



Manukau Road / Pah Road T3 Transit Lane



Background

On 29 July 2016, Auckland Transport (AT) introduced T3 transit lanes on Manukau and Pah Roads between Trafalgar Street, Royal Oak, and Owens Road, Epsom.

This route provides a key linkage between the city centre and the Airport, is part of the frequent service network for public transport. From our network monitoring, the route experiences congestion, particularly at peak times. With increasing demand on Auckland roads Auckland Transport is investing in upgrades to improve productivity on the network through bus and transit lanes.

The lanes operate in the peak periods Monday to Friday: the northbound lane from 7am to 9am and 4pm to 6pm, and the southbound lane from 4pm to 6pm.

T3 transit lanes can be used by buses, taxis, bicycles, motorcycles, and private vehicles with 3 or more people in them.

TWO MONTHS ON

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Journey Times

Since the introduction of the transit lanes there has been some settling down of travel patterns. However, we are continuing to monitor the effectiveness of the route to enable people to travel more reliably, safely and efficiently.

Our initial review, indicates that there has been positive overall benefits, in terms of journey time, for transit lane users citybound on Manukau and Pah Roads of 3 to 4 minutes.

In the outbound direction there is a more modest saving of approximately 30 seconds.

In both instances, our data sources show no overall change in journey times for general traffic during both peaks. Whilst queues on the general lane may be longer during the peaks, traffic flow through the signalised intersections have remained the same

A more detailed traffic survey has been undertaken during October 2016 to ensure that the project continues to deliver improved overall journey travel times and people movement efficiencies.

Pedestrian Signalised Crossing on Pah Rd

As part of the project, the pedestrian Zebra crossing in the vicinity of Ambury Ave has been replaced by a signalised crossing further along Pah Road. This crossing needed to be moved from the location of the zebra crossing for safety reasons. The new location enables more visibility for drivers and users of the crossing. Safety has been improved for users of the crossing including school children from Royal Oak Primary School.

Taxi Services

Initial monitoring has shown more taxis are now remaining on Manukau and Pah Roads, as opposed to travelling through local streets Selwyn Road and The Drive. Journey time reliability has improved and feedback from the taxi industry has supported the changes.

Improved Bus and Cycle Experience

The bus journeys on this frequent service route are more reliable. Buses are saving an average of 3-4 minutes travel time on the route. With increases in people using the route there are continuing improved bus services planned for the corridor, including the introduction of double-decker buses.

Initial observations and feedback has highlighted improvements for cyclists along the route, particularly that it is now safer for cyclists to use the transit lane than the previous clearway.

Pah Road / Selwyn Road Intersection Improvement

The Pah Road / Selwyn Road intersection improvements were introduced at the same time as the transit lane. The changes have the intention of reducing traffic and heavy vehicles through residential neighbourhoods.

Auckland Transport is working with freight associations to encourage operators to remain on the main road. In the interim, additional safety measures have been introduced to prevent trucks mounting the kerb and footpath have been introduced. Further survey and analysis is underway to assess long term changes that may be required.

Changes to Median Strip

A concern with the project has been the removal of the flush median on Pah Road, between Manukau Road and Mt Albert Road intersections. Vehicle movements have improved along this section due to the T3 transit lane adding a second lane through this previously single lane section. However, this has meant that right turning movements can become difficult during the peak periods. This is being monitored, noting that this section of road in essence is now no different to other sections of Pah and Manukau Roads where there is no flush median in place. In addition, speed surveys are being undertaken to manage the implications for turning movements and crossing the route.

Continued Monitoring

The route is continuing to be monitored for its effectiveness, including whether there should be changes to the transit lane ie becoming a T2 or a bus lane. In particular, the Selwyn Road intersection will be assessed for any further changes. We anticipate that traffic along this route may change with the opening of the Waterview section of State Highway 20, so continued monitoring will determine the future route arrangements.

Private Vehicle Use of Transit Lanes

The T3 transit lanes operate at peak times as shown on the roadside signs; city bound (northbound) between 7am and 9am and 4pm to 6pm and outbound (southbound) from 4pm to 6pm. Outside of these time the lane can either be used for all traffic or parking (where these has been allowed).

Transit lanes can be used by general traffic turning left within 50m of the turn. You can also use the transit lane for a short time to avoid stationary vehicles turning right.