



AMETI Update

March 2015

Progress on next stage of AMETI

Significant progress has been made on the plans for a new busway and other transport improvements between Panmure and Pakuranga.

Following the completion of Panmure Station and Te Horeta Road, Auckland Transport is now finalising Panmure to Pakuranga design plans.

Public information days are being held to share the plans before Auckland Transport applies for consents in April. The consents process will provide an opportunity for the public to make a submission and be heard at an official hearing.

The projects include

- Upgrading Panmure roundabout to an intersection with traffic lights and pedestrian crossings
- Building the Panmure Station to Pakuranga section of New Zealand's first dedicated urban busway; separate from general traffic
- Building a new safer cycle and pedestrian link between Panmure and Pakuranga along Lagoon Drive and Pakuranga Road
- Building a new Panmure busway bridge next to the existing road bridge with a wide shared path for cyclists and pedestrians

The busway, which will be extended to Botany in the next stage, will allow quicker, frequent and more reliable bus



Proposed busway – Pakuranga Road

journeys on lanes separate to traffic, increasing public transport use to about 7.4 million trips a year.

Find out more

You can find out more by reading this newsletter. Public information days are being held for people to see the plans and talk to the project team.

Pakuranga

Pakuranga Plaza Centre, Aylesbury Street
Thursday, 12 March 2015, 5 pm to 9 pm

Panmure

Panmure Bridge School, 76 Kings Road
Saturday, 14 March 2015, 10 am to 1 pm

Busway to open sooner

Auckland Transport is working towards opening the full South Eastern Busway to Botany by 2024, four years earlier than previously planned and investigate extending bus lanes to Highland Park. Recent work has identified that the busway can operate through Pakuranga town centre without the need to build Reeves Road flyover first.

Deferring the \$170 million Reeves Road flyover until next decade allows funding to be used to deliver more public transport improvements sooner. Targeted traffic improvements will also be made at the intersections of Ti Rakau Drive/Pakuranga Road and Ti Rakau Drive/Pakuranga Highway when the busway is constructed through the area.

Busway routes through Pakuranga town centre via William Roberts Road and the existing proposed route via Ti Rakau Drive are being investigated. Auckland Transport is working closely with Auckland Council and the Pakuranga Mall owner as the options are developed. Auckland Council's draft Pakuranga Town Centre Masterplan will continue to be updated as options are finalised and provide a land use response to AMETI within the town centre. There will be consultation by Auckland Transport and Auckland Council on any change to the busway route through Pakuranga town centre later this year.

The change means better transport choices for people in the area sooner and also supports the roll out of the new public transport network.



AMETI projects

About – AMETI

The Auckland Manukau Eastern Transport Initiative is a group of projects that will give residents of the South Eastern suburbs improved transport choices and better connect them to the rest of Auckland.

The key project is New Zealand's first urban busway with buses travelling on congestion free lanes between Panmure, Pakuranga and later Botany. The busway will allow quicker, frequent and more reliable buses on lanes separate to traffic, increasing public transport use to about 7.4 million trips a year.

Why is AMETI needed?

The South Eastern suburbs are one of Auckland's most populated areas. Residents have poor access to employment opportunities because the transport network cannot properly deal with demand during peak hours.

Residents have limited travel choices resulting in an over-reliance on private vehicle trips.

Public transport is currently not the preferred choice because buses get caught in the same congestion as cars, resulting in long travel times. The area is also not pedestrian or cycle friendly.

Key benefits

- Improved transport choices by making public transport, walking and cycling facilities realistic options
- Better connections within the area and to the rest of Auckland
- Buses about every five to 10 minutes between Panmure and Pakuranga
- Safer and better connected cycling and walking routes.



Proposed signalised Panmure intersection

Upgrading Panmure roundabout to a signalised intersection

A new intersection with traffic lights is proposed to replace the Panmure roundabout.

Features

- Pedestrian crossing on all arms to reduce walking distances. For example, from 500m to 50m between Ireland and Mountain roads
- Better connects Panmure town centre to Panmure station
- Allows for bus priority lanes to be created
- On and off street cycle facilities
- Improves safety for pedestrians
- Majority of current traffic movements remain; right turn out of Jellicoe Road via Mountain Road or Forge Way
- Gives priority to major traffic demands – Lagoon Drive to Ellerslie-Panmure Highway

New Panmure busway bridge

The proposed new bridge on the northern side of the current Panmure Bridge will provide for the dedicated busway together with a shared pedestrian and cycle path. The existing bridge has no dedicated cycle facilities with a very narrow footpath. It is also too narrow to provide for a separate two lane busway.

Features

- Two 3.5m busway lanes
- Wide 4.3m shared cycle and pedestrian path
- Viewing platforms where people can pause safely outside of the flow of pedestrians and cyclists
- The bridge's construction has been designed to reduce excavation of the culturally significant Mokoia Pa



Artists impression – Lagoon Drive

Busway – Lagoon Drive

The busway will be built on the north side of Lagoon Drive, with new bus stops at the intersections with Basin View Lane and Church Crescent.

Features

- Separated from general traffic; improves bus journey times and reliability
- Wide shared cycle and pedestrian paths separated from the busway and general traffic
- Widening on the northern cliff side of Lagoon Drive to allow for the busway and shared path
- Change to Lagoon Stadium and squash court vehicle access – from Lagoon Drive to Basin View Lane
- New signalised intersections with pedestrian crossing and bus stops at Basin View Lane and Church Crescent



Artists impression – Panmure busway bridge

Busway – Pakuranga Road

The Pakuranga Road section of the busway will run on the north side of Pakuranga Road with one bus stop offset from the Millen Avenue junction.

Features

- All vehicles to enter Pakuranga Road at signalised intersections at Kerswill Place, Millen Avenue and Williams Avenue; improving traffic safety and providing safe access for cyclists and pedestrians
- No vehicle access across busway except at intersections
- Latham Avenue will be converted into a cul-de-sac at Pakuranga Road. Access to Pakuranga Road will be via a new connection created between Latham Avenue and Dillimore Avenue
- Tamaki Bay Drive will be converted into a cul-de-sac at Pakuranga Road. Access to Pakuranga Road will be via a new signalised intersection at Williams Avenue
- Safer access to Pakuranga Road for local residents
- Proposed new public park on the old tomato farm site
- Safer separated cycling routes along Pakuranga Road to Panmure town centre



Pakuranga Road changes to access

Environmental effects

Technical specialists are preparing reports to assess the potential effects of the project during construction and operation. For example noise and changes to vehicle access. These will be included as part of the Notices of Requirement application which will propose conditions to reduce or avoid, remedy or mitigate them.

Stormwater and landscaping

Adding the busway and cycle/pedestrian facilities will generate more stormwater run-off. Currently rain falling on Panmure and Pakuranga roads discharges untreated to the surrounding waterways. Pollutants and sediment in the water have an adverse impact on waterways.

The AMETI busway project aims to treat and remove sediment from run-off generated by the new impermeable surfaces. Where topography allows, the project will also seek to treat existing run-off. As a minimum, stormwater will be treated to the new standards in the Proposed Auckland Unitary Plan.

Reserves

Some areas of parks and reserves will be utilised for the project from Panmure to Pakuranga. However, larger and more people friendly areas of park land are proposed to off set this loss.

Feedback

For more information and to share your feedback please attend the neighbourhood barbecues and public open days or contact Greg.Horne@aucklandtransport.govt.nz or by phoning **09 355 3553**.
at.govt.nz/ameti