

Centre City Bus Plan

Detailed Business

Case

Downtown Bus

Improvements



4 June 2024



Purpose

- To outline the project to Waitematā Local Board members and seek feedback to better understand what information is needed from the Project Team and answer key questions.
- To outline the Engagement Approach and seek feedback/endorsement.

Business Case

- The City Centre Bus Plan – Indicative Business Case (IBC) was endorsed in 2021, with funding approved for the Detailed Business Case (DBC).
- AT is commencing the City Centre Bus Plan – Detailed Business Case (DBC) for the **Downtown Bus Improvements** stage.

City Centre Master Plan

20-year vision for the City Centre.

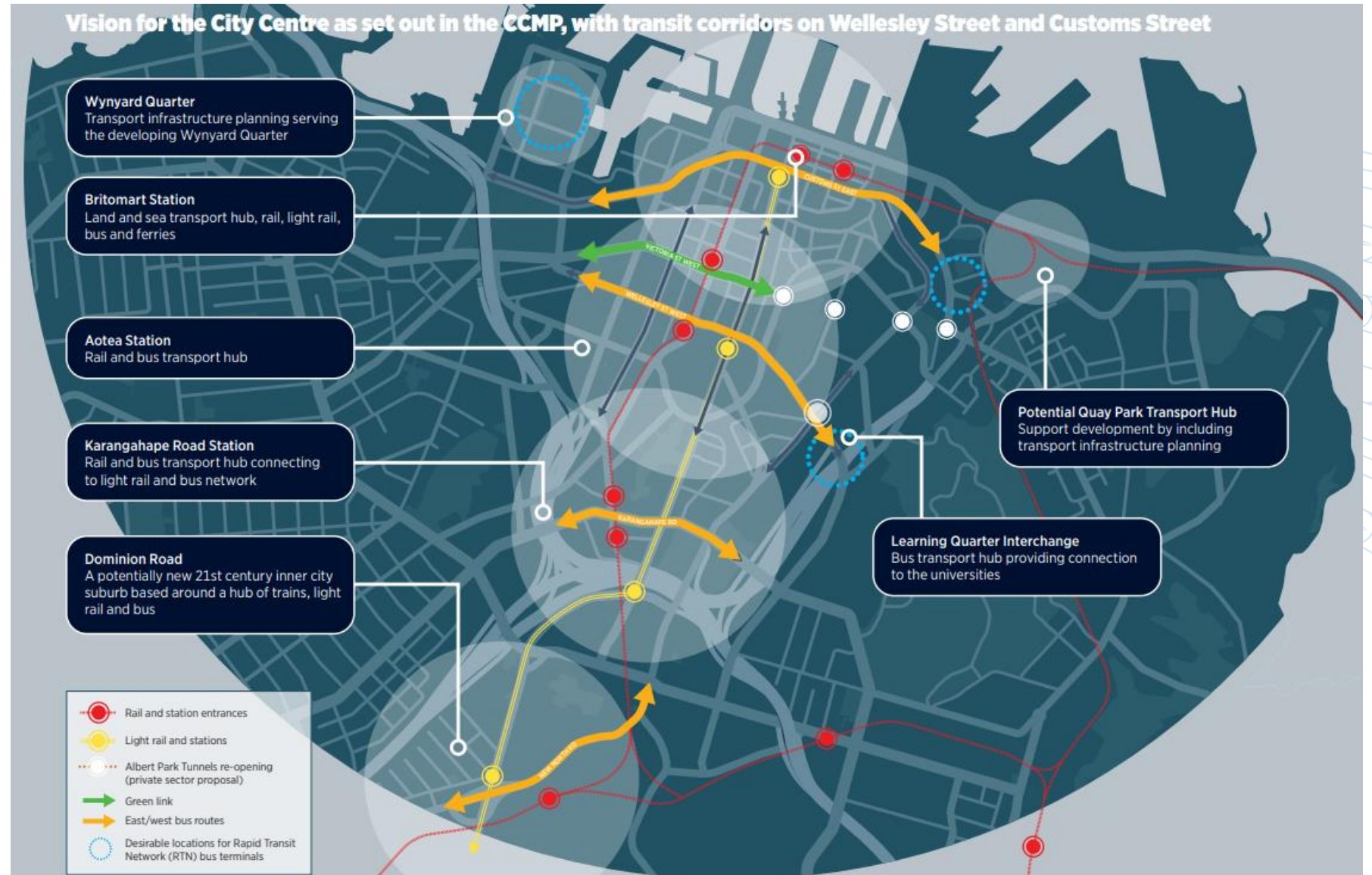
Includes eight transformational moves

Key transport actions:

The east and west stitch.

Waihorotiu – Queen Street Valley.

Transit Oriented Development.



Access for Everyone

A coordinated response to manage transport needs through distinctive precinct access:

Improving access for public transport, servicing, freight, and delivery.

Prioritising access to City Centre destinations.

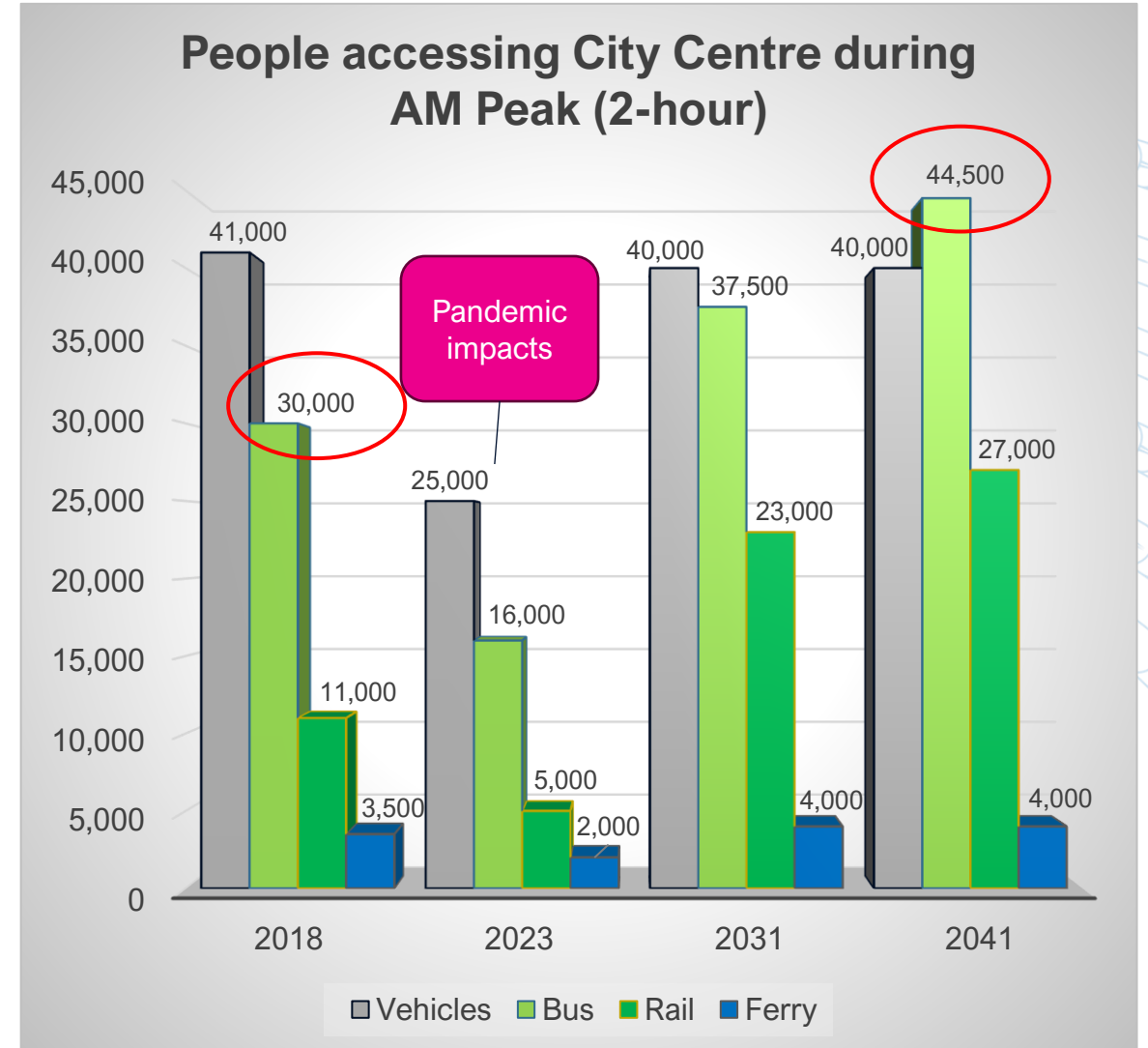
Limiting general vehicle through-traffic provision.

Creating an enhanced place function for City Centre streets.



Transport access into the City Centre

- Trends in access shows:
 - A static number of people entering by general vehicle.
 - Growth in bus and rail travel.
- Buses continue to be the main service for non-rail customers from North, Central Isthmus, Eastern Isthmus and Northwest.



Not including walking, micromobility, and cycling

City Centre Bus Plan

1. Proposed changes – Downtown Bus Improvements



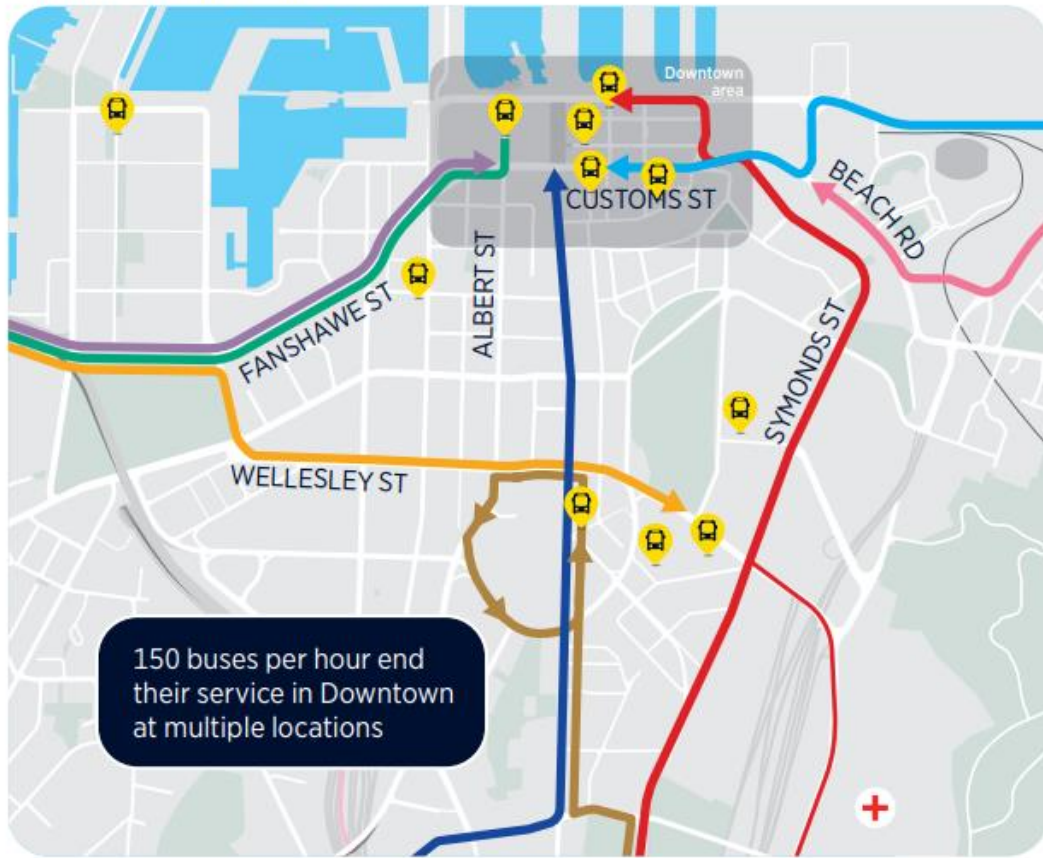
City Centre Bus Plan - Overview

1. Bus priority lanes on the four main bus corridors:
 - a. Symonds and Anzac streets
 - b. Karangahape Road, Pitt Street, Vincent Street and Albert Street
 - c. Customs Street, Beach Road, Fanshawe Street
 - d. Wellesley Street
2. Upgrading bus stop infrastructure on these corridors
3. Creating dedicated areas for buses to park between routes (with better facilities for drivers)
4. Extending bus routes **through** the city centre, instead of terminating and parking in busy shopping, business and residential areas (causing unnecessary congestion in the city centre or taking up valuable parking/kerbside spaces).

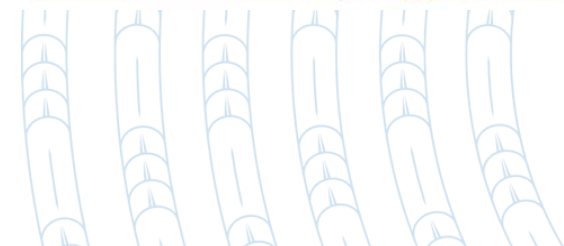
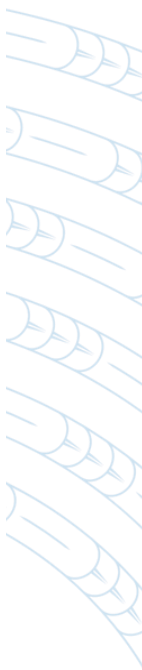


1. Bus priority on four main corridors

CURRENT SITUATION - 2021



NEW STRATEGIC APPROACH - 2028 (AM PEAK HOUR, 2 WAY)

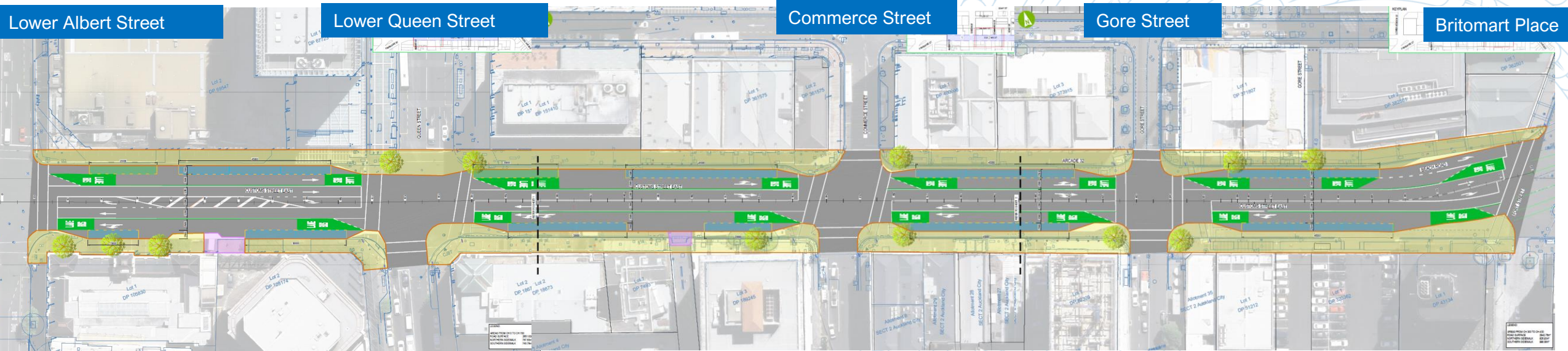


1. Bus priority lanes – Customs Street

Short term option: Bus lanes on Customs Street – Lower Albert to Britomart Place

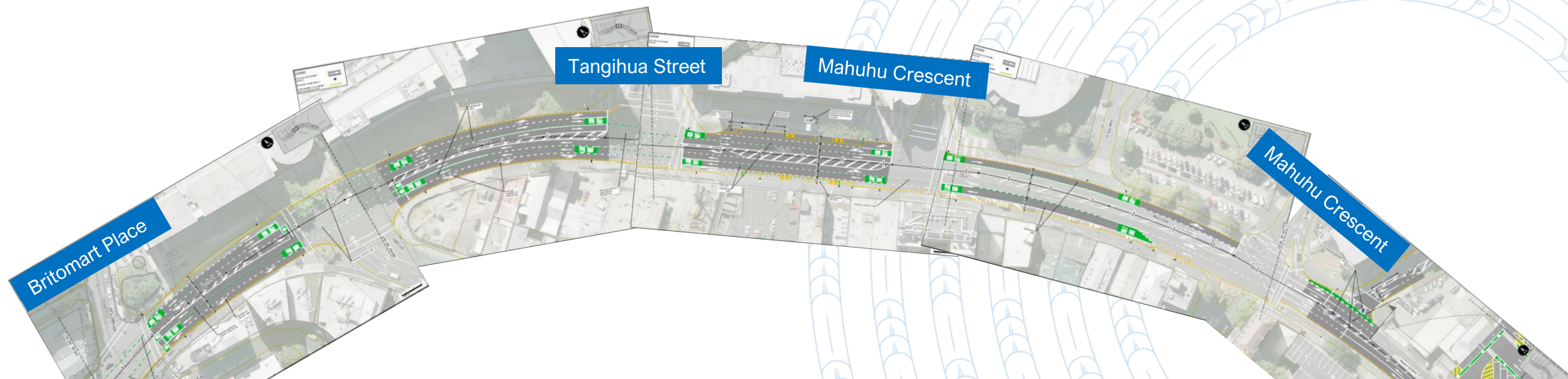


Long term option: Footpath widening on Customs Street – Lower Albert to Britomart Place



2. Bus priority lanes – Beach Road

Reallocating traffic lanes on Customs Street and Beach Road to provide improved and reliable bus journey times and access to off-street layovers in Quay Park and Wynyard Quarter.



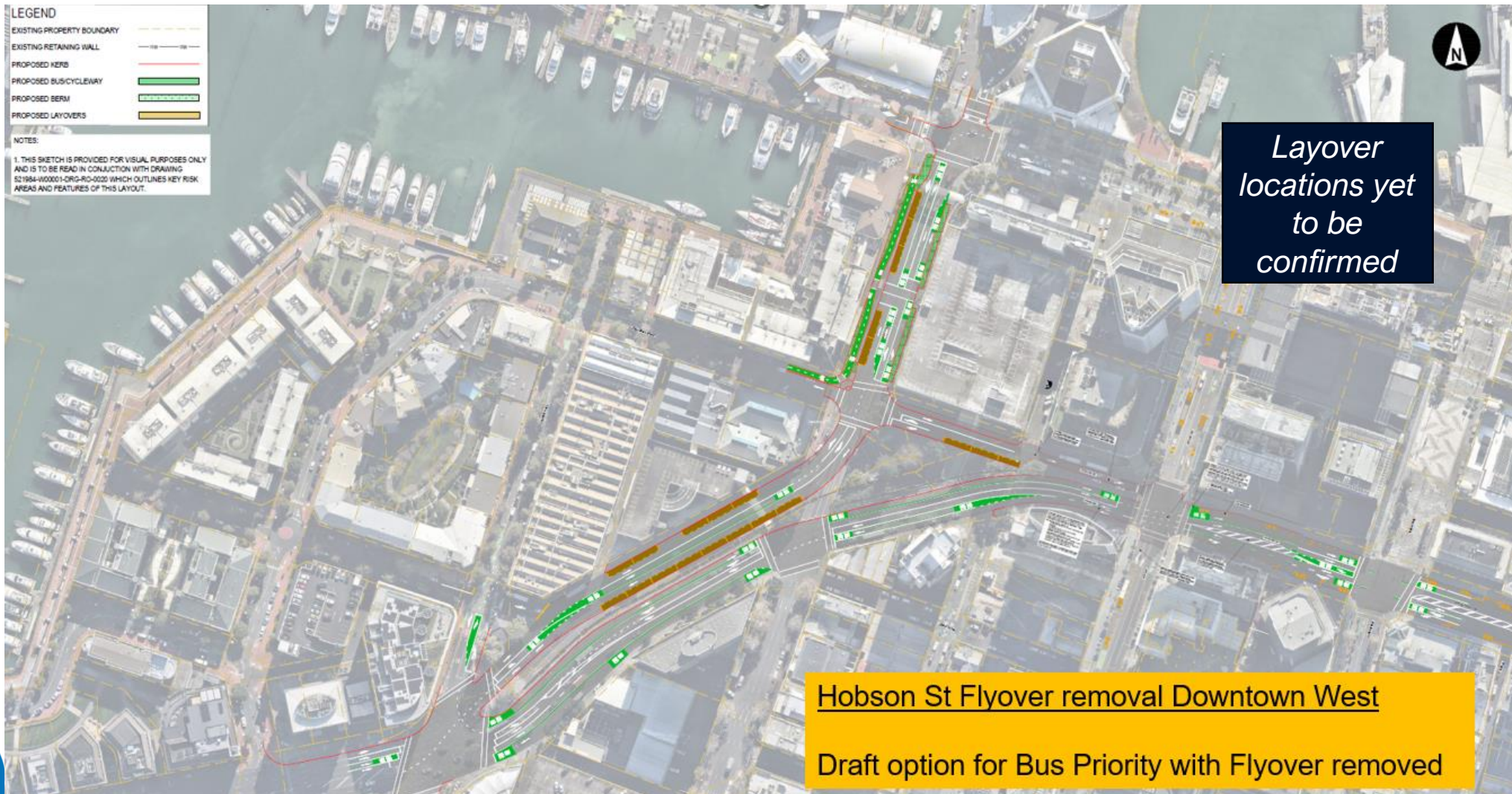
2. Downtown West – example of proposed bus lanes

LEGEND

- EXISTING PROPERTY BOUNDARY
- EXISTING RETAINING WALL
- PROPOSED KERB
- PROPOSED BUS/CYCLEWAY
- PROPOSED BERM
- PROPOSED LAYOVERS

NOTES:

1. THIS SKETCH IS PROVIDED FOR VISUAL PURPOSES ONLY AND IS TO BE READ IN CONJUNCTION WITH DRAWING S21984-W00001-ORG-RC-0020 WHICH OUTLINES KEY RISK AREAS AND FEATURES OF THIS LAYOUT.



Layover locations yet to be confirmed

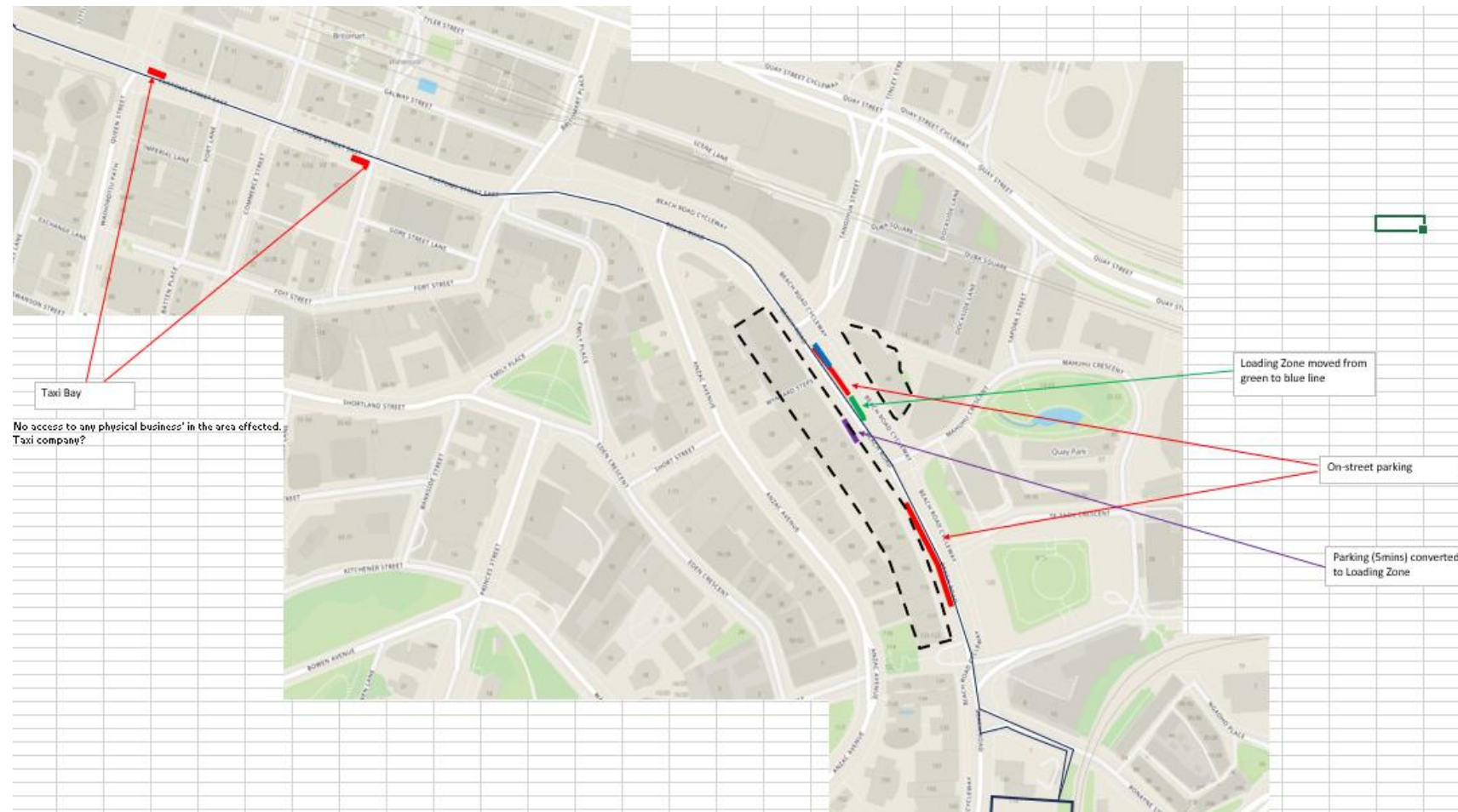
Hobson St Flyover removal Downtown West
Draft option for Bus Priority with Flyover removed



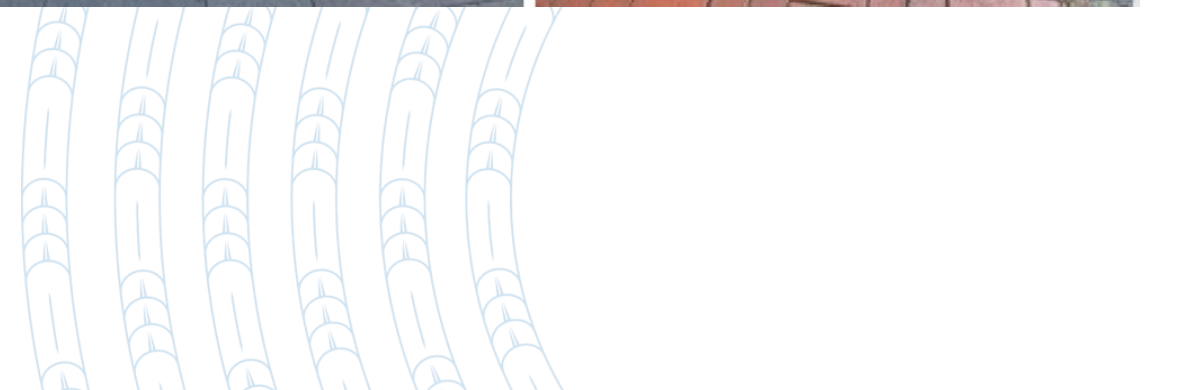
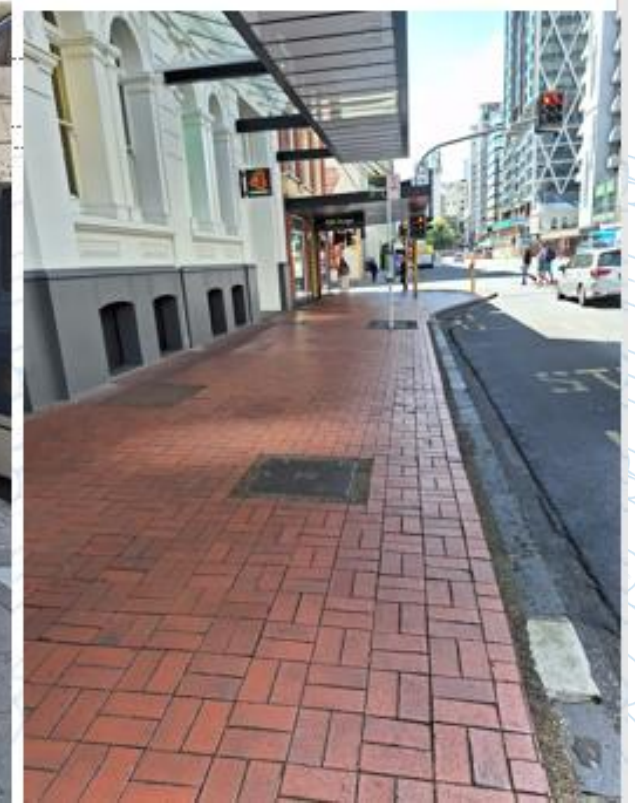
Impacts to on-street carpark

Kerbside facilities potentially impacted.

Kerbside management plan that identifies any changes to parking, loading and bus stop locations will be presented with finalised concept design.



Current street environment and scope elements



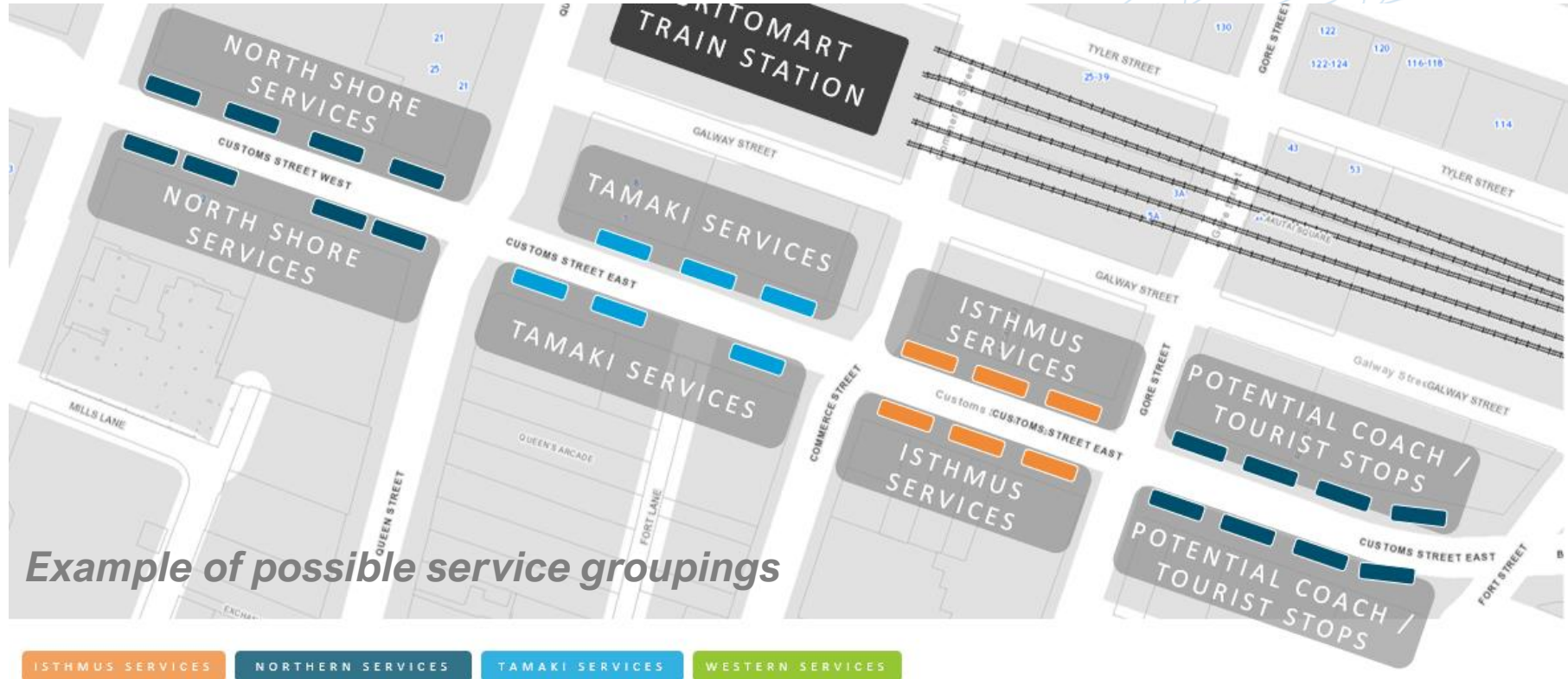
2. Upgrading bus stop infrastructure

- High quality bus shelters installed along Customs Street
- Improved connections and wayfinding - easier to find and transfer

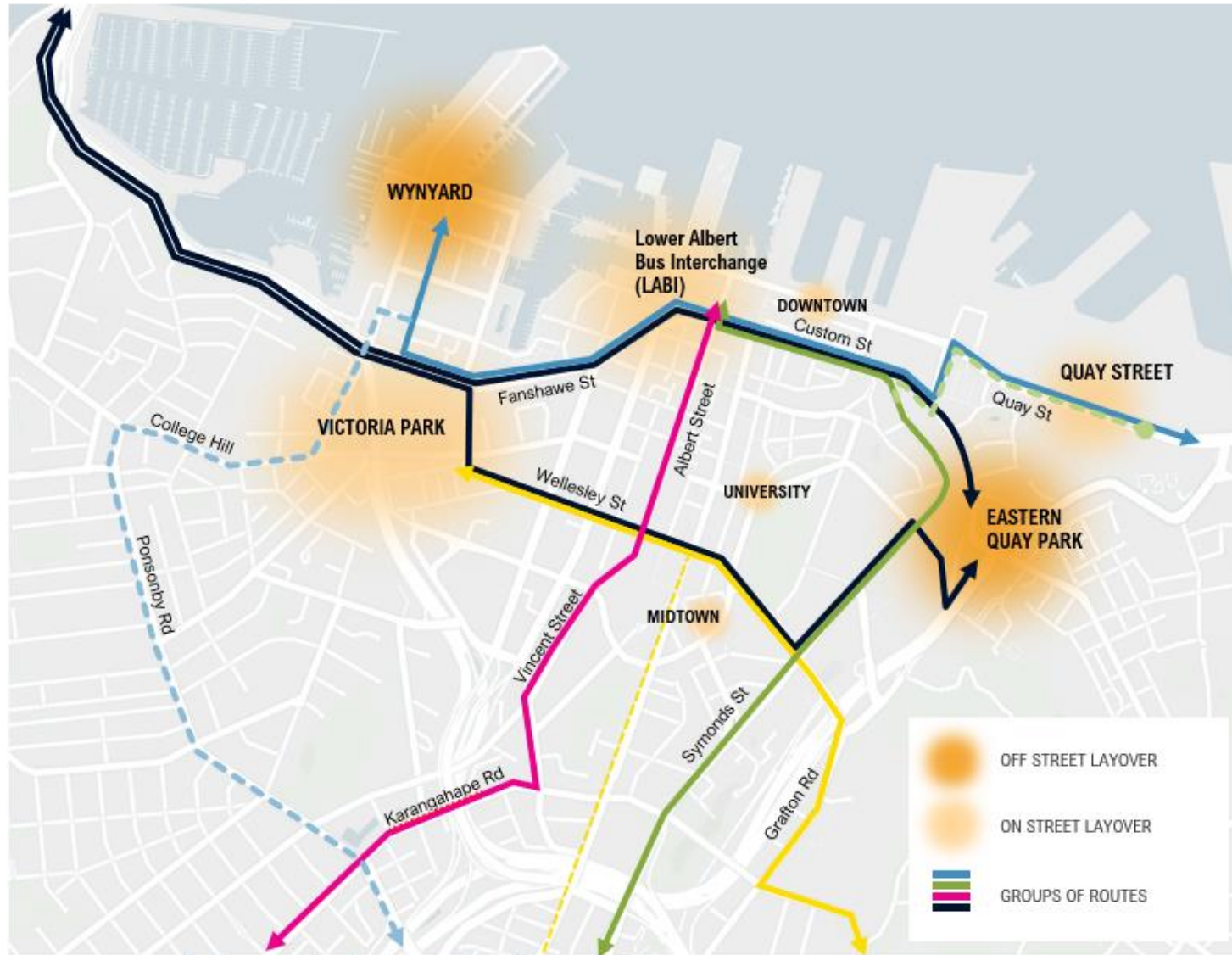


2. Upgrading bus stop infrastructure

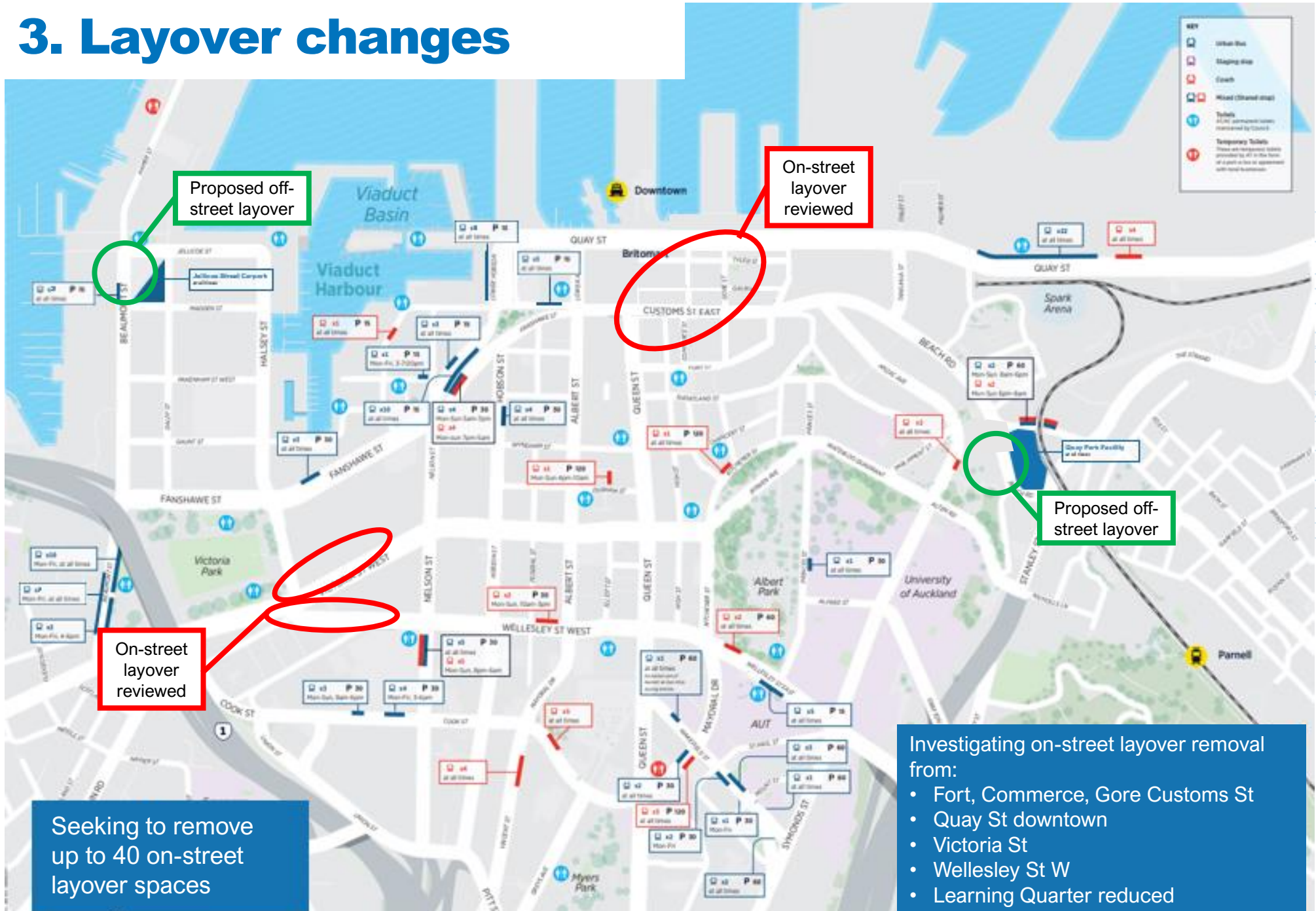
- Location of on-street stops to be confirmed (as this is linked to operational plan / circulation in Downtown West, feasibility, distance between stops of specific route groups)
- Number of stops based on projected volumes



3. Bus layover (parking)



3. Layover changes



Proposed off-street layover

On-street layover reviewed

Proposed off-street layover

On-street layover reviewed

Seeking to remove up to 40 on-street layover spaces

Investigating on-street layover removal from:

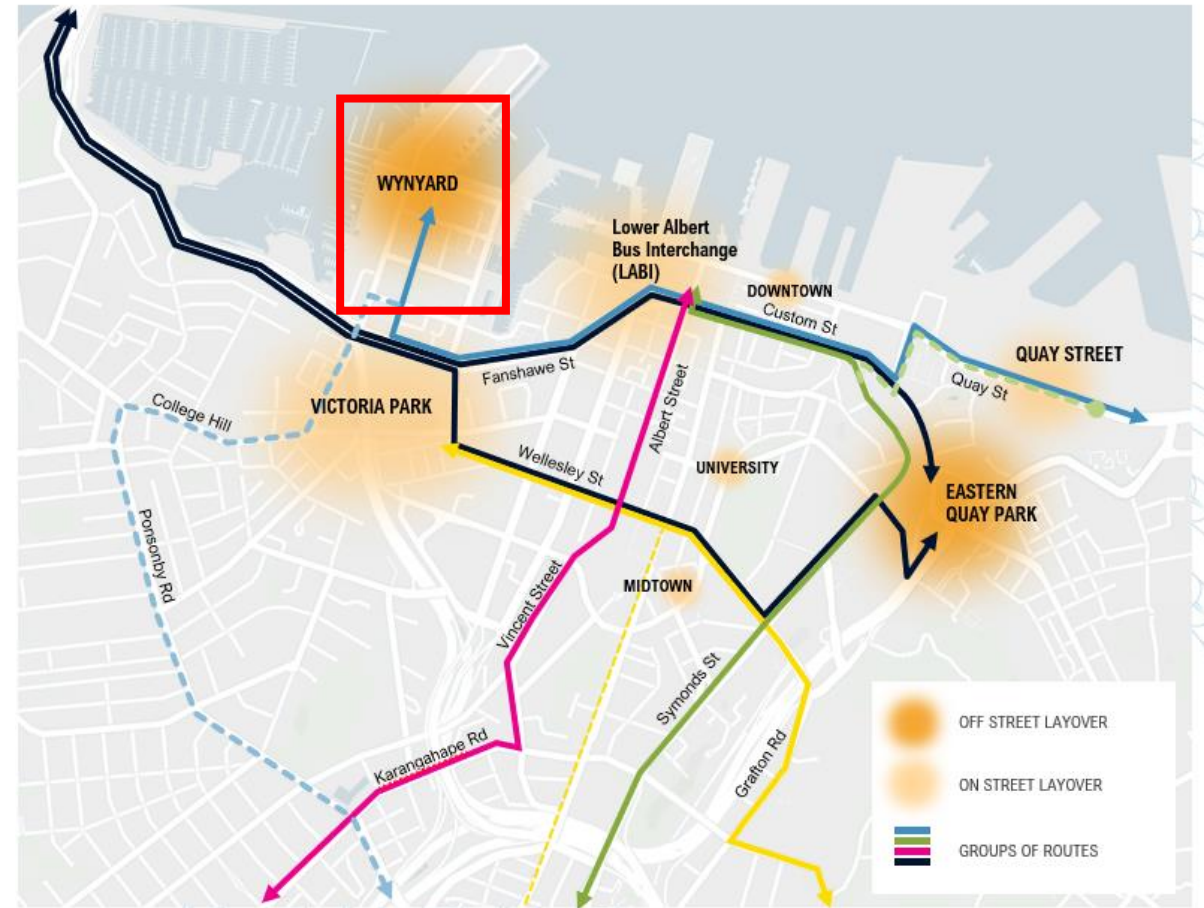
- Fort, Commerce, Gore Customs St
- Quay St downtown
- Victoria St
- Wellesley St W
- Learning Quarter reduced



3. Off-street bus layover facilities

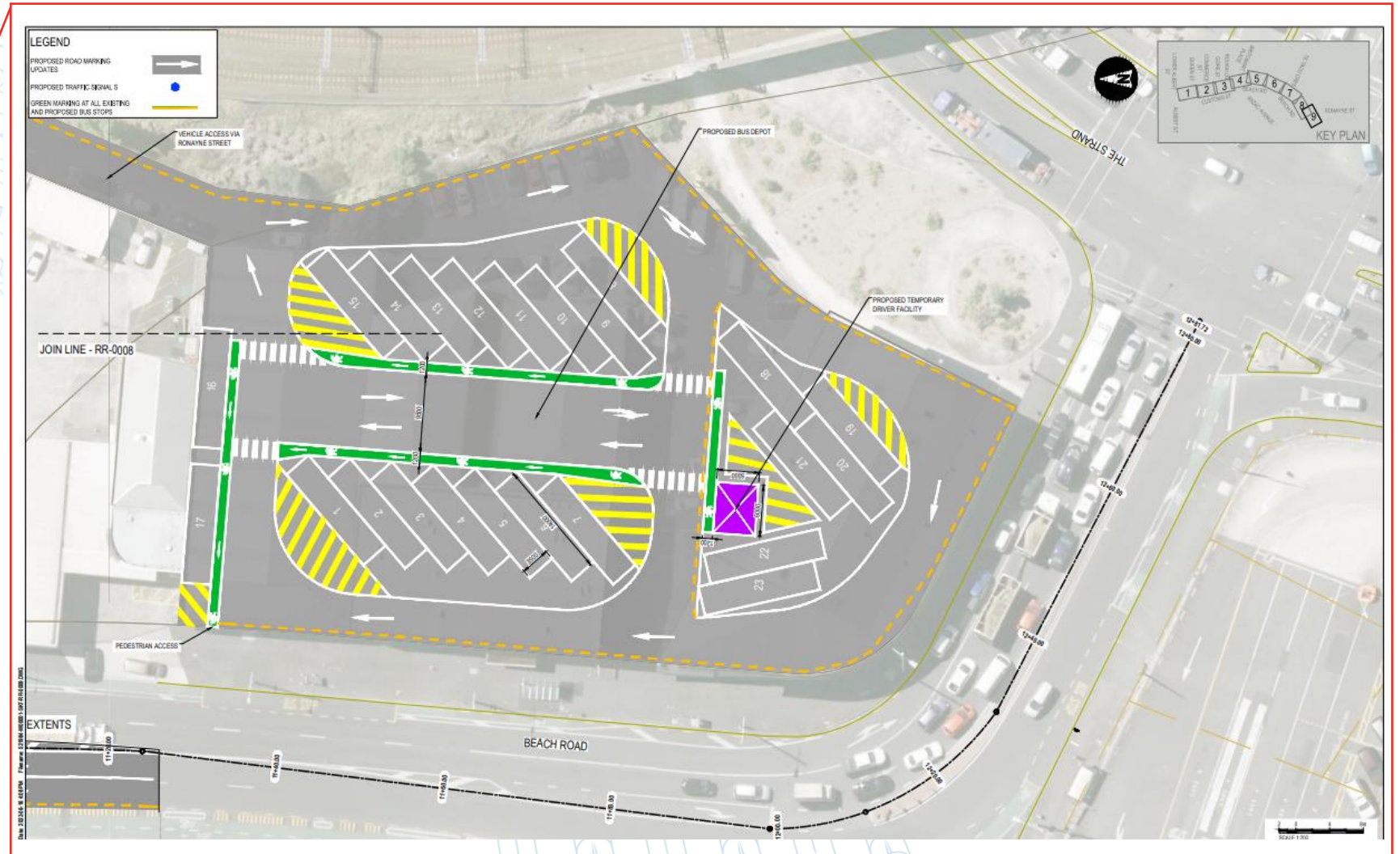
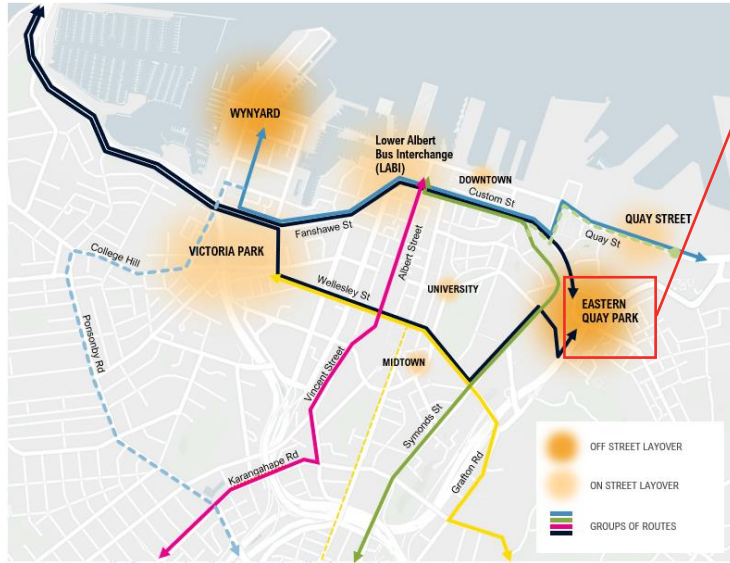
Wynyard Quarter layover

Working with Eke Panuku to confirm an offsite location that can be integrated with development sites within Wynyard Quarter.



3. Off-street bus layover facilities

Eastern Quay Park layover



Working with NZTA to identify leasing and ownership options.



3. On-street Layovers – Victoria Park

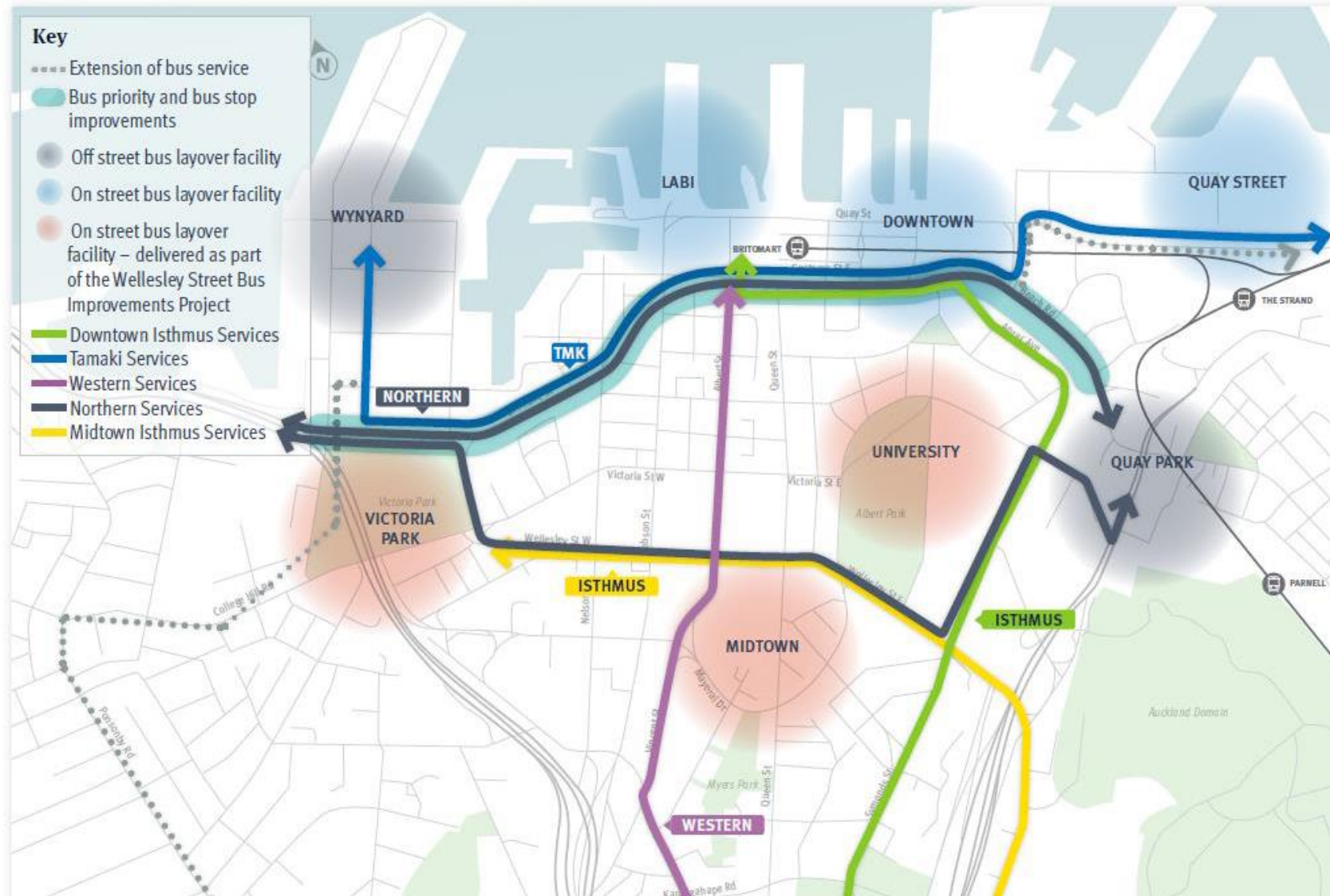
This is not part of the current stage of the CCBP DBC – to be delivered as part of Wellesley Street Bus Improvements

While included in the preferred option, specific components are being funded and delivered as part of the Wellesley Street Bus Improvements Project.

Upgraded on-street bus layover facilities at Victoria Park



4. Extended routes through the city



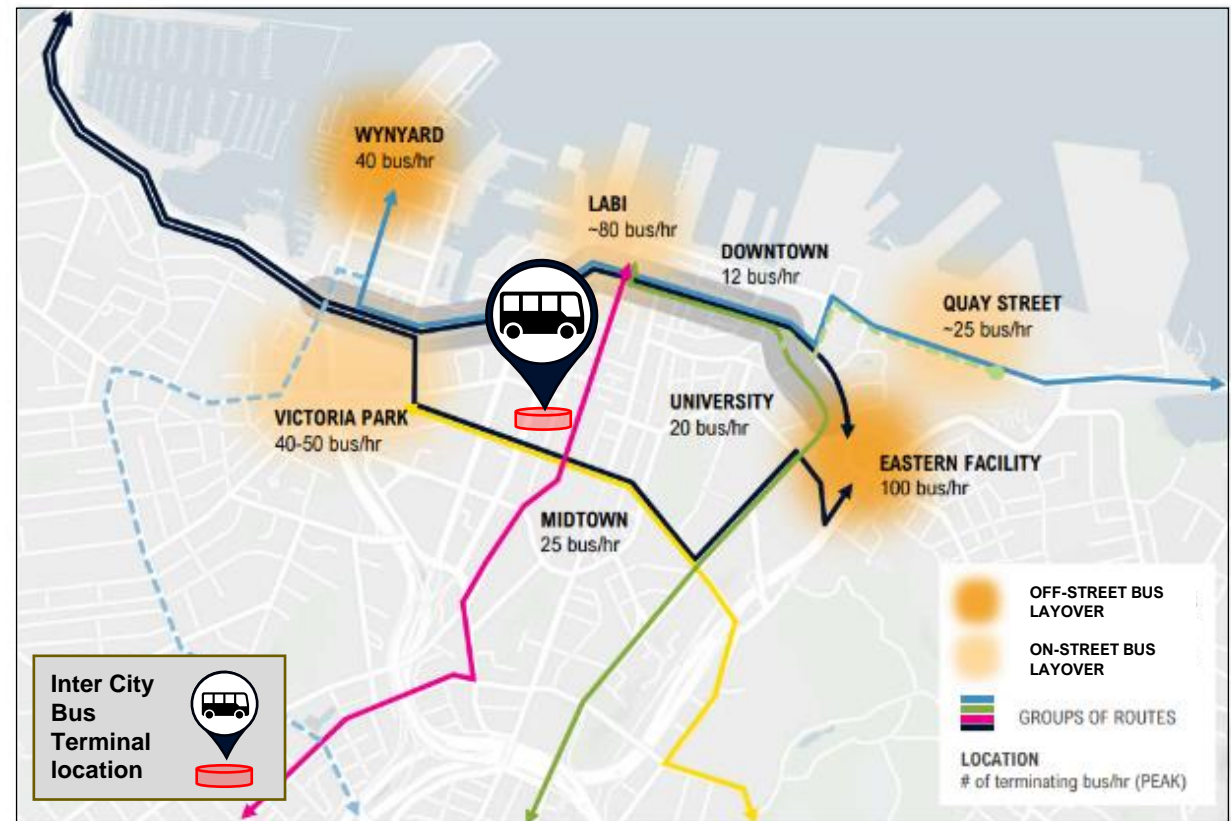
Inter City Bus Terminal

Investigations examined locations for the terminal to achieve integration with transport networks and services.

Possible sites identified would have provided a lower customer service level and reduced serviced interchange opportunities.

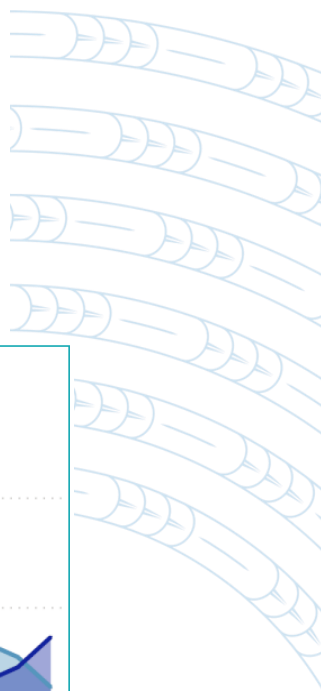
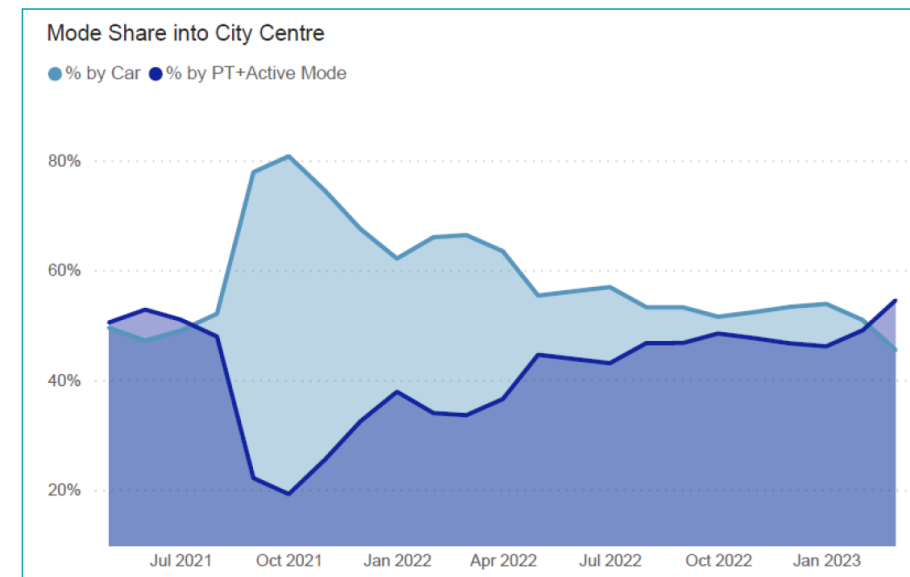
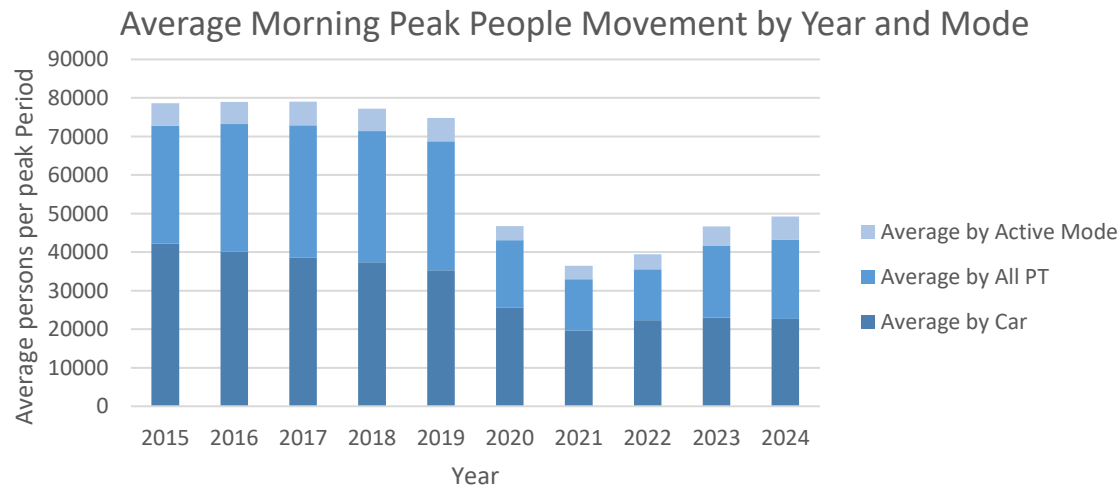
Therefore, it was concluded that at this stage the existing Inter City Bus Terminal should be retained in its current location with the following customer benefits:

- Centrally located in the City Centre.
- On primary arterial road (Hobson Street), with good access to motorway network.
- 270 metres from Te Waihorotiu Rail Station.
- 150 metres from North and Northwest bus connections.



Managing East-West traffic movements

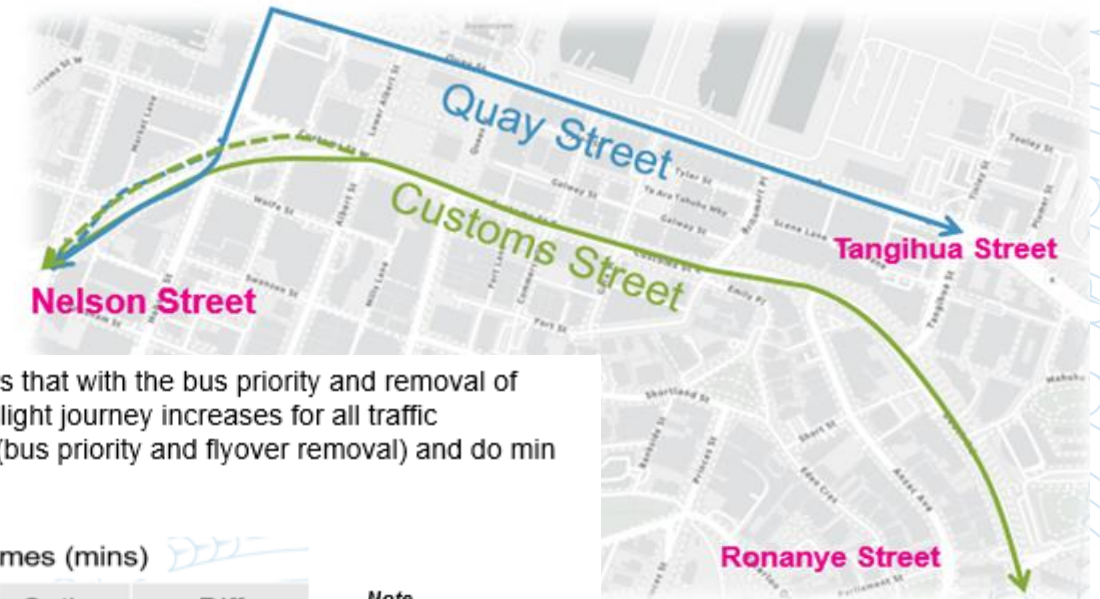
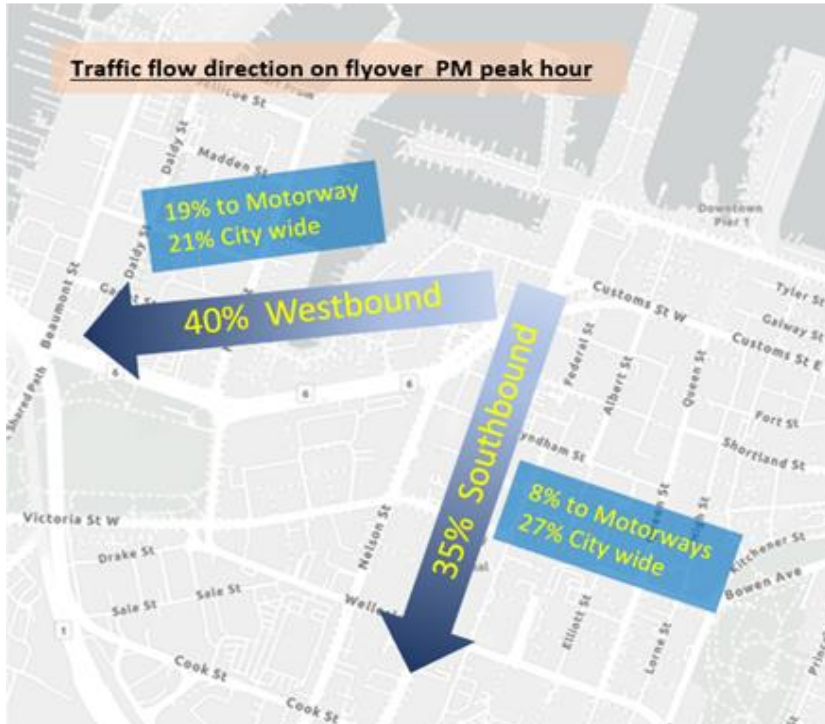
- ◆ More people access City Centre by active modes & public transport.
- ◆ Implementing the City Centre Bus Plan is forecast to result in quicker and more reliable journeys for buses in the morning and evening peaks.
- ◆ Modelling suggests that implementing bus priority lanes along Customs Street can appropriately balance the needs of local traffic (private vehicles, freight, loading & servicing) access with improved bus services.



Managing East-West traffic movements

Following the upgrade of Quay St traffic has been reduced in the Hobson St flyover by approx 45%

The upgrade of Quay St, removing the through traffic function has reduced PM peak traffic flows by 48% between 2018 and 2023 from 1003 to 520. and by over 10% on Custom St in the PM peak. Traffic directions movements from Hobson St and proposed journey time changes are shown below :



The modelling shows that with the bus priority and removal of the flyover there is slight journey increases for all traffic between the option (bus priority and flyover removal) and do min - see table below

PM peak travel times (mins)

Route	DoMin	Option	Diff
1 EB	7.5*	7.8	+0.3 (+4%)
WB	7.8	8.5	+0.6 (+8%)
2 EB	6.8*	6.8	0 (0%)
WB	7.1	7.4	+0.3 (+4%)

Note

* EB: in the DoMin scenario, vehicles travel via Sturdee Street, whereas in the Option, vehicles travel via Fanshawe Street

Customs St West Bound travel time increase -

+36sec, 8% with flyover removal due to signal timing reallocation at Customs / Gore intersection for outbound Isthmus buses (RT out of Gore).

All intersections will be further assessed to optimise signal timing

Delivery

1. Stages already underway
2. Project Scope
3. Timeline



Delivery has already commenced on three corridors

Albert St - Vincent St - Pitt St: 40% complete



Delivery has already commenced on three corridors

Symonds Street – 80% complete



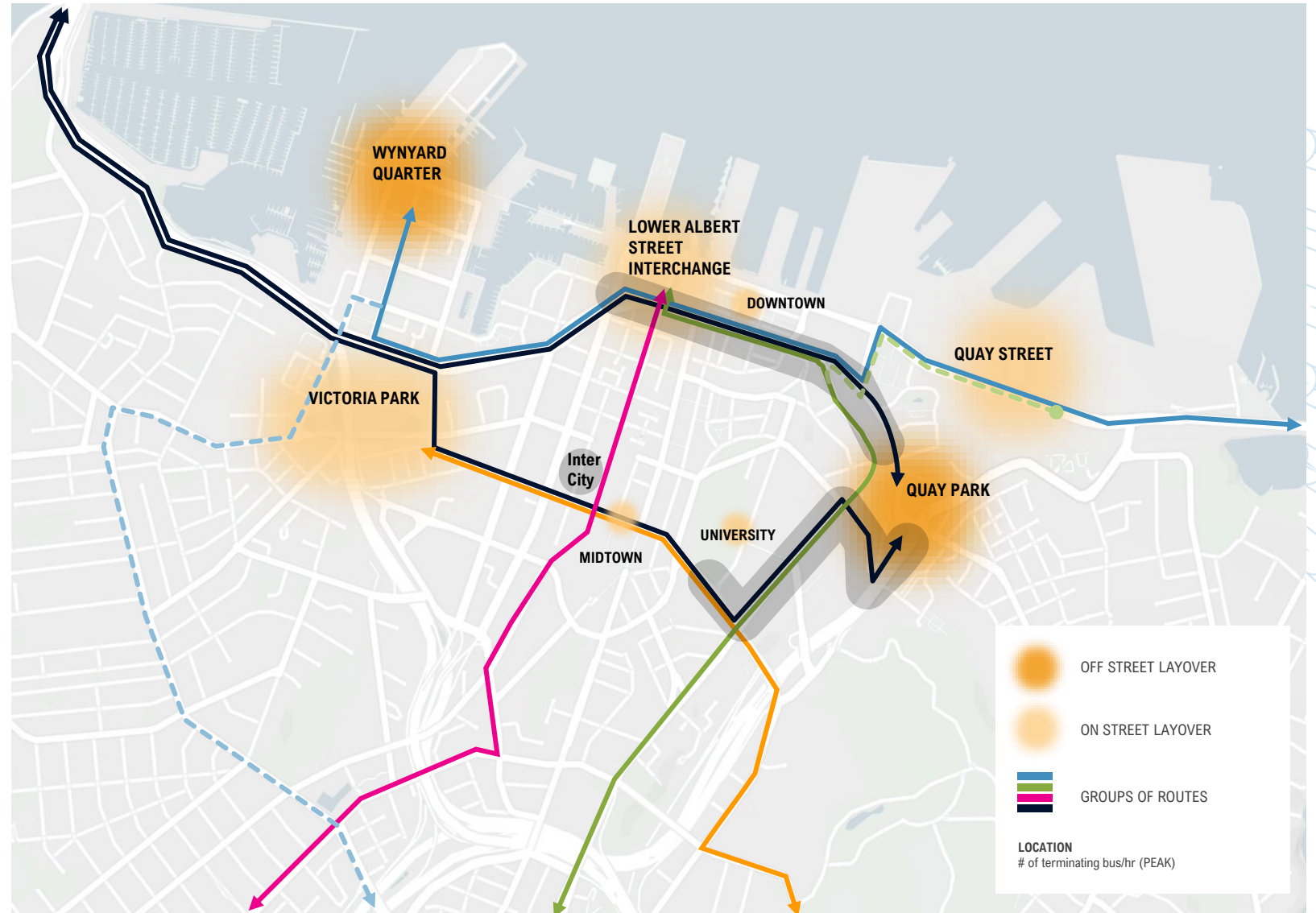
Delivery has already commenced on three corridors

Wellesley Street – commenced April 2024

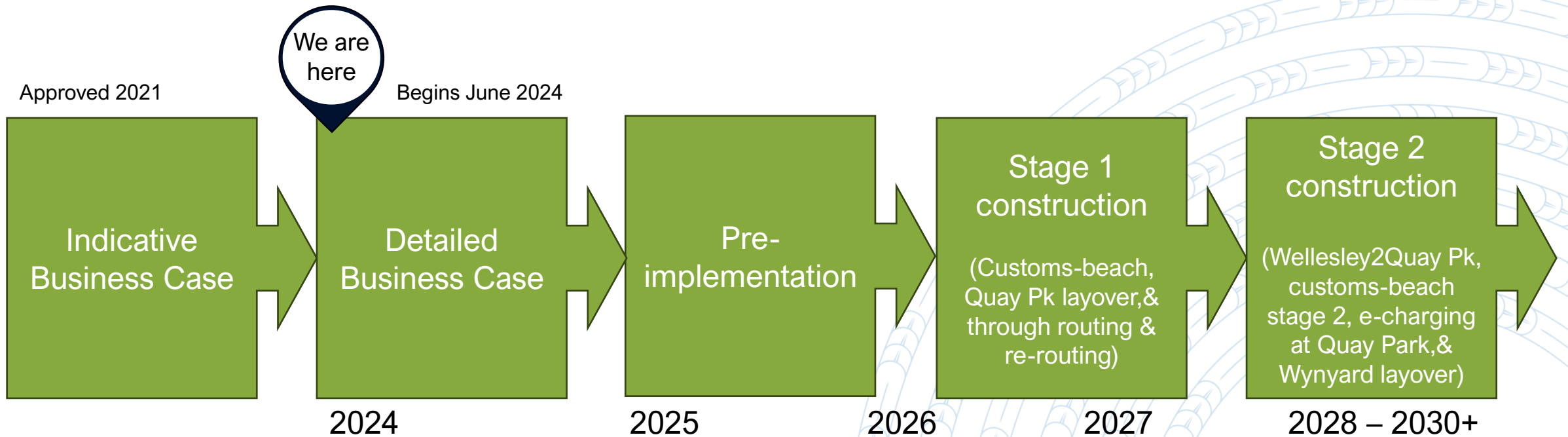


Current Stage scope: Downtown Bus Improvements

- Geographic scope of informed by the Indicative Business Case.
- **Current stage** of Detailed Business Case focused on least developed corridors (those not formed by or part of another project):
 - Fanshawe/Customs/ Beach St Corridor
 - University campus area
 - Road space supporting future stage off-street layovers
- For clarity, this specific stage of the DBC has been named **'Downtown Bus Improvements'**



Project timeline



Engagement

1. Previous consultation
2. Next engagement steps



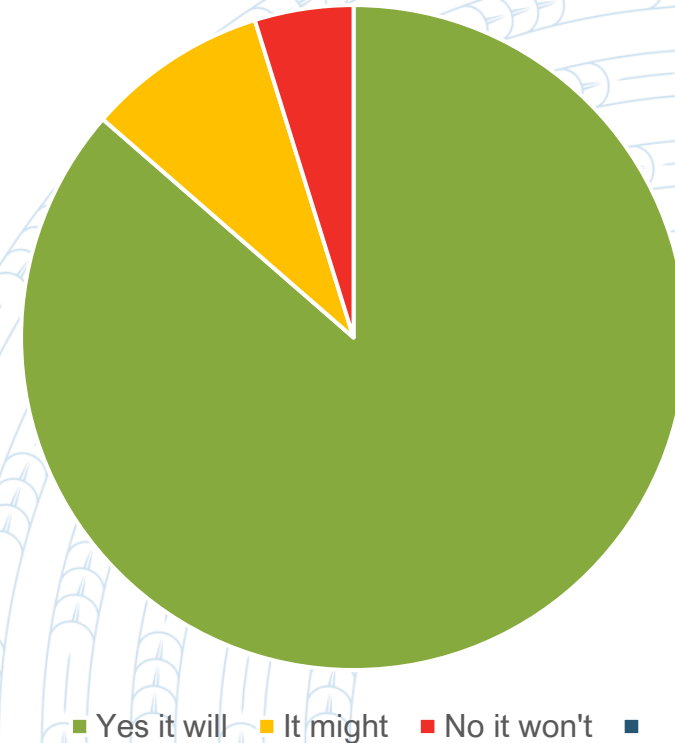
Previous consultation

- AT last engaged on CCBP between July – October 2021
- Consultation aimed to show the need for the evolution of the city centre bus network and infrastructure over the next 5-10 years, to ensure a more efficient transport system and to help deliver on the City Centre Master Plan
- AT proposed to do this in three main steps by:
 - Creating dedicated east-west bus corridors on Customs Street / Fanshawe Street and Wellesley Street, with higher quality and safer stops
 - Establishing new off-street facilities for passengers and drivers that include safe and comfortable waiting spaces and bus charging equipment for electric buses
 - Changing some bus services to run *through* the city centre rather than starting and finishing in it, freeing up at least one kilometre of kerbside space
- **The previous consultation covered Customs Street becoming a critical corridor with road space allocated to bus priority lanes, so the Detailed Business Case consultation process does not need to revisit this and will focus on *how* to implement them.**

Public consultation outcome

- Consultation invited feedback on whether people supported the plan, whether they thought it will help contribute to the objectives of the City Centre Masterplan, and on each aspect of the plan.
- Feedback showed that, in general, people supported the Bus Plan.
- People thought the Bus Plan would have positives for:
 - Environment
 - Access for PT, active modes & bus priority
 - Reliability
 - Facilities
- Some thought the plan should be implemented sooner

Bus Plan Consultation Responses 2021
"Do you think the Bus Plan will help contribute to the objectives of the City Centre Masterplan?"



Public consultation – key concerns

- Ensuring access for taxis, Ubers and service vehicles to be able to get to the City Centre.
- What will be the effect of traffic on the central motorway junction as more cars use this to circumnavigate the City Centre?
- Is Wynyard Quarter a suitable place for an off-street bus facility?
- What effects will light rail have on these plans?
- Do the forecasts for travel numbers now need to be reassessed in light of the expectation that more people will work from home?

“This should be done much quicker to get people out of cars and into buses”

“Please progress these changes more quickly than shown in the plan.”

“When making project decisions, please don't forget about people on bikes and future bike infrastructure.”

“Creating the continuous bus lanes on Wellesley and Customs shouldn't wait until 2024-2025, these are pretty simple changes that can have tremendous positive effects on the CBD travel times”

“Buses getting stuck in traffic in the CBD is a nuisance. Often it can take as long to get from the CBD to the Harbour bridge, as it does for the rest of the journey!!”

“Get real and just make our roads more accessible”

“Your obsession that buses will fix everything is inherently wrong”

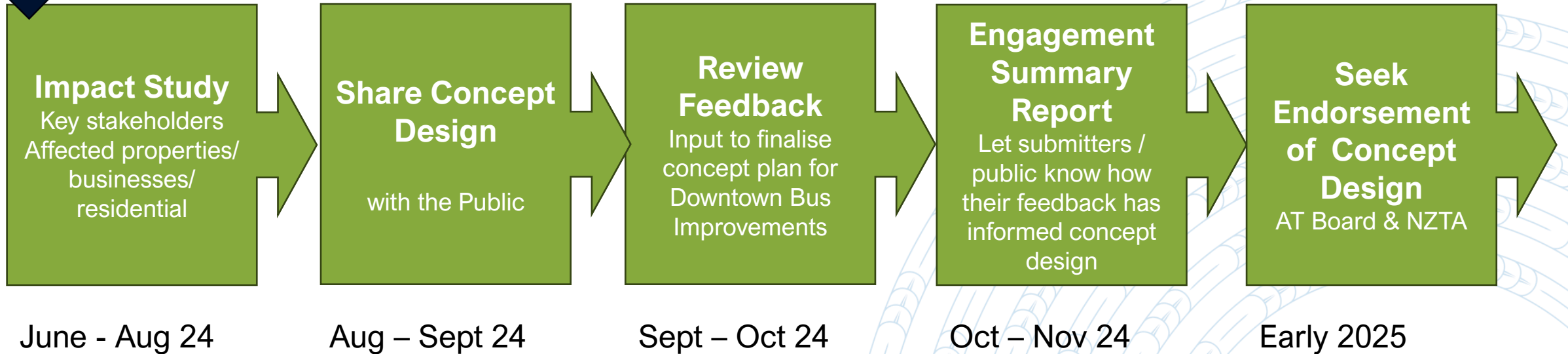


2024 Communications & Engagement Approach

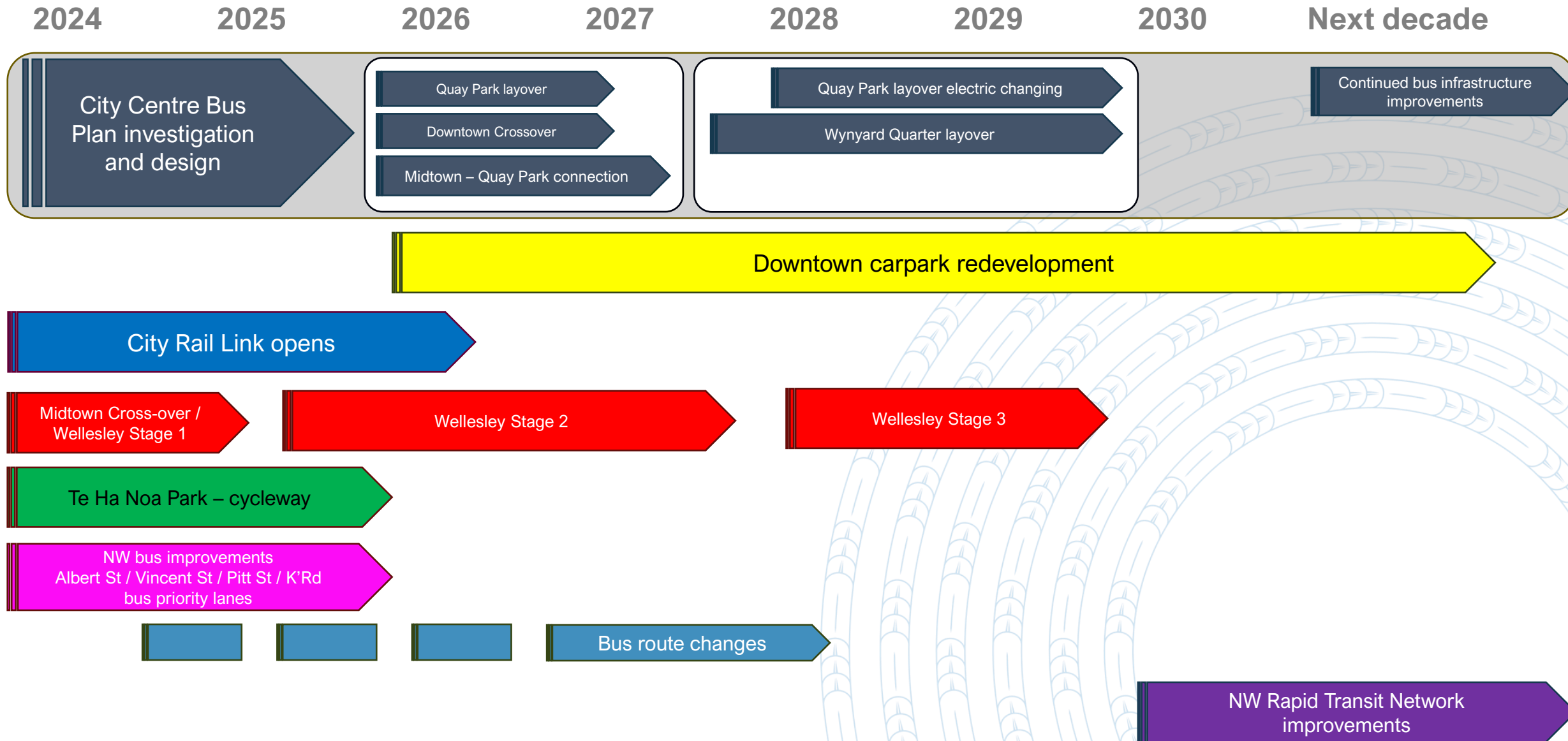
- Early, robust engagement with key stakeholders, affected properties & businesses.
- Business/residential Impact Study along the route to understand access, safety, loading and servicing needs and any unforeseen impacts of the project.
- Identify and discuss operational or safety concerns.
- Being very clear about what can and can't be influenced
 - For example: location of the priority bus corridor is not negotiable, however new location of a loading zone may be negotiable
 - Elements that are out of scope or cannot be influenced are due to a combination of having already been consulted on and physical or operational constraints that mean there are no other feasible options.
- Seeking AT and NZTA endorsement in early 2025
- Implementation 2026

Engagement timeline

We are here

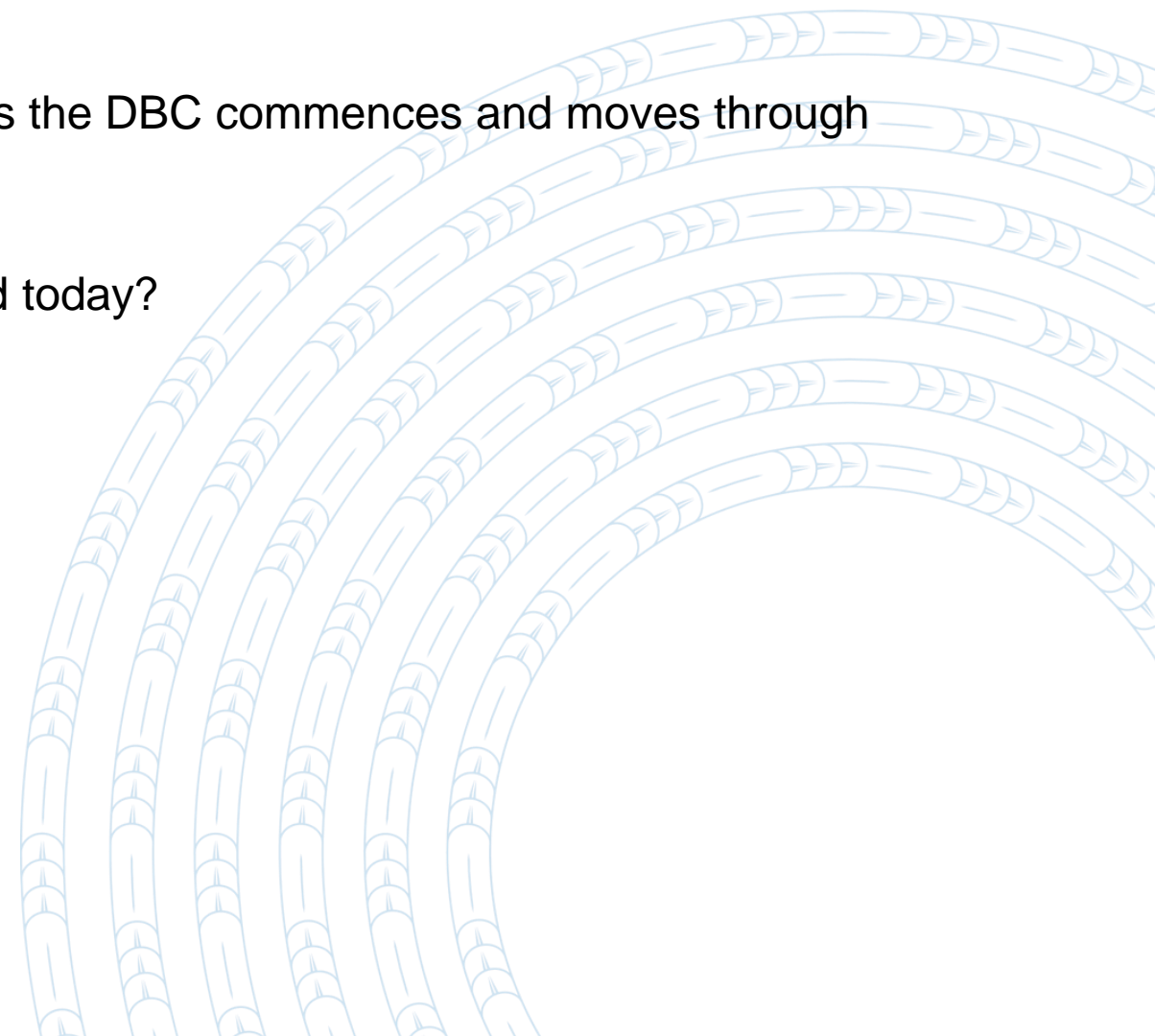


Integrated City Centre transport project delivery



Next steps

- We will be coming back to update and work with you as the DBC commences and moves through various stages.
- Do you have any feedback on what we have presented today?
- Any questions?





Thank you

