PUBLIC TRANSPORT

Public Transport

The classification for Public Transport movement has been developed in consultation with specialists in PT and multi-modal transport within Waka Kotahi. The ONF project seeks to align with other frameworks and approaches in general use across the transport sector, and in this case with how PT practitioners view their network.

Public Transport Service Level descriptor

The service level descriptor will be included in the ONF as it underpins the cornerstone concept of the ONF of creating a common language for use across all disciplines within the transport sector. The descriptor is a useful short-form label for each of the PT classes that quickly invokes the nature of the PT service or route.

Distinguishing between PT Services and Movement Corridors

In order to standardise the contribution of public transport to the movement function of a corridor, the distinction needs to be made between a Public Transport Service and Public Transport use of a corridor. A PT service has attributes such as headway (the regularity of a particular service), and service start and end points, that do not apply to the corridor. A corridor may support more than one PT service, so the cumulative result of all services using a corridor will be what defines the PT movement categorisation.

Strategic Significance

Strategic significance describes the extent to which the particular corridor contributes to the Public Transport Network. For PT this ranges from dedicated corridors that support rapid transit to corridors where low volumes of targeted PT services operate.

Indicative Vehicle volume (at peak)

Vehicle volume is the combined number of services per hour (at peak) that would be observed for all services passing a point on the section of street being classified. Where the street supports more than one PT service then the vehicle frequency will be higher than for the individual services. For example, if two services which both have a 15 minute headway at peak (4 services per hour) utilise the same street for part of their route, the effective vehicle volume would be 8 services per hour along that section of street. Vehicle volume then is an indication of the total demand on the street section by public transport. Vehicle volumes usually increase as PT routes get closer to central business districts and key transport interchanges.

Metro Rail and Ferries

By definition, all Metro Rail lines and ferry sea lanes would be classified as PT1 as they are considered rapid transit corridors irrespective of headway, availability and or volume of people movement. For this reason, all Metro Rail and ferry services are described in Vehicle Volume as PT1.

People Movement

Public transport is a very efficient means of moving people, with a fully laden 44 seat bus equating to at least 35 private motorcars, even more efficient for higher occupancy PT vehicles like double-decker buses that are becoming increasingly common in NZ. ONF is concerned with people movement rather than traffic volumes. Using the movement of people or freight along a corridor over a period of time (standardised to daily counts) also allows for direct comparisons across transport modes in their contribution to transport outcomes.

School Buses

School buses can be included within the classification consideration of a particular corridor if the route the school bus takes is shared with other public transport services. If the route is only used for school buses, then the corridor would be classified as Targeted.

Public Transport

Class	Public Transport Service Level descriptor	Strategic Significance (Role in Public Transport Network)	Indicative vehicle volume (At peak) (Bi-directional)	Indicative People Movement (Bi-directional)	Description
PT1	Dedicated	Strategically significant corridors where **'rapid transit'** services are operated, providing a quick, frequent, reliable, and high-capacity service that operates on a permanent route (road, rail or sea lane) that is dedicated to public transport or largely separated from other traffic.	All metro rail corridors and dedicated corridors for non-rail public transport: all services. Buses, ferries and other non-rail public transport on largely separated corridors: > 12 services per hour.	>3000 per day	Dedicated or largely separated public transport corridors provide for the fast and efficient movement of people by rapid transit. By definition, they include dedicated busways and all metro rail lines. They are only service public transport (excepting rail lines that can also provide a goods movement function under the freight mode.
PT2	Spine	Strategically significant corridors where many frequent services operate and **many different bus services merge together to create very high frequencies and overall passenger movement**. Any deficiencies on these corridors affect multiple services and large parts of an urban area.	>12 services per hour	1000 to 10000+ per day	Spine corridors are where many inbound services come together or outbound services operate, usually within city centres or at major transport interchanges, and much of the street space can be dedicated to public transport infrastructure, including significant space utlitised for bus stops. Examples are Symonds Street in Auckland central, and Manners Street in Wellington.
PT3	Primary	Strategic corridors where **frequent public transport services operate, providing regular (generally at least once every 15 minutes)** services across most of the day, seven days a week.	> 4 services per hour	500 to 2000 per day	Primary public transport corridors occur on the parts of the network where frequent service can be expected. This could be for part of route where the collection of services operating results in a better than 15-minute headway frequency of that part of the route. These corridors are more likely to be on major arterial roads.
PT4	Secondary	Corridors where **PT services operate at most times of day**, but less frequently. The main focus of PT services using these corridors is to provide basic access and coverage.	< 4 services per hour	100 to 1000 per day	Secondary public transport corridors occur in the parts of the network providing local access and coverage, but at reduced schedules. Routes typically traverse local streets and minor arterial roads
PT5	Targeted	Corridors where services only operate at certain times of the day (e.g. peak only) or for specific trip purposes (e.g. school buses only).	N/A	< 100 per day	These services provide a basic level of access to public transport, but on a much-reduced schedule, typically only once a day return, such as school bus services, and long-distance commuter services, or at peak times only.

Note: Not all classes of Public Transport will be applicable to all RCAs. It is expected that only large metropolitan councils will likely have corridors rated as PT1. Some smaller authorities also may not have corridors that would have the required frequency of operation or level of people movement to be classed as PT2 or even PT3. Councils are welcome to define ferry-based public transport services in line with whichever PT class they feel is more appropriate to reflect the strategic significance of the service.