

FREQUENT TRANSIT NETWORKS

The project described in this profile has been identified by an indicative business case and will require further technical investigation and engagement before its final detail, location or land requirement is confirmed. It is also yet to be prioritised for funding for delivery over the next 10-30 years.

Purpose

Frequent Transit Networks (FTNs) are part of the backbone of Auckland’s public transport network. They include public transport routes operating services with a minimum frequency of 15 minutes in both directions between 7am to 7pm, seven days a week. These frequent services often have priority measure (e.g. bus lanes and signal priority) and are therefore less affected by road congestion than if they operated in general traffic.

New FTN routes are being considered as part of the indicative network plan, that will use SH1 and existing arterial roads to connect Manukau, Puhinui, Takaanini, Drury and Papakura town centres, and rail stations.

Description

The FTNs would utilise existing strategic and arterial road corridors and could include some or all of the following routes:

- Great South Road from the proposed Drury East train station to the Manukau bus station
- Between Drury and Takaanini, via a new arterial road between Papakura industrial area and Great South Road
- Between Drury and Puhinui, via SH1 bus shoulders, Mahia Road and Roscommon Road



- Express Transit via SH1 on bus shoulders and Orams Road.

Key benefits

Providing frequent services on these key routes within the transport network would let passengers connect between high frequency routes and make journeys to a wide range of destinations without having to plan connections in advance. This makes it a lot easier to get around at all times of the day. There are also services on these routes outside of these times, but they may be less frequent. The FTN routes would connect to town centres to support growth, connect communities and relieve congestion.

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Current status

In 2018, engagement was undertaken regarding options for FTNs in the south. Following analysis of feedback and technical investigations, indicative corridors for the FTNs were approved mid-2019. We have a general study area within which further investigations will be undertaken to confirm the future FTN corridors.

Next steps

During the next phase of work, the project team will consider alignment options for the FTN routes. This will include social, cultural, environmental and technical investigations as well as further engagement with project partners, stakeholders, landowners and the community.

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