

Benefits and impacts of the proposal

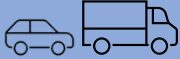
<p>Better use of space</p> 	<p>The proposal creates a better more sustainable use of space than the existing traffic lane. A bus lane can transport up to about 8,000 people per hour, a traffic lane can only transport up to around 2,000 people per hour.</p>															
<p>Bus lane length</p> 	<p>Fanshawe Street to Victoria Street West = 360m Cook Street to Pitt Street = 270m</p>															
<p>Hours of operation</p> 	<p>Both bus lanes are proposed to operate 24/7. This is consistent with the operating hours of the existing bus lane located between Victoria Street and Cook Street.</p>															
<p>Travel time saved</p> 	<p>It is estimated that each bus will save up to 3 minutes and 10 seconds in travel time (combined savings across both proposed sections of the bus lane). This is based on up to 120 seconds saved through section 1 and up to 70 seconds saved through section 2.</p>															
<p>Bus reliability</p> 	<p>The changes will improve bus reliability, so buses are less likely to run late one day than on time the next. This makes planning a bus journey easier and will often avoid the frustration people feel when the bus is running late. Making the bus network more reliable also reduces bus operating cost, requiring fewer buses on standby.</p>															
<p>Bus trips benefited per hour</p> 	<table border="1"> <thead> <tr> <th></th> <th>AM Peak</th> <th>Interpeak</th> <th>PM Peak</th> <th>PM Off-Peak</th> </tr> </thead> <tbody> <tr> <td>Fanshaw St to Victoria St</td> <td>20 + 10</td> <td>20 + 10</td> <td>47 + 10</td> <td>12 + 10</td> </tr> <tr> <td>Cook St to Pitt St</td> <td>18 + 10</td> <td>18 + 10</td> <td>44 + 10</td> <td>11 + 10</td> </tr> </tbody> </table> <p>Black = current bus services Green = Planned additional/new services as part of the improvements to Auckland's north-western bus network</p>		AM Peak	Interpeak	PM Peak	PM Off-Peak	Fanshaw St to Victoria St	20 + 10	20 + 10	47 + 10	12 + 10	Cook St to Pitt St	18 + 10	18 + 10	44 + 10	11 + 10
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<p>Impact on general traffic</p> 	<p>The proposal will have little impact on travel times for most general traffic. However, vehicles turning left into Pitt Street will have to queue in the general traffic lane with vehicles heading straight through to the motorway. They will be able to enter the bus lane (to turn left) 50m from the Pitt Street intersection.</p> <p>Currently these vehicles are able to bypass the straight-through traffic queues from Cook Street onwards. As such they will likely experience increases in travel times by having to stay in the straight-through traffic lane until they are 50 metres from the left-turn. However, they could take an alternative route (i.e. not Hobson Street) to access Pitt Street which would likely mitigate some of the increase in travel times.</p>															
<p>If we do nothing</p> 	<p>The reliability/quality of public transport would not improve as fast, which would likely lead to people continuing to travel by private motor vehicle. This would mean congestion would likely increase over time as the population increases, creating further delays to buses.</p>															
<p>Bus stops and layovers</p>	<p>No major changes to bus stops.</p>															



Changes to the bus layovers in the kerbside lane just north of Fanshaw Street:

- Move one layover 30m north
- Slightly extend the length of one layover from 65m to 74m.

Parking and loading



Fanshaw Street to Victoria Street: Remove two on-street car parks and relocate one mobility space (replaced with two mobility spaces).

Cook Street to Pitt Street: Removal of 15 paid parking spaces and two sections of loading bay from the kerbside lane (currently available from 7pm until 2.30pm). A new loading bay will be created on Cook Street using the existing indent outside the former Police station.

People on bikes



No changes for people on bikes, however, they can use the bus lane.

Construction



If the project proceeds to construction:

- The vast majority of the changes can be accommodated within the existing road footprint. As such works will have a limited impact on traffic flow or property access along the route.
- Works will take around of 4-6 weeks, with works on each section only taking 2-3 weeks.