notice a big improvement in the operation of this intersection.

Although the traffic engineer did not notice any significant problems with the operation of the transit lane during his site visits, some motorists consider that the Akoranga Drive transit lane terminates too close to the Northcote Road intersection. This affects motorists accessing the left turn and vehicles exiting the McDonalds drive through. These issues are being investigated.

An important issue when considering the removal of the transit lanes from Akoranga Drive is that the widening of Akoranga Drive project was to improve passenger transport and the benefit / cost ratio required had to only be 1.00 to receive NZTA subsidy. Widening of Akoranga Drive could not be justified to ease general traffic congestion as the benefit / cost ratio was well below the 4.00 required to receive NZTA funding. If these transit lanes are removed, the NZTA contribution towards this project of approximately \$1.9m may have to be repaid.

### **Onewa Road operations:**

The Onewa Road transit lane was introduced by the Auckland Regional Authority on 1 September 1982 with the primary objective to "Improve the passenger carrying capacity of Onewa Road, thereby reducing the travel time of high occupancy vehicles". This was the first high occupancy lane introduced in New Zealand and is also probably the most monitored and surveyed stretch of road in New Zealand as well. A summary of some of these surveys is provided in Attachment 2.

Prior to the transit lane opening there were about 3,800 people travelling down the single lane in Onewa Road between 7.00am and 8.30am. These people were travelling in 1,800 vehicles or approximately 1,200 vehicles per hour (average vehicle occupancy of 1.5). Since the transit lane was implemented, the total number of people travelling down Onewa Road has increased to about 4,500 in about 1,500 vehicles during the two hours 30 minutes operational period (average vehicle occupancy of 3.0). The total number of vehicles travelling per hour has reduced significantly. Nearly 70% of the people travelling down Onewa Road are in the transit lane and they are currently receiving significant travel time benefits of around 15 – 20 minutes.

The most recent travel time surveys of the general traffic lane in Onewa Road between Birkenhead Avenue and Lake Road were undertaken during the week of 7 – 11 Sept 2009. 17 trips during the period of operation were recorded and the shortest trip time of 2 mins was on the Tuesday 8 Sept at 6.33am. The longest time was 16 mins on the same day at 8.35am. Over the years surveys have shown that during the peak period travel times are generally around 20 mins. There will always be exceptions to these travel times, sometimes for no apparent reason. In a lot of these cases the "problem" that caused the delay has gone when the motorist noting the travel time clears the queue.

### Regional strategic direction

North Shore City is consulted during the preparation of the regional documents that provide guidance for passenger transport activities. These documents include the 2010 Auckland Regional Public Transport Plan and the 2006 ARTA Passenger Transport Network Plan.

The 2010 Auckland Regional Public Transport Plan, p. 14, states that "Surveys and research show that the most important consideration for public transport users and potential users is reliability; that a trip leaves on time and arrives at or very close to the scheduled time. This is even more important when connections are to be made to other services." On p. 8 it states that the Quality Transit Network (QTN), based on the layered service approach should provide a network of high-frequency, high quality services, mainly with buses, with bus priority measures operating between the key centres and over major corridors.

The Auckland Passenger Transport Network Plan 2006 - 2016 also emphasises that Rapid Transit Network (RTN) and the Quality Transit Network (QTN) services are to be "fast, reliable and frequent". These define the function of the transit lane. Onewa Road is on the QTN and bus priority is encouraged by ARTA and NZTA. To achieve speed and reliability, traffic volumes in the priority lane need to be kept below a clearly defined threshold of around 30% to ensure that the travel time benefits are maintained.

### Assessment of changing the operation from T3 to T2

The tables below have been prepared using results from the March 2010 survey. The first two tables are for the operational period 6.30am – 9.00am and give the totals for that period. It is important to realise that the peak hour percentages are higher and the next two table provide the information for the peak hour between 7.20am 8.20am. Comments on this information are provided.

### Operational Period 6.30am – 9.00am

#### Transit Lane T3 (legal users only)

Vehicles	No. of Vehicles	Passengers	% of Vehicles	% of Passengers
Car 3+	304	993	20.09	21.45
Bus	66	2202	4.36	47.56
<b>Total</b>	<b>370</b>	<b>3195</b>	<b>24.45</b>	<b>69.01</b>

#### Transit Lane if T2

Vehicles	No. of Vehicles	Passengers	% of Vehicles	% of Passengers
Car 2	201	402	13.28	8.68
Car 3+	304	993	20.09	21.45
Bus	66	2202	4.36	47.56
<b>Total</b>	<b>571</b>	<b>3597</b>	<b>37.74</b>	<b>77.69</b>

Under a T3 operation 69% of the people are travelling down the transit lane in 24.4% of the vehicles. If the transit lane was to operate as a T2 lane and people travelled in the same vehicles there would be 77.7% of the people travelling down the transit lane in 37.7% of the vehicles. The travel time benefits per person will reduce slightly as the transit lane vehicles will be travelling slower, however there would be more of them. (Net benefits have not been calculated).

### Peak Hour 7.20am – 8.20am

#### Transit Lane T3

Vehicles	No. of Vehicles	Passengers	% of Vehicles	% of Passengers
Car 3+	221	720	36.05	28.96
Bus	38	1349	6.20	54.26
<b>Total</b>	<b>259</b>	<b>2069</b>	<b>42.25</b>	<b>83.23</b>

#### Transit lane if T2

Vehicles	No. of Vehicles	Passengers	% of Vehicles	% of Passengers
Car 2	59	118	9.62	4.75
Car 3+	221	720	36.05	28.96
Bus	38	1349	6.20	54.26
<b>Total</b>	<b>318</b>	<b>2187</b>	<b>51.88</b>	<b>87.97</b>

During the peak hour it can be seen that 83.2% of the people are travelling down the transit lane in 42.2% of the vehicles. This percentage is above our threshold of 30% and the transit vehicles will be travelling slower due to their volumes. The travel time benefit per person would therefore be less but the net benefit would be similar.

Under a T2 operation the transit lane ceases to give priority as 88% of the people theoretically would be travelling in 51.9% of the vehicles. In reality this would never happen as some of the motorists in the transit lane would shift across to the T1 general traffic lane. This shift could be significant as the buses would have to travel in the kerbside lane and when they stop to pick up passengers they would delay following vehicles. There would also be a significant shift of people travelling in buses across to cars as the buses would be travelling slower than cars down the Onewa Road section of their route into the city.

In summary, if the emphasis remains on moving people efficiently rather than vehicles, a simple conversion from a T3 lane to a T2 does not appear to be an option as the buses would cease to have priority. Traffic volumes would also increase as people moved from passenger transport back to private cars. It is interesting to note that immediately prior to the opening of the T3 transit lane in 1982, a total of approximately 3,800 people in 1,800 vehicles travelled down Onewa Road during the peak period between 7.00am – 8.30am (1 hour 30 mins). Today approximately 4,500 people in 1,560 vehicles travel down Onewa Road during the peak period 6.30am – 9.00am (2 hour 30 mins). Congestion has decreased significantly.

At the Infrastructure and Environment Committee meeting on 8 June 2010 there was a suggestion that a trial be undertaken of a T2 transit lane in Onewa Road and the question was asked, what was involved to do this. It is understood that a temporary suspension of the existing bylaw for a maximum period of time would be required plus a bylaw to implement a clearway along the same stretch of roadway. The existing signage would have to be amended and a comprehensive communication plan developed to inform the public. It would however be unacceptable to conduct a trial while the lower section of Onewa Road is under construction and desirably a period

of approximately two months should lapse after construction to ensure that travel patterns are stable to enable any trial to be robustly evaluated. Construction will be completed by end of November, so any trial will be impractical before February 2011.

### Enforcement

When a transit lane is introduced a public relations exercise is undertaken for one month, to highlight the upcoming enforcement. During this time, warnings are issued to drivers not complying. Due to high visibility of the officers when doing transit enforcement, a level of compliance is achieved without infringements or infringement notices being issued. Drivers see officers and move into the correct lane if they are not in the correct lane. The effect is that while the officers are there, compliance is achieved without penalties occurred by the driver.

Due to the wide area to be covered and limited resources, enforcement of all the transit lanes on a daily basis is not possible, therefore enforcement is done at random. The level of non-compliance on the transit lanes peaks upon introduction, then decreases to a low plateau.

The enforcement and processing of transit lanes is very time consuming and limits the time spent on parking enforcement, therefore it is viewed as mostly a service delivery operation and does not have a high level of incoming revenue. Although the income stream is less than the cost of enforcement the value of the benefits to the users of the transit lanes and the ongoing benefits to the region well exceed that cost.

Various options have been discussed to allow specific users of Onewa Road to use the transit lane. For example it could be the resident living adjacent to the lane or motorists travelling down Onewa Road and turning left into Lake Road. These permitted users would have to be identified in some way to enable the transit lane to be enforced and as any form of stickers on the vehicles to identify them would be open to abuse it would be difficult to enforce. Further discussions will take place with the enforcement officers before reporting back to members in August.

### Options for residents and commercial occupants to use the T3 (or T2) lane if turning into or out of their properties

New Zealand Legislation: Regulations, Road User Rule 2.3 Use of lanes (refer to Attachment 3 for details) briefly says in section (4) that vehicles may drive in the transit lane to cross it to make a turn into a property or side road and the same leaving a property or side road, for the minimum length necessary to complete the manoeuvre and for no more than the maximum length of 50m and gives way to vehicles entitled to use the lane.

There are no other options as the Road User Rule over rides any Council bylaw and/or resolution. A suggestion was made at the "clarification meeting" that Council should lobby the NZTA to get this rule changed. NZTA consulted all road controlling authorities throughout 2009 regarding these rules and the national consensus was that 50m was the preferred distance. This became effective in December 2009.

### **Conclusion:**

The Onewa Road T3 transit lane is regarded by many traffic engineers as the most successful transit lane in New Zealand and has featured in papers to conferences and managed lane studies. ARTA has written to the Chief Executive, NSCC, expressing their concern of converting this very successful T3 transit lane to a T2 transit lane, (please refer to Attachment 4). The Auckland Bus & Coach Association has also written to NSCC expressing their concern (please refer to Attachment 5).

Conversion from a T3 lane to a T2 lane is not recommended because during the peak hour 42% of the total traffic are currently transit vehicles, which exceeds the desirable threshold of 30% up to which the travel time benefits are maximised. In fact, if the number of legitimate transit vehicles continued to increase a T4 operation would have to be considered to ensure free flow.

The Akoranga Drive operational issues will be monitored regularly and improved where possible. The termination of the westbound transit lane near the Northcote Road intersection is currently under investigation and it is anticipated that the outcome will be able to be reported verbally to members at the meeting on 13 July 2010.

	<b>Name and title of signatories</b>
<b>Prepared by</b>	Bill Drager - Passenger Transport Manager
	<p><b><u>Confirmation of statutory compliance</u></b></p> <p>In accordance with section 76 of the Local Government Act 2002, this report is approved as:</p> <p>(a) containing sufficient information about the options and their benefits and costs, bearing in mind the significance of the decisions; and,</p> <p>(b) is based on adequate knowledge about, and adequate consideration of, the views and preferences of affected and interested parties bearing in mind the significance of the decision.</p>
<b>Recommended by</b>	Archer Davis – Group Manager Transport Strategy & Planning
<b>Approved by</b>	Geoff Mason - General Manager Infrastructure Services

**Date: 21 June 2010**



Attachment 1: Transit Lane Survey Results 2009-2010

2009		Akoranga Drive Eastbound survey results					Survey duration 6.30am - 9.00am	
		Transit Lane		Lane 2				
Vehicles	No. of Vehicles	Passengers	No. of Vehicles	Passengers				
Car 1	31	31	1495	1495	Lane 2			
Car 2	13	26	238	476	Average Occ			
Car 3+	13	39	21	63	1.17			
GV1	3	12	24	24				
GV2	0	0	13	26				
GV 3+	0	0	5	15				
Cyclist	0	0	0	0				
Buses	35	682	0	0	Total Vehicle: Total Passengers:			
<b>Total</b>	<b>95</b>	<b>990</b>	<b>1796</b>	<b>2099</b>	<b>1891</b>	<b>3089</b>		

  

2010		Akoranga Drive Eastbound survey results					Survey duration 6.30am - 9.00am	
		Transit Lane		Lane 2				
Vehicles	No. of Vehicles	Passengers	No. of Vehicles	Passengers	Lane 2			
Car 1	24	24	1192	1192	Average Occ			
Car 2	54	108	154	308	1.16			
Car 3+	8	27	27	85				
GV1	0	0	21	21				
GV2	0	0	8	16				
GV 3+	1	3	0	0				
Cyclist	0	0	0	0				
Buses	30	797	0	0	Total Vehicle: Total Passengers:			
<b>Total</b>	<b>117</b>	<b>959</b>	<b>1402</b>	<b>1622</b>	<b>1519</b>	<b>2581</b>		

  

2009		Transit Lane T3 from 6.30am - 9.00am (actual - legal users only)			
Vehicles	No. of Vehicles	Passengers	% of Vehicles	% of Passengers	
Car 3+	34	102	1.80	3.30	
Bus	35	682	1.85	28.55	
MC	0	0	0	0	
Cycle	0	0	0	0	
<b>Total</b>	<b>69</b>	<b>984</b>	<b>3.65</b>	<b>31.85</b>	

  

2009		Transit Lane If T2 from 6.30am - 9.00am (theoretical)			
Vehicles	No. of Vehicles	Passengers	% of Vehicles	% of Passengers	
Car 2	251	502	13.27	16.25	
Car 3+	34	102	1.80	3.30	
Bus	35	682	1.85	28.55	
MC	0	0	0	0	
Cycle	0	0	0	0	
<b>Total</b>	<b>320</b>	<b>1486</b>	<b>16.92</b>	<b>48.11</b>	

  

2010		Transit Lane T2 from 6.30am - 9.00am (actual - legal users only)			
Vehicles	No. of Vehicles	Passengers	% of Vehicles	% of Passengers	
Car 2	216	432	14.22	16.74	
Car 3+	36	116	2.37	4.46	
Bus	30	797	1.97	30.86	
MC	0	0	0	0	
Cycle	0	0	0	0	
<b>Total</b>	<b>282</b>	<b>1344</b>	<b>18.58</b>	<b>52.07</b>	

2009 Akoranga Drive Westbound survey results				
Survey duration 4.00pm - 6.00pm				
Vehicles	Transit Lane		Lane 2	
	No. of Vehicles	Passengers	No. of Vehicles	Passengers
Car 1	645	645	1388	1388
Car 2	142	284	227	454
Car 3+	13	39	32	96
GV1	7	28	32	32
GV2	6	30	17	34
GV 3+	1	6	3	9
Cyclist	0	0	0	0
Buses	30	442	0	0
<b>Total</b>	<b>844</b>	<b>1474</b>	<b>1689</b>	<b>2013</b>

Lane 2	
Average Occ:	1.18

Total Vehicle:	Total Passengers:
2543	3487

  

2010 Akoranga Drive Westbound survey results				
Survey duration 4.00pm - 6.00pm				
Vehicles	Transit Lane		Lane 2	
	No. of Vehicles	Passengers	No. of Vehicles	Passengers
Car 1	193	193	1578	1578
Car 2	107	214	196	392
Car 3+	34	111	38	121
GV1	2	2	26	26
GV2	3	6	4	8
GV 3+	2	6	2	6
Cyclist	0	0	0	0
Buses	27	454	0	0
<b>Total</b>	<b>368</b>	<b>986</b>	<b>1844</b>	<b>2131</b>

Lane 2	
Average Occ:	1.16

Total Vehicle:	Total Passengers:
2212	3117

  

2009 Transit Lane T3 from 4.00pm - 6.00pm (actual - legal users only)				
Vehicles	No. of Vehicles	Passengers	% of Vehicles	% of Passengers
Car 3+	45	135	1.77	3.87
Bus	30	442	1.18	12.68
MC	0	0	0.00	0.00
Cycle	0	0	0.00	0.00
<b>Total</b>	<b>75</b>	<b>577</b>	<b>2.95</b>	<b>16.55</b>

  

2009 Transit Lane If T2 from 4.00pm - 6.00pm (theoretical)				
Vehicles	No. of Vehicles	Passengers	% of Vehicles	% of Passengers
Car 2	389	738	14.51	21.16
Car 3+	45	135	1.77	3.87
Bus	30	442	1.18	12.68
MC	0	0	0.00	0.00
Cycle	0	0	0.00	0.00
<b>Total</b>	<b>444</b>	<b>1315</b>	<b>17.48</b>	<b>37.71</b>

  

2010 Transit Lane T2 from 4.00pm - 6.00pm (actual - legal users only)				
Vehicles	No. of Vehicles	Passengers	% of Vehicles	% of Passengers
Car 2	310	620	14.01	19.89
Car 3+	76	244	3.44	7.83
Bus	27	454	1.22	14.57
MC	0	0	0	0.00
Cycle	0	0	0	0.00
<b>Total</b>	<b>413</b>	<b>1318</b>	<b>18.67</b>	<b>42.28</b>

2010 Constellation Drive Westbound survey results				
Survey duration 6.30am - 9.00am				
	Transit Lane		Lane 2	
Vehicles	No. of Vehicles	Passengers	No. of Vehicles	Passengers
Car 1	97	97	1646	1646
Car 2	17	34	287	574
Car 3	7	21	21	63
Car 4	2	8	5	20
Car 5	0	0	1	5
Car 6	0	0	1	6
HV	7	7	45	0
MC	7	7	2	2
Cycle	3	3	0	0
Buses	36	601	3	40
<b>Total</b>	<b>176</b>	<b>778</b>	<b>2011</b>	<b>2366</b>

Lane 2
Average Occ
1.17

Total Vehicle	Total Passengers
2187	3134

  

2010 Constellation Drive Westbound survey results				
Survey duration 6.30am - 9.00am				
	Transit Lane		Lane 2	
Vehicles	No. of Vehicles	Passengers	No. of Vehicles	Passengers
Car 1	84	84	1590	1590
Car 2	140	280	131	262
Car 3	18	54	7	21
Car 4	4	16	1	4
Car 5	0	0	0	0
Car 6	0	0	0	0
HV	13	19	180	186
MC	0	0	0	0
Cycle	0	0	0	0
Buses	38	558	2	10
<b>Total</b>	<b>295</b>	<b>1011</b>	<b>1911</b>	<b>2083</b>

Lane 2
Average Occ
1.09

Total Vehicle	Total Passengers
2206	3094

  

2009 Transit Lane T3 from 6.30am - 9.00am (actual - legal users only)				
Vehicles	No. of Vehicles	Passengers	% of Vehicles	% of Passengers
Car 3+	37	123	1.69	3.92
Bus	39	641	1.78	20.45
MC	9	9	0.41	0.29
Cycle	3	3	0.14	0.10
<b>Total</b>	<b>88</b>	<b>776</b>	<b>4.02</b>	<b>24.76</b>

  

2009 Transit Lane If T2 from 6.30am - 9.00am (theoretical)				
Vehicles	No. of Vehicles	Passengers	% of Vehicles	% of Passengers
Car 2	304	608	13.9	19.4
Car 3+	37	121	1.7	4.9
Bus	39	641	1.8	20.5
MC	9	9	0.4	0.3
Cycle	3	3	0.1	0.1
<b>Total</b>	<b>392</b>	<b>1382</b>	<b>17.8</b>	<b>44.1</b>

  

2010 Transit Lane T2 from 6.30am - 9.00am (actual - legal users only)				
Vehicles	No. of Vehicles	Passengers	% of Vehicles	% of Passengers
Car 2	285	570	12.92	18.42
Car 3+	34	107	1.54	3.46
Bus	38	588	1.72	18.36
MC	0	0	0	0.00
Cycle	0	0	0	0.00
<b>Total</b>	<b>357</b>	<b>1245</b>	<b>16.18</b>	<b>40.24</b>

2009

**Constellation Drive Eastbound survey results**

Vehicles	Survey duration 4.00pm - 6.00pm			
	Transit Lane		Lane 2	
	No. of Vehicles	Passengers	No. of Vehicles	Passengers
Car 1	212	212	1372	1372
Car 2	55	110	328	656
Car 3	13	39	74	222
Car 4	6	24	22	88
Car 5	2	10	5	20
Car 6	0	0	2	10
HV	3	0	5	0
MC	10	7	1	2
Cycle	1	20	0	0
Buses	18	280	3	2
<b>Total</b>	<b>320</b>	<b>702</b>	<b>1812</b>	<b>2372</b>

Lane 2
Average Occ
1.31

Total Vehicle	Total Passengers
2132	3074

2010

**Constellation Drive Eastbound survey results**

Vehicles	Survey duration 4.00pm - 6.00pm			
	Transit Lane		Lane 2	
	No. of Vehicles	Passengers	No. of Vehicles	Passengers
Car 1	130	130	1694	1694
Car 2	126	252	303	606
Car 3	19	57	19	57
Car 4	0	0	3	12
Car 5	0	0	0	0
Car 6	0	0	0	0
HV	1	1	116	145
MC	0	0	0	0
Cycle	0	0	0	0
Buses	23	312	9	101
<b>Total</b>	<b>299</b>	<b>762</b>	<b>2143</b>	<b>2616</b>

Lane 2
Average Occ
1.22

Total Vehicle	Total Passengers
2442	3367

2009 Transit Lane T3 from 4.00pm - 6.00pm (actual - legal users only)

Vehicles	No. of Vehicles	Passengers	% of Vehicles	% of Passengers
Car 3+	124	413	5.82	13.44
Bus	21	282	0.98	9.17
MC	11	11	0.52	0.36
Cycle	20	20	0.94	0.65
<b>Total</b>	<b>176</b>	<b>726</b>	<b>8.26</b>	<b>23.62</b>

2009 Transit Lane If T2 from 4.00pm - 6.00pm (theoretical)

Vehicles	No. of Vehicles	Passengers	% of Vehicles	% of Passengers
Car 2	383	766	17.98	24.92
Car 3+	124	413	5.82	15.62
Bus	21	282	0.98	9.17
MC	11	11	0.52	0.36
Cycle	20	20	0.94	0.65
<b>Total</b>	<b>559</b>	<b>1492</b>	<b>26.22</b>	<b>48.54</b>

2010 Transit Lane T2 from 4.00pm - 6.00pm (actual - legal users only)

Vehicles	No. of Vehicles	Passengers	% of Vehicles	% of Passengers
Car 2	445	890	18.22	26.43
Car 3+	45	135	1.84	4.01
Bus	32	413	1.31	12.27
MC	0	0	0	0.00
Cycle	0	0	0	0.00
<b>Total</b>	<b>522</b>	<b>1438</b>	<b>21.38</b>	<b>42.71</b>

2009		Shakespeare Road survey results				Survey duration 6.30am - 9.00am	
Vehicles	Transit Lane		Lane 2		Lane 2		
	No. of Vehicles	Passengers	No. of Vehicles	Passengers	Average Occ		
Car 1	58	58	1361	1361	1.16		
Car 2	29	58	204	408			
Car 3+	43	129	15	45			
GV1	0	0	18	18			
GV2	0	0	2	4			
GV 3+	0	0	0	0			
Cyclist	0	0	0	0			
Buses	38	533	0	0			
<b>Total</b>	<b>168</b>	<b>778</b>	<b>1600</b>	<b>1836</b>			
				<b>Total Vehicle</b>	<b>Total Passengers</b>		
				1768	2614		

  

2010		Shakespeare Road survey results				Survey duration 6.30am - 9.00am	
Vehicles	Transit Lane		Lane 2		Lane 2		
	No. of Vehicles	Passengers	No. of Vehicles	Passengers	Average Occ		
Car 1	85	85	1463	1463	1.32		
Car 2	91	182	229	458			
Car 3+	35	114	20	64			
GV1	0	0	56	56			
GV2	0	0	13	26			
GV 3+	0	0	2	6			
Cyclist	0	0	0	0			
Buses	28	564	16	297			
<b>Total</b>	<b>239</b>	<b>945</b>	<b>1798</b>	<b>2370</b>			
				<b>Total Vehicle</b>	<b>Total Passengers</b>		
				2037	3316		

  

2009		Transit Lane T3 from 6.30am - 9.00am (actual - legal users only)			
Vehicles	No. of Vehicles	Passengers	% of Vehicles	% of Passengers	
Car 3+	58	174	3.28	6.66	
Bus	38	533	2.16	20.39	
MC	0	0	0.00	0.00	
Cycle	0	0	0.00	0.00	
<b>Total</b>	<b>96</b>	<b>707</b>	<b>5.43</b>	<b>27.06</b>	

  

2009		Transit Lane If T2 from 6.30am - 9.00am (theoretical)			
Vehicles	No. of Vehicles	Passengers	% of Vehicles	% of Passengers	
Car 2	233	466	13.18	17.83	
Car 3+	58	174	3.28	7.93	
Bus	38	533	2.15	20.39	
MC	0	0	0.00	0.00	
Cycle	0	0	0.00	0.00	
<b>Total</b>	<b>329</b>	<b>1173</b>	<b>18.61</b>	<b>44.87</b>	

  

2010		Transit Lane T2 from 6.30am - 9.00am (actual - legal users only)			
Vehicles	No. of Vehicles	Passengers	% of Vehicles	% of Passengers	
Car 2	333	666	16.35	20.09	
Car 3+	57	184	2.60	5.55	
Bus	43	861	2.11	25.07	
MC	0	0	0	0.00	
Cycle	0	0	0	0.00	
<b>Total</b>	<b>433</b>	<b>1711</b>	<b>21.26</b>	<b>51.61</b>	

2009		Forrest Hill Road Southbound survey results					Survey duration 6.30am - 9.00am	
		Transit Lane		Lane 2				
Vehicles	No. of Vehicles	Passengers	No. of Vehicles	Passengers				
Car 1	1	1	1342	1342	Lane 2			
Car 2	2	4	332	664	Average Occ			
Car 3	16	48	78	234	1.34			
Car 4	4	16	14	56				
Car 5	4	20	4	16				
Car 6	0	0	1	5				
HV	0	0	0	0				
MC	19	19	6	6				
Cycle	20	20	0	0				
Buses	28	652	5	72				
<b>Total</b>	<b>94</b>	<b>780</b>	<b>1782</b>	<b>2395</b>	<b>Total Vehicles</b>	<b>Total Passengers</b>		
					1876	3176		

  

2010		Forrest Hill Road Southbound survey results					Survey duration 6.30am - 9.00am	
		Transit Lane		Lane 2				
Vehicles	No. of Vehicles	Passengers	No. of Vehicles	Passengers	Lane 2			
Car 1	7	7	1303	1303	Average Occ			
Car 2	6	12	412	824	1.36			
Car 3	16	48	81	243				
Car 4	18	72	27	108				
Car 5	0	0	0	0				
Car 6	0	0	0	0				
HV	0	0	36	46				
MC	0	0	0	0				
Cycle	0	0	0	0				
Buses	24	762	0	0				
<b>Total</b>	<b>71</b>	<b>801</b>	<b>1859</b>	<b>2524</b>	<b>Total Vehicle</b>	<b>Total Passengers</b>		
					1930	3426		

  

2009		Transit Lane T3 from 6.30am - 9.00am (actual - legal users only)				
Vehicles	No. of Vehicles	Passengers	% of Vehicles	% of Passengers		
Car 3+	121	395	6.45	12.44		
Bus	33	724	1.76	22.80		
MC	25	25	1.33	0.79		
Cycle	20	20	1.07	0.63		
<b>Total</b>	<b>199</b>	<b>1164</b>	<b>10.61</b>	<b>36.66</b>		

  

2009		Transit Lane If T2 from 6.30am - 9.00am (theoretical)				
Vehicles	No. of Vehicles	Passengers	% of Vehicles	% of Passengers		
Car 2	334	668	17.80	21.04		
Car 3+	121	395	6.45	14.23		
Bus	33	724	1.76	22.80		
MC	25	25	1.33	0.79		
Cycle	20	20	1.07	0.63		
<b>Total</b>	<b>533</b>	<b>1832</b>	<b>28.41</b>	<b>57.70</b>		

  

2010		Transit Lane T3 from 6.30am - 9.00am (actual - legal users only)				
Vehicles	No. of Vehicles	Passengers	% of Vehicles	% of Passengers		
Car 3+	144	477	7.65	14.00		
Bus	24	762	1.27	22.37		
MC	0	0	0.00	0.00		
Cycle	0	0	0.00	0.00		
<b>Total</b>	<b>168</b>	<b>1239</b>	<b>8.92</b>	<b>36.36</b>		

  

2010		Transit Lane If T2 from 6.30am - 9.00am (theoretical)				
Vehicles	No. of Vehicles	Passengers	% of Vehicles	% of Passengers		
Car 2	424	848	21.97	24.76		
Car 3+	144	477	7.46	13.93		
Bus	24	762	1.24	22.25		
MC	0	0	0	0.00		
Cycle	0	0	0	0.00		
<b>Total</b>	<b>592</b>	<b>2087</b>	<b>30.67</b>	<b>60.93</b>		

2009 East Coast Road Southbound survey results					
Survey duration 6.30am - 9.00am					
	Transit Lane		Lane 2		
Vehicles	No. of Vehicles	Passengers	No. of Vehicles	Passengers	Lane 2 Average Occ
Car 1	42	42	3138	3138	1.20
Car 2	10	20	584	1168	
Car 3	47	141	77	231	
Car 4	0	0	0	0	
Car 5	0	0	0	0	
Car 6	0	0	0	0	
HV	8	9	78	104	
MC	0	0	0	0	
Cycle	0	0	0	0	
Buses	40	533	7	19	
<b>Total</b>	<b>147</b>	<b>745</b>	<b>3884</b>	<b>4660</b>	<b>Total Vehicles: 4031 Total Passengers: 5405</b>

  

2010 East Coast Road Southbound survey results					
Survey duration 6.30am - 9.00am					
	Transit Lane		Lane 2		
Vehicles	No. of Vehicles	Passengers	No. of Vehicles	Passengers	Lane 2 Average Occ
Car 1	14	14	2988	2988	1.28
Car 2	14	28	590	1060	
Car 3	45	135	57	171	
Car 4	11	44	47	188	
Car 5	0	0	0	0	
Car 6	0	0	0	0	
HV	4	10	107	128	
MC	0	0	0	0	
Cycle	0	0	0	0	
Buses	25	507	11	259	
<b>Total</b>	<b>113</b>	<b>738</b>	<b>3740</b>	<b>4794</b>	<b>Total Vehicle: 3853 Total Passengers: 5632</b>

  

2009 Transit Lane T3 from 6.30am - 9.00am (actual - legal users only)				
Vehicles	No. of Vehicles	Passengers	% of Vehicles	% of Passengers
Car 3+	126	378	3.13	6.99
Bus	47	552	1.17	10.21
MC	0	0	0.00	0.00
Cycle	0	0	0.00	0.00
<b>Total</b>	<b>173</b>	<b>930</b>	<b>4.29</b>	<b>17.21</b>

  

2009 Transit Lane If T2 from 6.30am - 9.00am (theoretical)				
Vehicles	No. of Vehicles	Passengers	% of Vehicles	% of Passengers
Car 2	617	1234	15.31	22.83
Car 3+	126	378	3.13	6.99
Bus	47	552	1.17	10.21
MC	0	0	0	0
Cycle	0	0	0	0
<b>Total</b>	<b>790</b>	<b>2164</b>	<b>19.60</b>	<b>40.04</b>

  

2010 Transit Lane T3 from 6.30am - 9.00am (actual - legal users only)				
Vehicles	No. of Vehicles	Passengers	% of Vehicles	% of Passengers
Car 3+	164	550	4.26	10.02
Bus	36	766	0.93	13.95
MC	0	0	0.00	0.00
Cycle	0	0	0.00	0.00
<b>Total</b>	<b>200</b>	<b>1316</b>	<b>5.19</b>	<b>23.97</b>

  

2010 Transit Lane If T2 from 6.30am - 9.00am (theoretical)				
Vehicles	No. of Vehicles	Passengers	% of Vehicles	% of Passengers
Car 2	563	1126	14.61	20.35
Car 3+	164	550	4.26	9.94
Bus	36	766	0.93	13.85
MC	0	0	0	0.00
Cycle	0	0	0	0.00
<b>Total</b>	<b>763</b>	<b>2442</b>	<b>19.80</b>	<b>44.14</b>



Attachment 2: Onewa Road Bus-HOV Lanes

Onewa Road Bus/HOV lane

Survey Date	Buses		Car pools (T3+)		Others		Totals		% of vehicles in Transit Lane	% of people in Transit Lane	Note
	Vehicles	People	Vehicles	People	Vehicles	People	Vehicles	People			
28/07/1982	32	1338	106	343	1721	2122	1859	3803	7.42	44.20	Priority Lane opened 1/09/1982
20/10/1982	33	1345	154	506	1568	1943	1755	3794	10.66	48.79	
8/12/1982	34	1384	157	521	1571	1944	1762	3849	10.84	49.49	
13/04/1983	32	1362	206	674	1266	1534	1504	3570	15.82	57.03	
27/07/1983	36	1465	144	480	1404	1750	1584	3695	11.36	52.64	
8/04/1986	39	1693	184	615	874	1061	1097	3369	20.33	68.51	
25/11/1986	41	1886	146	503	1005	1225	1192	3614	15.69	66.10	
24/06/1987	42	1824	170	594	1010	1227	1222	3645	17.35	66.34	Queen St 1 lane
29/07/1987	41	1715	203	668	1150	1384	1394	3767	17.50	63.26	
30/09/1987	41	1658	206	690	1307	1588	1554	3936	15.89	59.65	
4/11/1987	43	1661	184	623	1451	1785	1678	4069	13.53	56.13	Part school hols
12/12/1996	27	725	93	318	1167	1398	1287	2441	9.32	42.73	Ideal monitoring conditions
7/05/1997	24	908	170	565	870	943	1064	2416	18.23	60.97	7:00 to 8:30
23/03/1999	29	914	200	663	958	1064	1187	2641	19.29	59.71	New times 6:30 to 8:30
23/03/1999	34	987	217	715	1568	1781	1819	3483	13.80	48.87	
19/03/2003	43	1583	307	1032	1096	1273	1446	3888	24.20	67.26	New Times 6:30 to 9:00
28/10/2008	61	1784	261	794	1382	1625	1704	4203	18.90	61.34	
3/03/2009	60	1874	320	1075	1177	1329	1557	4278	24.41	68.93	
23/03/2010	66	2202	304	993	1140	1341	1513	4536	24.45	69.01	

This table shows the number of buses, carpools and other vehicles with the occupancies. The important issue is the percentage of transit vehicles and the percentage of people that they carry down Onewa Rd. Nearly 70% of these people are receiving significant travel time savings



## Attachment 3: NZ Legislation - Use of Bus Lanes

Land Transport (Road User) Rule 2004 (SR 2004/427) (as at 11 December 2009) – New Z... Page 1 of 2

### *New Zealand Legislation: Regulations*

Regulations are laws made under Acts



#### 2.3 Use of lanes

- (1) A driver, when driving, must not use—
  - (a) a lane that has been declared unavailable by an over-head traffic signal showing a red diagonal cross; or
  - (b) on a two-way roadway marked in 2 or more lanes, a lane on the right side of the centre line unless the driver is passing another vehicle travelling in the same direction; or
  - (c) on a two-way roadway marked in 3 lanes,—
    - (i) the lane on the right side of the roadway; or
    - (ii) the centre lane unless the driver is turning right into another roadway or a vehicle entrance or is passing another vehicle travelling in the same direction; or
  - (d) a lane to the driver's right of a no-passing line; or
  - (e) the area on the right side of a row of traffic cones or other delineators placed so that they separate traffic travelling in opposite directions; or
  - (f) a special vehicle lane reserved for a specific class or classes of vehicle unless—
    - (i) the vehicle is one of the class or classes of vehicle for which the lane is reserved; or
    - (ii) the vehicle is an emergency vehicle being used in an emergency.
- (2) A driver, when driving on a road marked in lanes,—
  - (a) must drive as far as practicable entirely within a lane except when complying with subclause 2.1(2) or when changing lanes; and
  - (b) must not move from a lane until he or she has first ascertained that the manoeuvre may be made safely.
- (3) However, a driver may drive wholly or partly in a lane that is unavailable to the driver under subclause (1) or clause 4.6(2) to (4) if—
  - (a) it is impracticable to proceed otherwise because of—
    - (i) the size of the driver's vehicle; or
    - (ii) the size of the load on the driver's vehicle; or
    - (iii) a road obstruction; and
  - (b) driving in that lane can be done safely and without impeding other traffic.
- (4) A driver may also drive wholly or partly in a lane that is unavailable to the driver under subclause (1) or clause 4.6(2) to (4) if the driver—
  - (a) drives in the lane to cross it to—
    - (i) make a turn; or
    - (ii) leave a road; or
    - (iii) enter a marked lane or line of traffic from the side of the road; or
    - (iv) enter a marked lane or line of traffic from another marked lane; or
    - (v) park in a place clear of a special vehicle lane, if the lane that the driver crosses is a special vehicle lane; or
    - (vi) enter a specified stopping place or loading zone to pick up or drop off passengers or a load, if the driver is driving a passenger service vehicle or goods vehicle and the lane that the driver crosses is not reserved for a vehicle of that class; and
  - (b) drives in the lane for the minimum length necessary to complete the manoeuvre and for no more than a maximum length of 50 m; and
  - (c) gives way to vehicles entitled to use the lane.
- (5) A driver who is turning across a light rail vehicle lane or safety zone must not impede the progress of any light rail vehicle travelling along the same roadway in the same or opposite direction.

Compare: SR 1976/227 rr 5, 7(1A), (1B)

<http://www.legislation.govt.nz/regulation/public/2004/0427/latest/DLM303043.html>

11/06/2010



## Attachment 4: Letter of Support - ARTA

1<sup>st</sup> July 2010

John Brockies  
Chief Executive  
North Shore City Council  
Private Bay 93500  
Takapuna  
North Shore City 0740



Auckland Regional  
Transport Authority

Level 3  
21 Pitt Street  
Private Bag 92 236  
Auckland 1142  
New Zealand  
PHONE +64 9 379 4422  
FACSIMILE +64 9 379 4423  
www.arta.co.nz

**Attention:** Bill Drager, Passenger Transport Manager  
Ken McKay, Chairman Infrastructure and Environment Committee

Dear John

### Onewa Road conversion from T3 transit lane to T2 transit lane

The Onewa Road T3 transit lane is highly successful. It has enabled both bus users and car sharers/poolers to benefit from improved journey time reliability, and faster journey times than single occupancy cars. It has also increased the people carrying capacity of Onewa Road by improving vehicle utilisation and efficiency.

Therefore we are disappointed to learn that Onewa Road is being considered for conversion to a T2 transit Lane, as this would undermine the many previous good years of work from North Shore City Council, Birkenhead Transport and Auckland Regional Transport Authority (ARTA).

It would also negatively impact on North Shore residents who now choose to travel sustainably and efficiently by car pooling or travelling by bus.

Onewa Road is identified in Auckland's adopted Passenger Transport Network Plan (PTNP)\* as a quality transit network corridor (QTN). A QTN has a high level of bus service, and should have bus priority measures such as bus lanes or transit lanes to ensure that reliable journey times are maintained.

ARTA's Regional Arterial Road Plan (RARP)\*\*sections 8.2.2 and 8.2.3 identify the criteria for bus lanes and transit lanes. It identifies that either bus lanes or transit lanes of a T3 designation – vehicles carrying at least three people including the driver - should be used if there are at least twelve buses per hour.

It should be noted that in the morning peak period Onewa Road does have a significant level of bus service between 7:00am and 9:00am. Birkenhead Transport, the main operator reported that during this period they can operate up to 70 buses.

This comprises of the scheduled service buses, school buses, and a large number of "banker" additional buses to cater for the high level of customer demand. Therefore on average there are 35 buses per hour, with buses operating at least every two –three minutes during this period, well within ARTA's RARP requirement for a bus / T3 lane. It should also be noted that during the two hour peak period that buses have an average journey time of just five minutes along Onewa Road from Highbury to the Motorway.



Recent survey data obtained from the March 2010 North Shore City Council transit lane survey also illustrates this point. – see table below

**Onewa Road T3 transit lane**

Vehicles	No. of Vehicles	Passengers	% of Vehicles	% of Passengers
Car 3+	304	993	20.09	21.45
Bus	66	2202	4.36	47.56
<b>Total</b>	<b>370</b>	<b>3195</b>	<b>24.45</b>	<b>69.01</b>

The large number of passengers they carry derive significant benefits from the T3 transit lane and the reliable, fast and consistent journey times it does provide.

Therefore it can be seen that the current T3 transit lane is very successful, it has encouraged more people to use buses for journeys particularly to the City.

Without the transit lane and bus priority measures journey times would increase, reducing the attractiveness of the bus services at peak times.

This would have three key impacts:-

- There would be an increase in operating costs of the bus service due to increased journey times, resulting in more public funding being required to maintain the same level of service.
- There would be a real potential for customers switching from buses to private cars due to increased journey times, resulting in lower revenues that could affect the sustainability of bus services and also increase public funding requirements.
- There would be a reduction in the overall people carry capacity of Onewa Road, due to increased congestion, and the lowering of bus and vehicle operating speeds.

In summary, ARTA does not support the current proposal to convert the current Onewa Road T3 transit lane to a T2 transit lane because of the adverse impact that it would have to all bus users on Onewa Road, and the increase in public subsidy support that is likely for bus services and the overall reduction in capacity of Onewa Road.

Yours sincerely,

  
Mark Lambert,  
General Manager Customer Services

\*Auckland Passenger Transport Network Plan 2006-2016

\*\*Regional Arterial Road Plan February 2009

See ARTA website [www.arta.co.nz](http://www.arta.co.nz)

**Attachment 5: Letter of Support - Bus & Coach Association**



**AUCKLAND BRANCH**

C/- Birkenhead Transport Ltd  
2 – 22 Verrans Rd  
Birkenhead  
North Shore City

0274969689

28<sup>th</sup> June 2010

NORTH SHORE CITY COUNCIL  
PRIVATE BAG 93500  
TAKAPUNA  
NORTH SHORE CITY

ATTENTION: Senior Transport Planner – Bill Drager

Dear Bill,

**PUBLIC TRANSPORT PRIORITY LANES T3 OR T2**  
**ONEWA ROAD**

The existence of bus and transit lanes to provide priority for both ‘buses only’ or including ‘HOV3’ has proved to be a low cost high impact effective measure of facilitating improvements in the frequency, reliability and travel times of buses to the benefit of the travelling public.

The Association Auckland members are very concerned to hear of the recent discussions and proposals within the NSCC and the local media over conversion of Onewa Road Transit Lane from T3 to T2. We would not support this idea at all.

Onewa Road HOV3 Transit Lane was possibly the first such lane in NZ around 20 years ago and has proved to be a most effective traffic management measure to improve the performance of public transport, especially in more recent years when legislation was put in place to introduce effective enforcement using modern video technology.

From recent surveys the transit lane carries about 70% of the total am peak period travellers in just 25% of the vehicles using the T3 lane. Users enjoy a significant reduction in travel times as well as an increased certainty of consistency of their travel times which is one of the features that makes public transport more attractive.

Counting school and private/charter buses there are over 70 buses per am peak period using the lane regularly carrying over 2200 passengers.

We believe that the current bus numbers are such that to introduce T2 will have a significant detrimental effect on the current overall performance of the transit lane to the extent that travel times could revert to having no advantage over the outer general transport lane, which would be a case of 'everyone loses' or 'back to square one'.

The current T3 lane isn't broken, it is effective, relatively easy to enforce and delivers reliable outcomes, to put this at risk would in our opinion be a very serious step backwards for the public bus transport from the Birkenhead area..

We would much prefer the effort being more effectively directed to making even better use of the transit lane by promotion of the benefits of using buses and the HOV3 carpooling, not diluting the system.

Yours faithfully

Paul Asquith  
BCA Coordinator of Bus Priorities