

About the AMETI transport projects

The Auckland Manukau Eastern Transport Initiative (AMETI) is a group of transport projects for the southeast (Panmure, Mt Wellington, Pakuranga, Howick and Botany).

Aims

- Give people better transport choices by improving public transport, walking and cycling facilities and reducing traffic congestion
- Create jobs by unlocking the economic potential of the area
- Improve transport for freight and business traffic
- Promote good urban design.

The need

The area has some of the highest traffic flows, highest proportions of freight traffic and greatest levels of congestion, anywhere in the country.

Public transport is a poor option because buses get caught in congestion, resulting in long travel times. It also has some of the worst conditions for walking and cycling in Auckland.

The two bridges across the Tamaki River carry more than 120,000 vehicles a day, more than State Highway One through Victoria Park. They also have more freight traffic than any other corridor in the country.

The population is expected to grow by 20-25,000 during the next 20 years, further increasing pressure on the transport system.

Timing

AMETI projects are spread across a number of years, meaning they are at various stages of development. The first phase in Panmure is being built and will be complete in 2014. Further projects are at design or investigation stage.

Funding

The NZ Transport Agency and Auckland Council are major funders of AMETI.

OVERALL SCHEME/PROPOSAL

Current travel issues

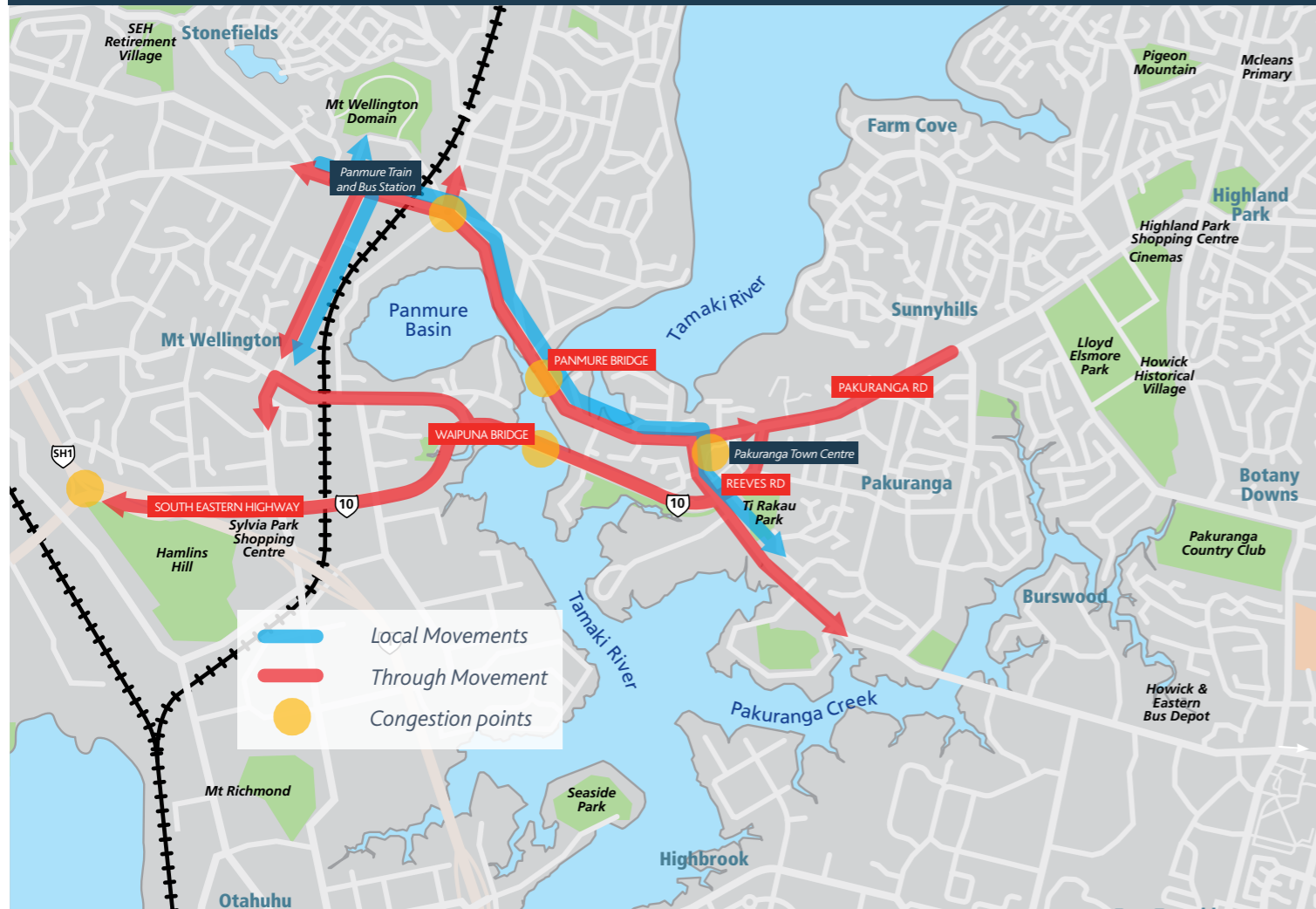
- Unreliable, infrequent bus services
- Poor connection between rail station and town centre
- Poor walking and cycling environment
- Poor travel choice with over-reliance on car
- Congestion
- Rat running on residential streets

The AMETI improvements will:

- Increase travel options
- Increase connectivity between communities and businesses
- Improve travel times
- Provide road upgrades
- Provide safety improvements including more and safe pedestrian crossings
- Offer new cycle facilities and walkways
- Offer new or increased public transport services including a new busway
- Addition of real-time travel information e.g. MAXX



Existing Traffic Movements

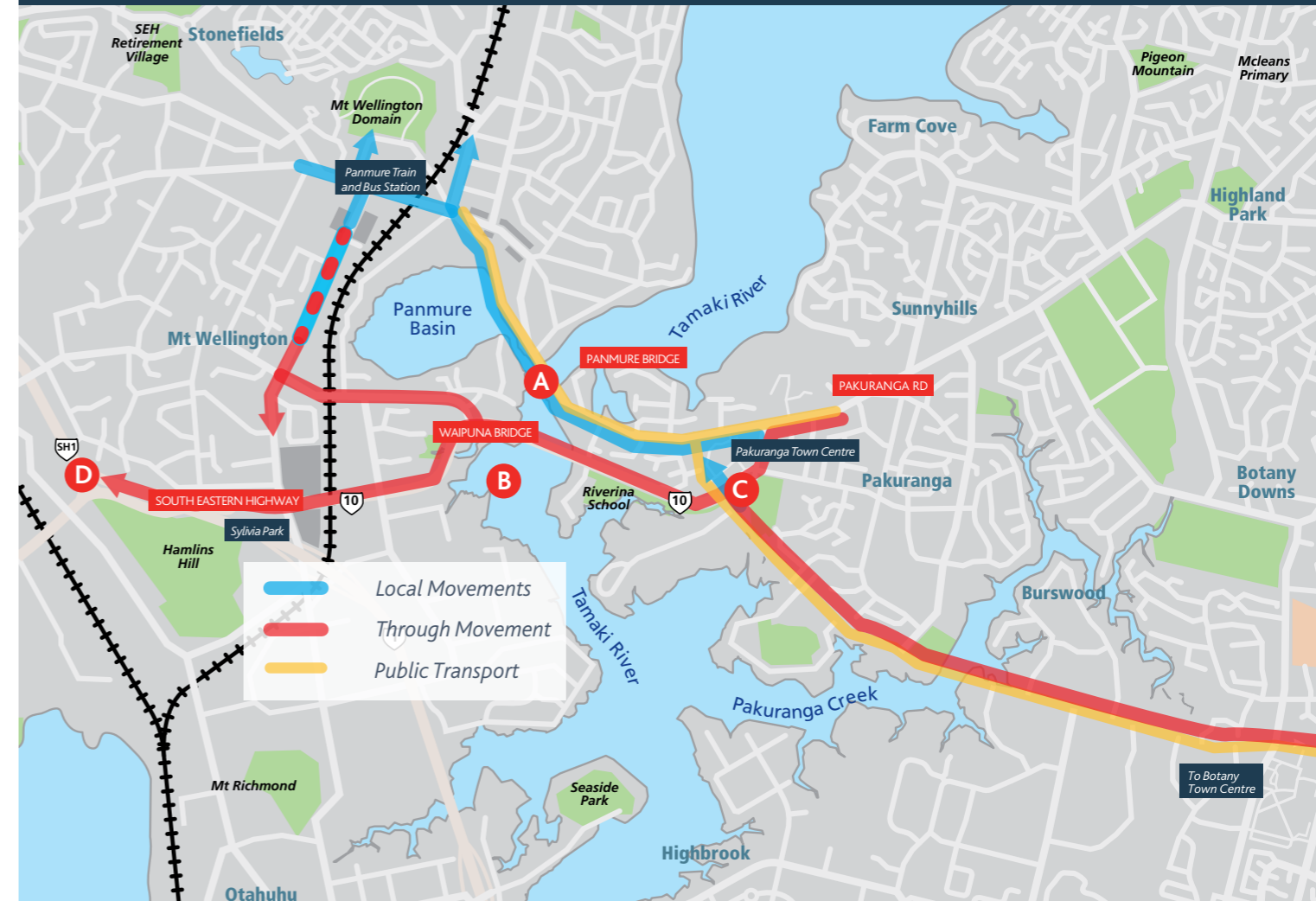


- All existing routes are heavily congested with local and through traffic
- This also impacts on public transport, walking and cycling.

The overall AMETI strategy is to:

- Give people better transport choices
- Get more people onto public transport to free up roads for freight and business traffic
- Focus roading improvements on unlocking key congestion points like Panmure town centre and the Ti Rakau Drive/Reeves Rd/South Eastern highway intersection.

Future Traffic Movements



- A** Focus local journeys and public transport on the Panmure Bridge route.
- B** Waipuna Bridge and the south eastern highway becomes the primary route for through traffic to Auckland central and freight/business traffic.
- C** Reeves Road Flyover provides better road connection to Waipuna Bridge.
- D** Improvements to the connection between SH1 and the South Eastern Highway currently being investigated.



A Urban Busway

- High quality bus lanes separate from traffic to allow faster and more frequent buses
- Safe and attractive bus stops
- A more reliable bus service
- Will help to reduce congestion on main roads.

B Better access to rail

- The busway will provide a direct connection to Panmure train station, with easy transfer between buses and trains.

C Pakuranga town centre

- Better local connections by car, bus, cycling and walking
- A bus station at Pakuranga town centre, providing a single stop for buses from Pakuranga Rd and Ti Rakau Dr
- Provides opportunity to enhance urban design.

D Gossamer and Trugood Drives

- Intersection upgrades and road widening to address congestion to/from Highbrook and East Tamaki.

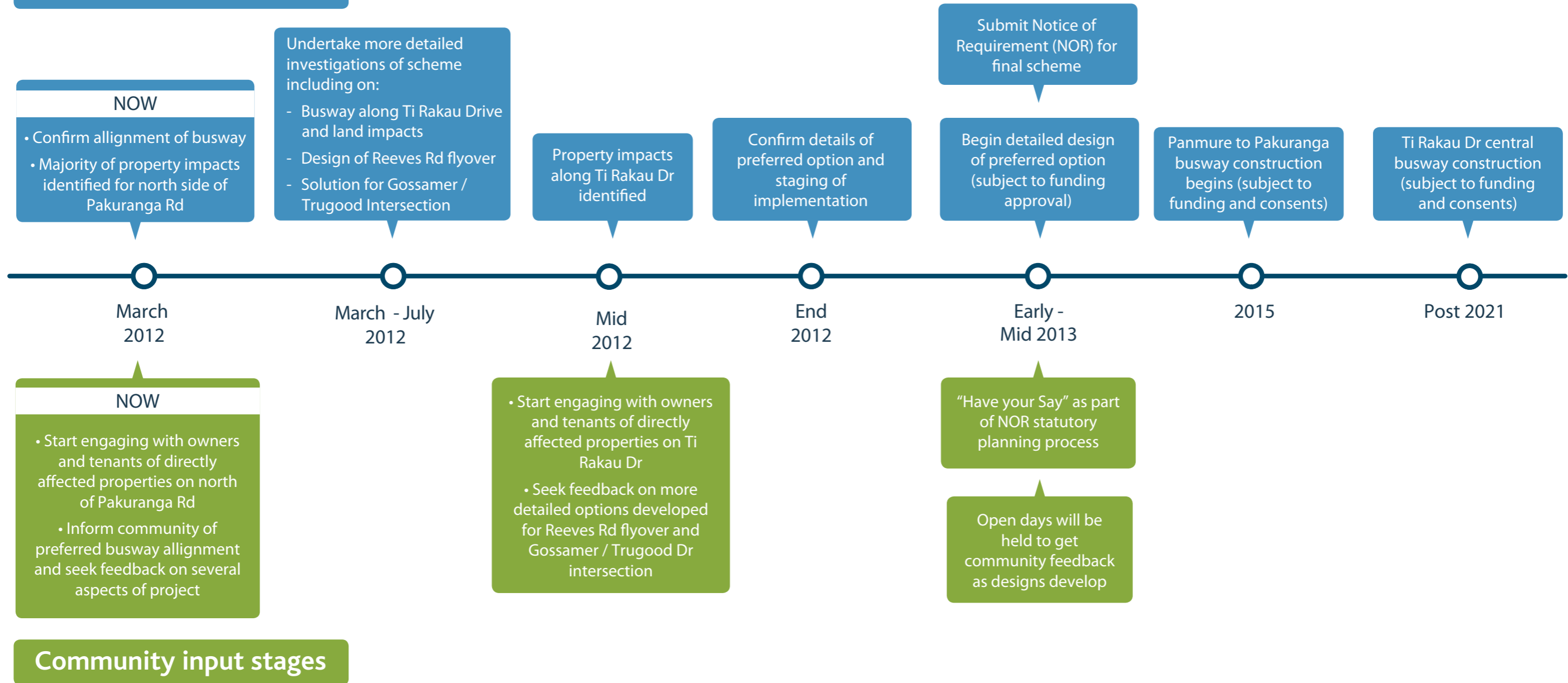
E Reeves Rd flyover

- A direct connection between Pakuranga Rd and the South Eastern Highway/Southern Motorway over Ti Rakau Dr
- Local road improvements beneath flyover to maintain connections and enhance town centre
- Traffic reductions on Pakuranga Rd provides opportunity to improve the urban environment.

Better walking and cycling facilities

- Wider footpaths and new cycle facilities
- Separate shared path for cyclists and pedestrians on new Panmure Bridge
- Separate cycle lanes alongside new urban Busway
- Wider berms and improved landscaping along road edge.

Project key milestones



CONSTRUCTION TIMING INDICATIVE, CONFIRMATION BY END 2012

An urban busway between Panmure Station, Pakuranga and Botany is a key part of improving transport choices in the area.

Low numbers use public transport because buses get caught in congestion, resulting in long travel times. The busway would cut journey times by public transport significantly and ease pressure on congestion.

What is the South Eastern Busway?

- An urban busway, different to the Northern Busway. It will be designed to fit in the urban area.
- Has separate right of way for buses so they don't get caught in congestion
- Will improve journey times and bus reliability
- Allows higher frequency of buses
- High quality bus stops, with intersections designed to provide improved connections and safety for pedestrians.

How will the busway operate?

- Local bus services will remain and use the busway when they get to Pakuranga Rd and Ti Rakau Dr
- Additional bus services will be provided over time to increase frequencies.

Have your say:
What do you think about the proposed bus stop locations?



Stage one:

Panmure Station to Pakuranga town centre along the north side of Lagoon Dr and Pakuranga Rd. New Panmure Bridge for busway and shared cycle/walking path.

Construction will begin no earlier than 2015, a confirmed date will depend on funding and consent approvals.

Stage two:

Pakuranga town centre to Botany town centre in the centre of Ti Rakau Dr from Reeves Rd east.

Construction tentatively scheduled for post 2021.

The South Eastern Busway is expected to have 5.5 million passengers a year, compared to the current 2.2 million using the Northern Busway.



Stage One
Construction 2015 (subject to funding and consents)

The Panmure section of the busway will start from an upgraded Panmure Station, providing easy connections between trains and buses. A new bridge at the station for the busway is currently being built.

It will run along the north side of Lagoon Drive, with bus stops at the intersections with Domain Rd and Church Cres.

New Panmure Bridge

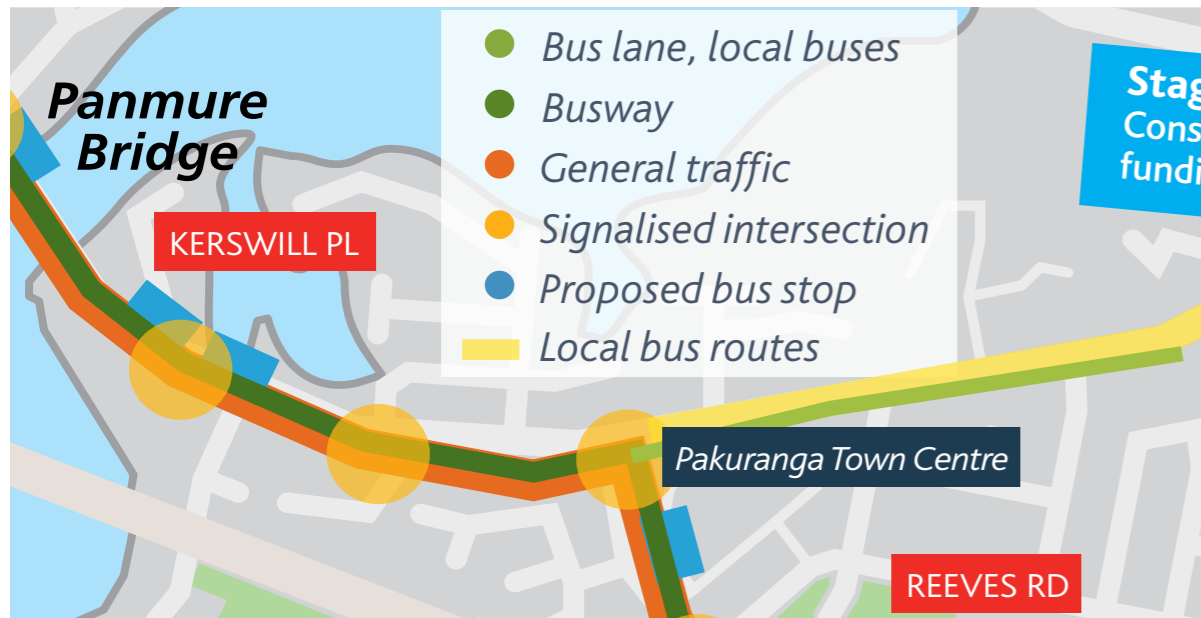
A new Panmure Bridge will be built north of the existing one to allow for two busway lanes and a separate shared cycle and pedestrian path.

It is needed because:

- This is the only walking and cycling crossing over the Tamaki River north of Highbrook Dr
- Walking across the existing bridge is currently unpleasant with only a narrow path
- There are no dedicated facilities for safe cycling
- There is no room to accommodate the busway
- It avoids affecting the last intact portion of the Makoia Pa site, which also forms part of the crater rim of the Panmure Basin.

Proposed additional Panmure Bridge





- A two directional busway on the north side of Pakuranga Rd from Panmure Bridge to Ti Rakau Dr
- New high quality bus stop near Kerswill Pl and Millen Ave, still to be confirmed
- New signalised intersection near William and Latham Aves
- Most existing accesses for properties on the south side of Pakuranga Rd will remain
- Access for some properties north of Pakuranga Rd and side road connections with Pakuranga Rd will need to change. Options are currently being investigated.
- Additional land may be required to provide for improved intersections. This will be confirmed by mid 2012.

View of Pakuranga Rd busway

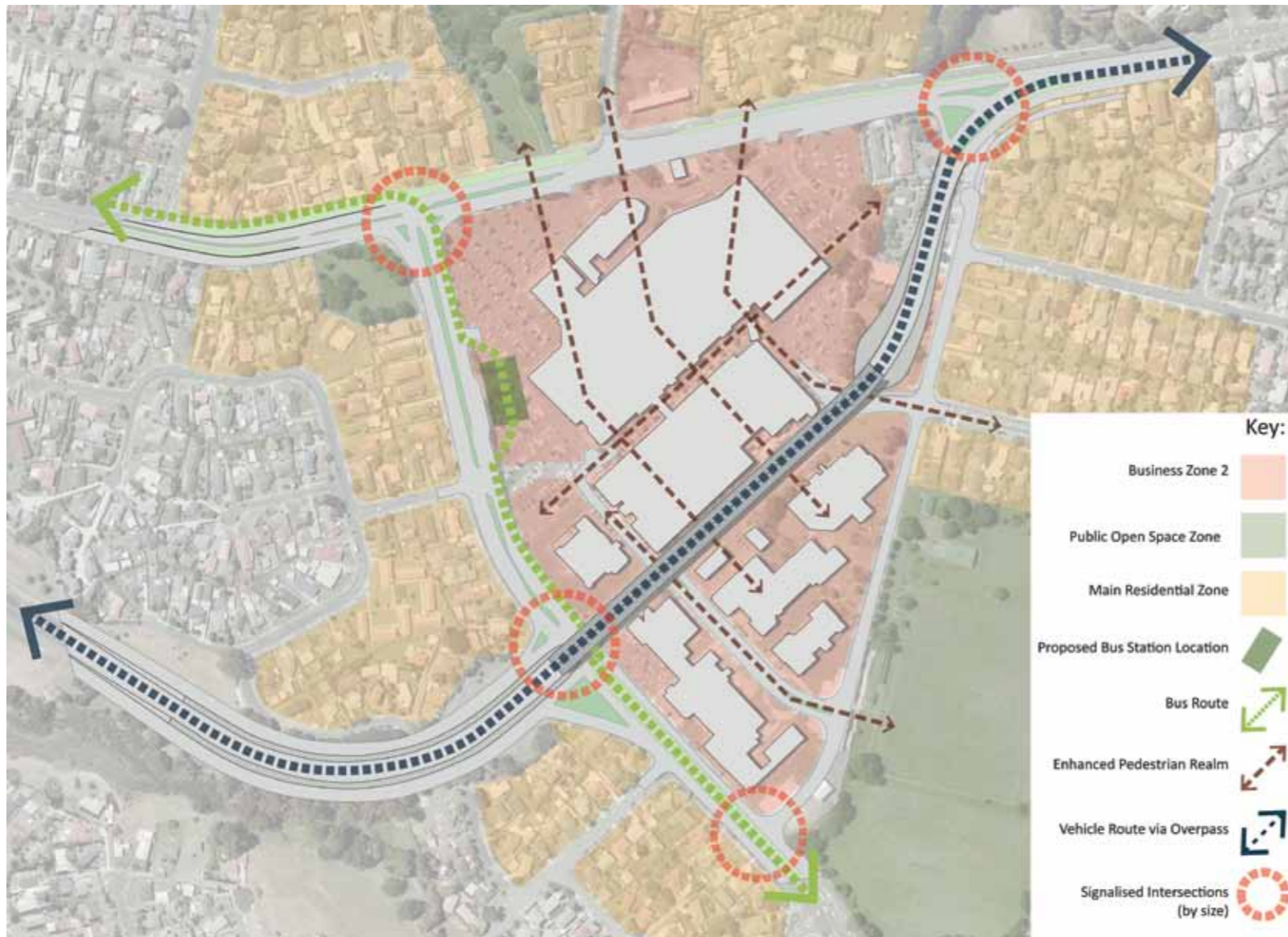


- High quality on-road cycle lanes on south side of Pakuranga Rd
- High quality separate cycle path on northern side of busway
- Wide footpaths and planted road edge on both sides of road

Typical Pakuranga Rd bus stop layout



- All busway stops will be at signalised intersections only so people can always get on to a stop safely.

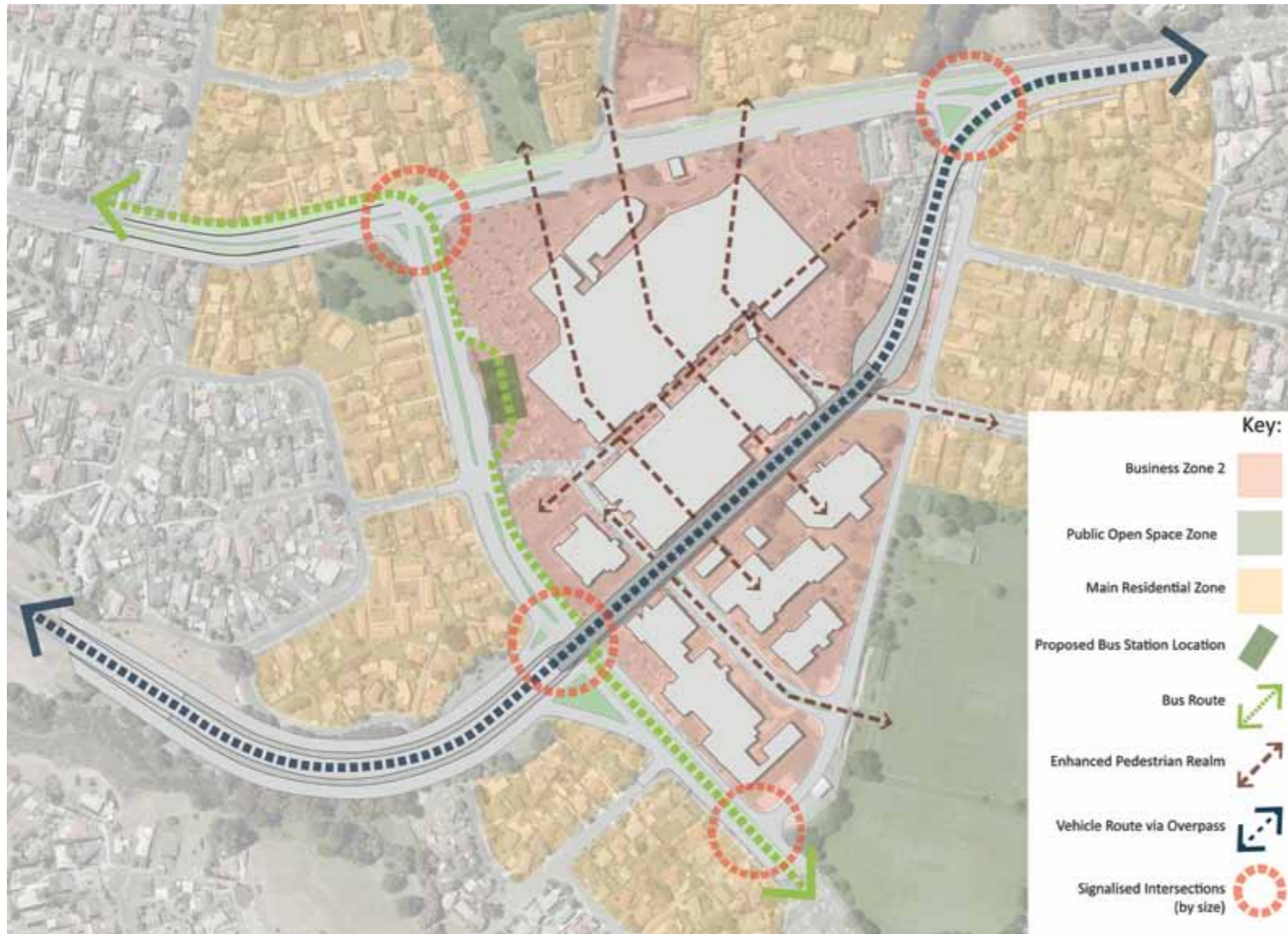


- Traffic reduced along Pakuranga Rd and Ti Rakau Dr outside town centre allowing improvements to urban environment – for example better pedestrian access, landscaping
- Bus lanes on Pakuranga Rd towards Highland Park
- New bus station at Pakuranga town centre for buses travelling along Pakuranga Rd and Ti Rakau Dr, exact location to be confirmed
- New local road layout under flyover to improve town centre and better connect north and south of town centre.

Have your say: Improvements delivered by the busway and flyover provide opportunities for regeneration of the town centre. How would you like to see it develop?

New Pakuranga town centre bus stop, Ti Rakau Dr





What is the Reeves Rd flyover?

- A new road bridge linking Pakuranga Rd to Waipuna Bridge above the current Reeves Rd
- Above Ti Rakau Dr, reducing congestion at this intersection for buses and traffic making local journeys
- Reduces traffic on Pakuranga Rd and Ti Rakau Dr outside the town centre
- Currently programmed for construction in 2019.

What will the flyover look like?

The proposed flyover will be a significant new feature in the Pakuranga town centre.

Its design is important. The aim is to do this in a way that positively contributes to the Pakuranga urban realm.

Options could include:

- An instantly recognisable landmark that visually acts as a gateway to Pakuranga
- An expression of art or architecture that reflects the area.



Examples of infrastructure that contribute to a sense of place



Stage Two
Construction post 2021
(subject to funding and consents)

- A central busway in the middle of Ti Rakau Dr from Reeves Rd to Botany town centre
- Road widening is required on Ti Rakau Dr – affected property owners will be contacted mid-2012 when details are confirmed
- Three new high quality bus stops at intersections
- New signalised intersections proposed
- Access to Ti Rakau Dr for some properties and side road connections will need to change. Options are currently being investigated.
- Gossamer/Trugood Dr intersection improvements still being investigated
- Connection between the busway and Botany town centre still being investigated.

View of Ti Rakau Dr busway



- High quality on-road cycle lanes on both sides of Ti Rakau Dr
- Wide footpaths and planted road edge on both sides.

Typical Ti Rakau Dr bus stop layout



- All busway stops will be at signalised intersections only so people can always get on to a stop safely.



Improving walking and cycling facilities to make them safer and more attractive to use is one of the main aims of AMETI.

Panmure Bridge

- A new bridge to provide a wide shared path for cyclist and pedestrians, separated from busway lanes.

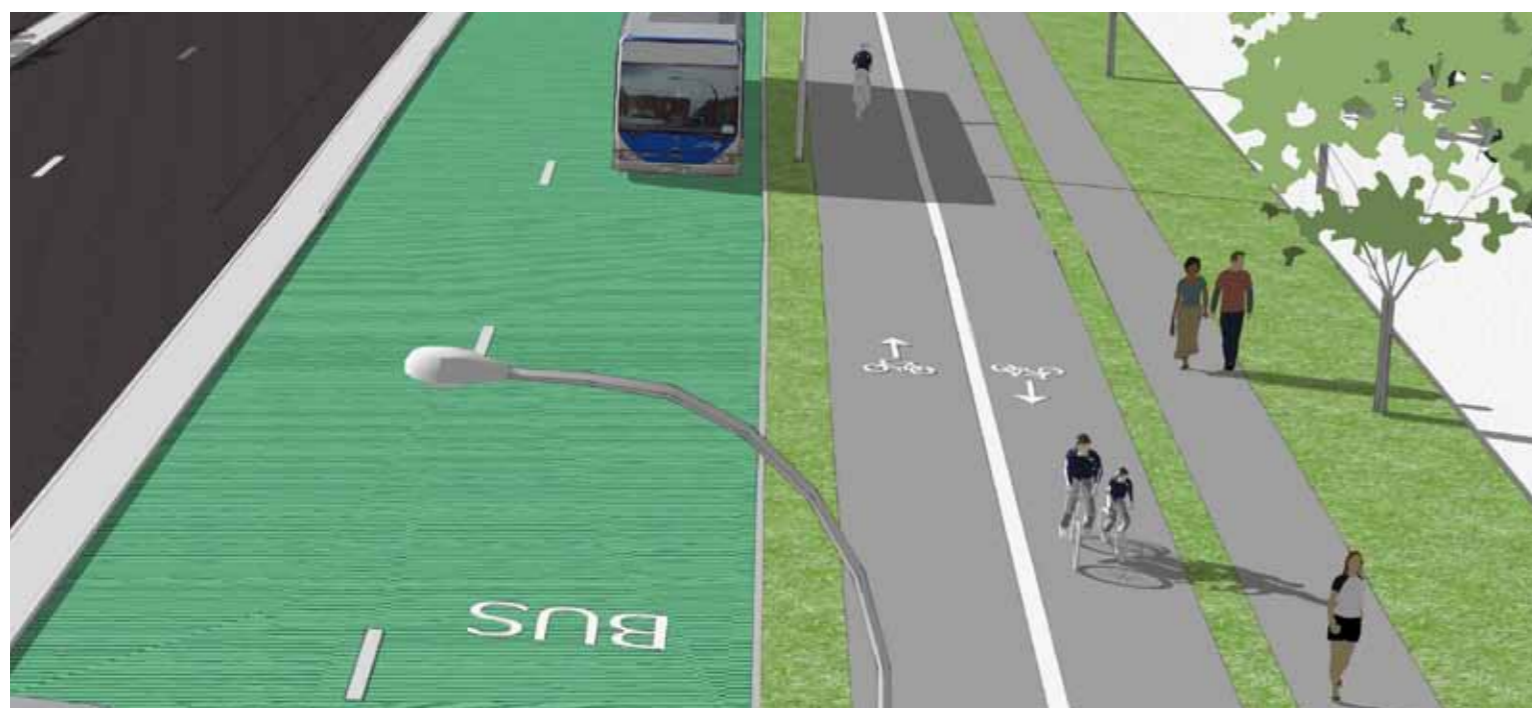
Pakuranga Rd and Ti Rakau Dr Proposals

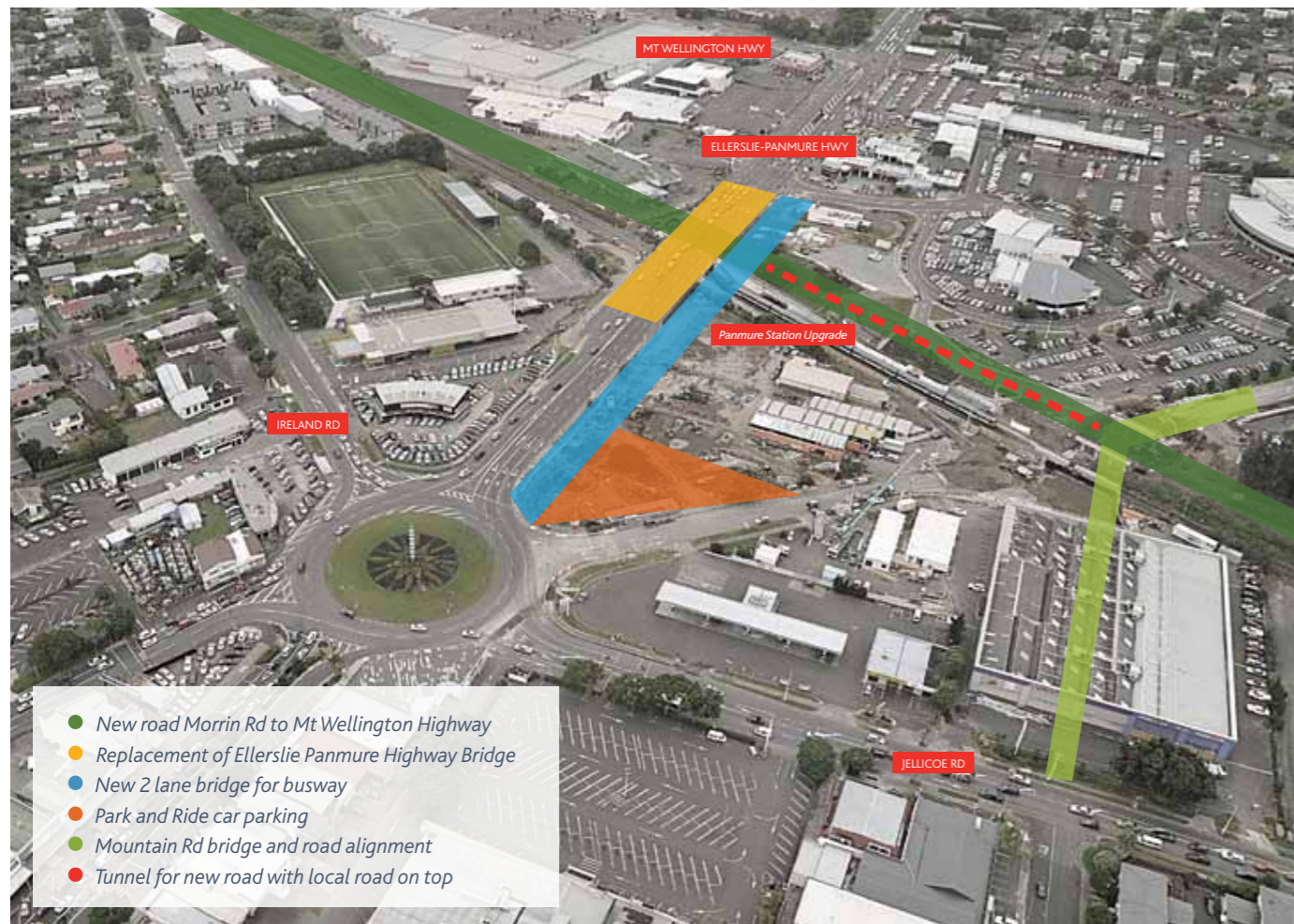
- Provide cycle lanes within the road corridor with some form of separation from traffic lane wherever possible to cater for both confident and less confident cyclists
- Wide footpaths.

Panmure

6km of new cycle lane/path and 5.5km of new or improved footpaths including:

- Cycle lanes in both directions on Ellerslie Panmure Highway from Mt Wellington Highway to Queens Rd
- The new AMETI road will also have cycle lanes in both directions and an off-road shared use path for walking and cycling
- Replacement of the footbridge between William Harvey Place and Ireland Rd with a wider, longer bridge with ramps for disabled access.





Construction timing

- A** Mountain Road Bridge
- Replacement and road realignment
- B** Tunnel for new road
- Station road built on top
- C** Panmure Station upgrade
- New bus / rail interchange
- D** New busway bridge and replacement of Ellerslie Panmure Highway bridge
- E** New AMETI link road
- F** Van Damm's Lagoon and storm water improvements
- G** Panmure roundabout upgraded to intersection
- H** Lagoon Drive
- Busway and two-lane road
- I** New Panmure bridge
- For busway, cycling and walking

- Construction start December 2011
- PHASE ONE Construction start February 2012
- PHASE ONE Construction start February 2013
- PHASE TWO Construction start 2014

Continuing until 2014, the first phase of AMETI in Panmure includes:

- A new bridge built on Ellerslie Panmure Highway for a future busway and the existing bridge replaced. The bridges will be higher and longer to allow for rail electrification, a new road and a possible future third rail line to pass underneath.
- A 1.5km new road linking Morrin Rd to Mt Wellington Highway and a 220m tunnel for the new road built next to the rail line at Panmure Station. This will be created by building a box with a new road on top for buses and taxis to stop at the station.
- A major upgrade of Panmure Station to create an interchange that allows easy transfers between trains and buses
- Replacing the Mountain Rd bridge and realigning the road.

Completing this phase of construction will reduce traffic so work can begin on a new intersection to replace Panmure roundabout and stage one of the busway from Panmure Station to Pakuranga.

Walking and cycling improvements

- Cycle lanes in both directions on Ellerslie Panmure Highway from Mt Wellington Highway to Queens Rd.
- Cycle lanes in both directions along the new AMETI road will also have cycle lanes in both directions and an off-road shared use path for walking and cycling
- Replacement of the footbridge between William Harvey Place and Ireland Rd with a wider, longer bridge with ramps for disabled access.