



AMETI Update

April 2016

A step closer – Panmure to Pakuranga transport improvements

Plans for quicker, frequent and more reliable bus services for east Auckland residents have reached an important milestone.

Auckland Transport has lodged a Notice of Requirement (NoR) application to designate the route for the proposed Panmure to Pakuranga busway and other transport improvements.

The Panmure to Pakuranga projects are part of the Auckland Manukau Eastern Transport Initiative (AMETI), which is aimed at improving transport choices and better connecting people within the area and to the rest of Auckland.

The project proposes the creation of the first stage of New Zealand's first urban busway, allowing bus travel on congestion free lanes between Panmure and Pakuranga. Based on current funding, construction of the busway is planned to begin in 2021 if approved. Auckland Transport is protecting the route to be ready for earlier construction if funding becomes available.

AMETI Stage 2a Panmure to Pakuranga projects

- Replacing Panmure roundabout with an intersection with traffic lights, bus priority and more direct pedestrian crossings
- Panmure to Pakuranga busway on dedicated lanes separate to general traffic congestion
- Panmure to Pakuranga cycle and footpaths separate to traffic
- Second Panmure Bridge for the busway, cycle lane and footpath.

Benefits

- Shorter and safer walking routes around Panmure town centre and station
- Safer new walking and cycling connections between Panmure and Pakuranga
- The Panmure intersection will prioritise movement of vehicles along Lagoon Drive and Ellerslie Panmure Highway



Proposed busway – Pakuranga Road

- Improvements to water quality through increased stormwater treatment.

The new public transport network and the busway will provide significant improvements to the quality of public transport in the area and to the rest of Auckland.

- Making public transport, walking and cycling realistic and safe choices
- More frequent bus services – every 5 to 10 minutes between Panmure and Pakuranga
- Providing a frequent and reliable connection between East Auckland and the train network
- Making bus journey times reliable at any time of the day – about 7 minutes in peak hours and 4 to 5 minutes in off peak hours between Panmure and Pakuranga
- The busway will carry 35% of all journeys across Panmure Bridge in 2026 – about 22,000 bus passengers a day.



Proposed signalised Panmure intersection

Panmure roundabout upgraded to a signalised intersection

- Improves cycle and pedestrian safety
- Gives priority to major traffic demands
- Allows for bus priority lanes to be created.



Proposed busway for Lagoon Drive

Busway – Lagoon Drive

- Built on the north side of Lagoon Drive
- New bus stops at signalised intersections at Basin View Lane and Church Crescent on Lagoon Drive
- Shared cycle and footpath.



Artists' impression – Pakuranga Road

Pakuranga Road

- Constructed on the north side of Pakuranga Road
- Bus stops near Williams Avenue and Pakuranga Road/Ti Rakau Drive intersections
- Signalised intersections with bus priority at all intersections (Kerswill Place, Millen Avenue and Williams Avenue)
- Proposed new park area on 24 Pakuranga Road
- A two way cycle path separate from the busway and traffic
- Wide footpath separate from cycle path.

Why is AMETI needed?

The eastern suburbs are some of Auckland's most populated areas. The current transport network does not cater well for peak period travel demands. Residents have limited travel choices resulting in an over-reliance on private vehicles. Public transport is not currently the preferred option because buses get caught in the same congestion as cars, resulting in long travel times. The area is not pedestrian or cycle friendly.

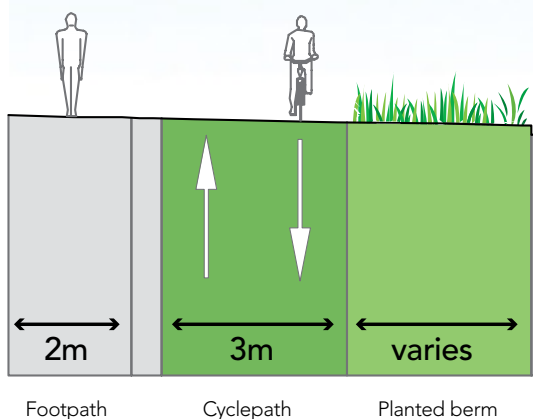


Artists' impression – Panmure busway bridge

New Panmure busway bridge

- Constructed on the north of the current Panmure Bridge
- Two 3.3m busway lanes
- Dedicated cycle lane and footpath.

Typical section footpath and cycle path
(Pakuranga Road)



Improvements to pedestrian and cycling facilities

An important aim of AMETI is to improve walking and cycling facilities to make them safer and more attractive to use.

- Separated cycle paths or shared paths will allow people to walk or cycle off road between Panmure, Pakuranga and onto Pigeon Mountain Road by connecting to the Pakuranga Rotary Walkway
- Panmure to Pakuranga Road – a 4.3m wide shared pedestrian and cycle path along Lagoon Drive
- Separated cycle and footpaths on Panmure busway bridge
- Pakuranga Road – a 3m wide cycle path separated from busway and traffic by planted berm and a 2m wide footpath separated from the cycle path.

Notice of Requirement process and ways to get involved

The Notice of Requirement is aimed at safeguarding land required for the project and providing a higher degree of certainty regarding the future to landowners, developers and those looking to move to the area. It also provides an opportunity for the public to provide comment (make a submission as part of the statutory process) and be heard at an official hearing.

Next steps

- Continue stakeholder consultation
- Auckland Council publicly notifies the project, allowing anyone to make a submission
- A public hearing is held in front of independent commissioners, where Auckland Transport and all submitters are able to be heard.



Artists' impression – Lagoon Drive

Why a busway?

- Allows significant improvements to the quality of public transport and what could be delivered through normal bus lanes
- Provides a fast and reliable corridor for public transport, where additional frequency can be added in the future, without compromising reliability
- Minimises delays generally experienced in standard bus lanes where buses need to merge with other traffic at intersections, from vehicles pulling in and out of driveways and at left turns
- Bus journey times are reliable at any time of the day
- By separating buses from general traffic lanes, a better environment can be provided for passengers at bus stops.