



AMETI

About the AMETI Transport Projects

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

The aim is to give people living in the area more transport choices by improving public transport, walking and cycling facilities and reducing traffic congestion. Other major aims are to create jobs by unlocking the economic potential of the area, improve transport for freight and business traffic and to promote good urban design.

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

AMETI will be delivered in stages:

Phase 1 Panmure: New road linking Mt Wellington Highway and Morrin Rd, Panmure Station upgrade, Van Damm's Lagoon improvements, walking and cycling paths, busway bridge and two bridge replacements.

Phase 2 Panmure to Pakuranga: new intersection to replace Panmure roundabout, busway from Panmure Station to Pakuranga town centre, new Panmure Bridge, walking and cycle paths, Reeves Rd flyer.

Future development:

- Improved South Eastern and East-West connections to State Highway 1
- New Sylvia Park bus interchange and route improvements
- Extension of new AMETI road to Merton Rd
- New Quarry Link Rd (linking Stonefields and Pilkington Rd)

Overall strategy:

- Get more people onto public transport to free up roads for freight and business traffic
- Focus roading improvements on key congestion points like Panmure town centre and the Ti Rakau Dr/Reeves Rd/south eastern highway (SEART) intersection
- Focus local journeys and public transport on the Panmure Bridge route
- Waipuna Bridge and the south eastern highway to become the primary route for through traffic to Auckland central and freight/business traffic.





New Panmure Intersection

Panmure roundabout issues

- Poor or no pedestrian crossings, long distances to cross
- No cycle facilities
- No bus priority potential
- Does not cater for main traffic movements at peak times
- Poor crash record – 188 crashes in six years

New intersection

Opening the new north-south road that is being built in Phase One will reduce traffic through the roundabout via Jellicoe Rd and Ellerslie-Panmure Highway. This allows work on replacing the roundabout and a number of changes to make the intersection work better.

- Pedestrian crossings on all arms, walking distance shortened from up to 500m to 50m
- Allows for busway
- Majority of current traffic movements remain, right turn out of Jellicoe Rd via Mountain Rd/ Forge Way instead
- Gives priority to major traffic demands – Lagoon Drive to Ellerslie-Panmure Highway
- Helps to make Panmure Station easier to access
- On and off street cycle facilities
- Better connects town centre to station – shorter walking distances.

The development of the new intersection is the result of feedback from a number of public information days and discussions with the community.

What you said

- Crossing distances too long
- Want right turn from Lagoon Dr
- Keep Ireland Rd access
- Keep Jellicoe Rd open
- Want to be able to u-turn on Queen's Rd.

What has been done

- Staggered crossings introduced
- Right turn from Lagoon Dr permitted
- Ireland Rd access remains
- Jellicoe Rd open, no right turn, access to Ellerslie-Panmure Highway via re-aligned Mountain Rd and Forge Way.

Panmure roundabout sign re-location

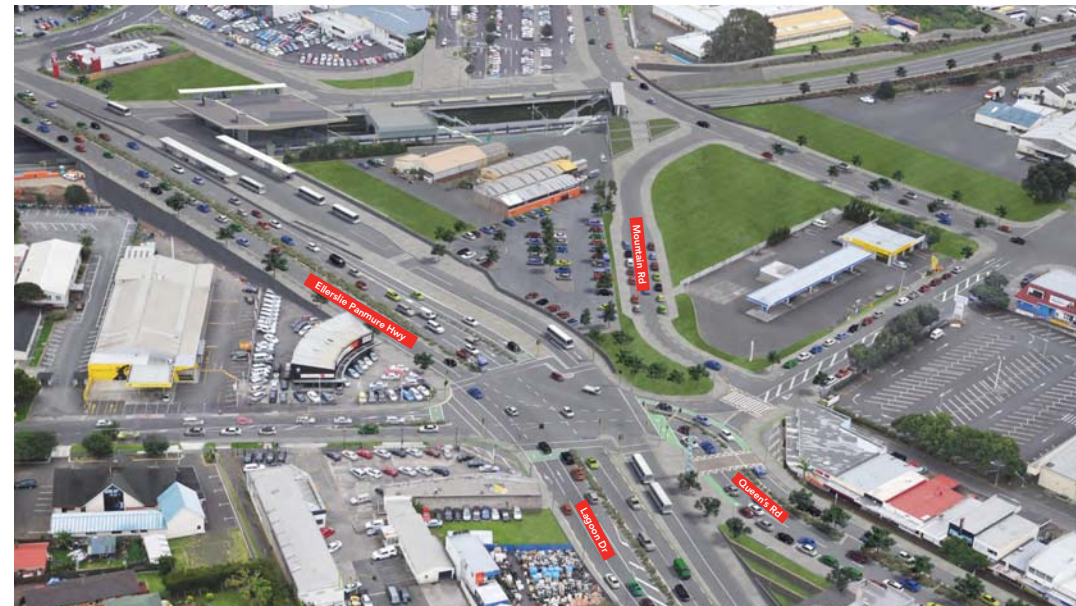
The Panmure Business Association wants your feedback on what should happen to the Panmure roundabout sign when the new intersection is built. This graphic shows two possible locations for the sign to be moved to.

Have your say:

What should happen to the Panmure sign?
Which relocation option do you prefer?



New Panmure Intersection



New Panmure Intersection and Station upgrade complete (phase 1 and 2)



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Lagoon Drive



Lagoon Drive changes:

- Widened on the cliff side of the road to allow for the busway, a wide shared cycle and footpath, as well as a median between the busway and general traffic
- General traffic lanes reduced to one in each direction, made possible by the new Panmure intersection improving traffic flows
- The southern side of Lagoon Drive remains untouched to avoid significant geological and archaeological features
- Signalised intersections with bus stops at Basin View Lane and Church Cres
- Some properties on Lagoon Dr need to be purchased to allow for busway, others will have changes to access as vehicles can't cross the busway.



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Van Damm's Lagoon

Van Damm's Lagoon is an important community feature that sits at the edge of the new AMETI road. Improvements to the lagoon aim to improve stormwater quality and ecology, while providing an enhanced reserve area for the community. It is part of an integrated approach to improving stormwater management within the catchment.

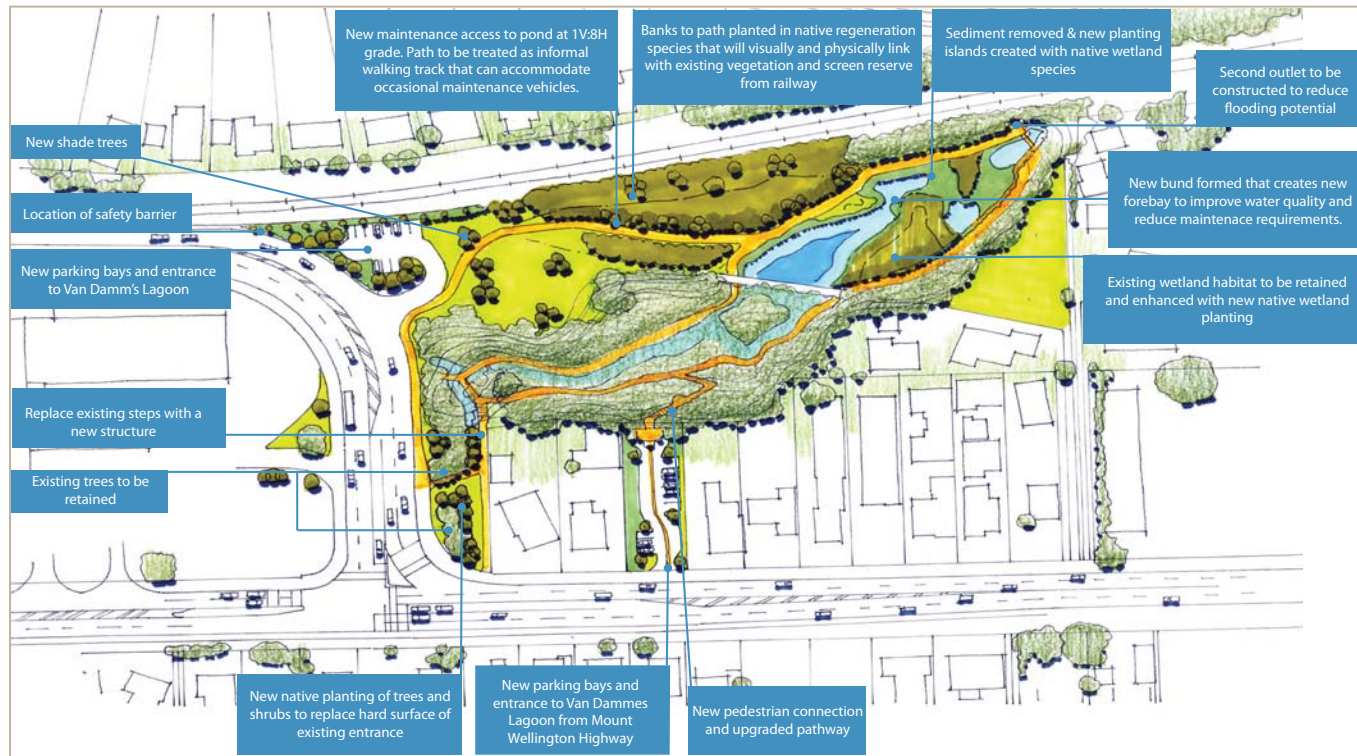
Enhancements include:

- Weed removal and wetland planting to enhance water quality treatment
- Upgraded tracks
- Removal of the existing accumulated sediment from the pond
- Improving local ecology
- Additional land purchased
- Construction of a maintenance access track to the northern end of the pond (immediately downstream of the pipe bridge) and along the eastern perimeter of the pond to the outlet
- Creating a sediment forebay at the upstream end of the ponding area (immediately downstream of the pipe bridge)

- Re-shaping to create new bunds and wetland planting areas to enhance treatment
- Wider footpaths Following feedback from the last public information day we have included an additional car park with access from Mt Wellington Highway.

What next?

- The proposed improvements to Van Damm's Lagoon are part of consents Auckland Transport has applied to Auckland Council for. Public hearings on the consents, which also include the new AMETI road, are due to begin soon
- The AMETI project would like to include the community in improvements to Van Damm's Lagoon, this is likely to include planting days. We will be in touch at a later date with those who have expressed interest in this



Proposed Van Damm's Lagoon improvements (future four lane road scheme)



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Proposed Changes to Bus Services

A review of Auckland's bus network and the introduction of the busway will mean changes to existing services in the area. Overall, Auckland Transport believes the proposed changes will provide more frequent and reliable public transport services to more destinations around Auckland.

The Auckland bus network review

This is a major Auckland-wide project aimed at delivering a simplified, more legible and better integrated bus network of fewer routes operating more frequently and for longer hours. After appropriate public consultation – beginning soon and continuing in stages over the next two years - most bus routes across Auckland are likely to see significant changes over a three year period from late 2013.

It is proposed to have three types of services:

- Frequent bus services (and train services) operating at least every 15 minutes, 7 am to 7 pm, seven days a week
- Local bus routes operating at least every 30 minutes, 7 am to 7 pm, seven days a week
- Other services which may not operate all day or every day of the week – for example, peak-only and school services

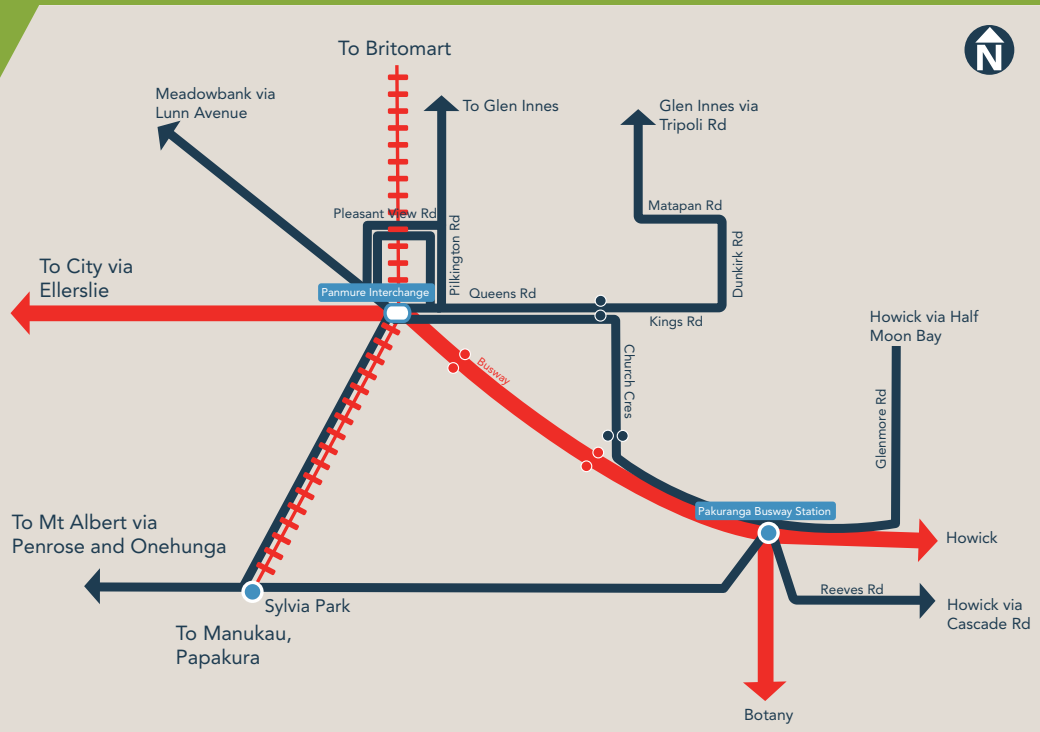
One of the key changes will be the need to transfer between frequent mainline and local buses. Generally however, this will be offset by higher frequencies.

Panmure changes

- High frequency buses operate on the busway along Lagoon Drive, with high quality stops at Church Crescent and Basin View Lane and a major transport interchange at Panmure Station
- Access to high frequency buses (for Pakuranga, Botany, Ellerslie-Panmure Highway to Newmarket/CBD) will be from the new Panmure Station, new Basin View Lane or Church Crescent bus stops, or by catching a Queen's Rd bus and transferring at Panmure Station
- Buses on Queens Rd at least every 30 minutes direct to the following destinations – Howick via Pakuranga and Half Moon Bay, Glen Innes, Meadowbank via Lunn Ave
- Journeys from Queens Rd to Howick (direct along Pakuranga Rd) and Botany would require a transfer at a new Pakuranga town centre bus station.

Have your say

What do you think about the proposed bus services shown on this diagram? How can they be improved?



Key

- Frequent* services
- Other bus routes (local)

* at least every 15 mins 7am-7pm



Pakuranga Road

The busway will be on the northern side of Pakuranga Rd. This means current road access from streets north of Pakuranga Rd will need to change to ensure everyone can access these roads safely. There are also some implications for the southern side of Pakuranga Rd.

What are the proposed changes?

- Signalise current give way intersection at Kerswill Pl and Williams Ave to allow safe access across new busway.
- Close Latham Ave and Tamaki Bay Dr to rationalise number of intersections on Pakuranga
- Alternate access for Tamaki Dr residents via new Williams Ave signalised intersection
- Alternate access for Latham Ave residents via existing Millen Ave signalised intersection. This requires a new local road connection between Dillimore Ave and Latham Ave
- A new local road to connect existing lane underneath Panmure Bridge with Kerwill Pl. This maintains access to the Panmure Marina via Kerswill Pl intersection. It also maintains the ability for residents on the southern side of Pakuranga Rd to travel east via Kerswill Pl intersection.

Why not realign Kerswill Ave with Millen Ave or Williams Ave with Latham Ave?

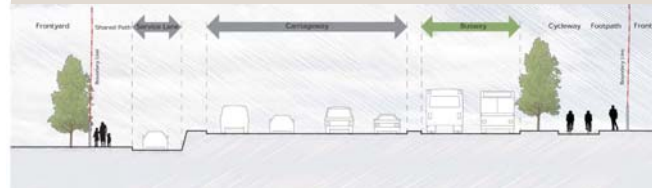
These options were investigated and discounted for the following reasons:

- Both required much more land than what is currently proposed; and
- Although these options would mean less signals on Pakuranga Rd, benefits gained for traffic or busway operation were minimal compared to the significant impact on property owners and cost.

Will two new traffic signals mean more congestion on Pakuranga Rd?

No. The traffic flow numbers coming in and out of Kerswill Ave and Williams Ave are relatively low. Also, the signals will prioritise the main through movement along Pakuranga Rd. This will mean some delay to the side roads, but ultimately the signals will provide a better and safer way to access both sides of Pakuranga Rd compared to now.

Pakuranga Road Typical Cross Sections



Typical with service/slip lane



Typical without service/slip lane

Have your say

What do you think about the proposed access changes across to Pakuranga Rd?



Pakuranga new road layout



Pakuranga Town Centre Bus Station

A new bus station for Pakuranga town centre

Two frequent bus routes will converge at Pakuranga town centre: the Howick – Panmure and onwards route and the Botany - Panmure and onwards route. A new service is also proposed that will provide connections from Pakuranga to Sylvia Park and onwards to Mt Albert. This will significantly improve the accessibility of the town centre. To cater for these frequent bus services, a new high quality bus station will be developed for Pakuranga town centre.

Previous proposals

Earlier plans indicated one station would be developed for both Pakuranga Rd and Ti Rakau Dr buses. This would mean turning Pakuranga Rd buses into a Ti Rakau Dr orientated station. But more detailed work revealed this would require a significant amount of land from the town centre. This was considered unacceptable as it would negatively impact on the current operation of the town centre and its ability to potentially redevelop in the future.

Current proposals

Pakuranga Rd buses will now stay on Pakuranga Rd. There are two options for this:

Option 1 – Locate bus stops on either side of Pakuranga Rd

- It is simpler for traffic and bus operations but means bus users will have to cross Pakuranga Rd to access the town centre and Ti Rakau Dr buses
- Has slightly less land take impacts on town centre area

Option 2 – Locate both bus stops on south side of Pakuranga Rd, within town centre area

- Station is more integrated into town centre – no need to cross Pakuranga Rd
- It is easier for people to use and interchange between bus services
- Has slightly more land take impacts on town centre area

For both options, the station will incorporate:

- A high quality pedestrian plaza on the corner of Ti Rakau Dr and Pakuranga Rd
- Intelligent electronic information boards so users can know in advance when the next bus will be arriving or leaving and from which platform
- Good pedestrian access and amenity
- High quality infrastructure

Have your say

Which bus stop option do you prefer for Pakuranga Rd - Option 1 or Option 2?

Option 1
Pakuranga Rd bus stops on either side of Pakuranga Rd

Option 2
Both Pakuranga Rd bus stops on town centre side of Pakuranga Rd

Pedestrian and busway movements diagram



Pedestrian and busway movements diagram





Pakuranga Town Centre

Pakuranga town centre is ideally located on the corner of two regional arterial roads and near the beautiful Tamaki Estuary coastline. It serves as a local town centre and acts as a gateway to the eastern suburbs.

However, its vitality has been impacted over the past few years by significant congestion on its bordering main roads, caused predominantly by commuter traffic accessing Waipuna Bridge and its on-ward connections. The transport improvements proposed present real opportunities to revitalise Pakuranga town centre.

Key issues and opportunities

- Significant through traffic leaves little room to provide for other users.
- This has created a very poor environment for local vehicle trips, buses, bus users, cyclist and pedestrians, including:
 - ⇒ Bus stops that are difficult to get to due to poor crossing facilities
 - ⇒ No footpath along parts of Pakuranga Rd bordering town centre
 - ⇒ No cycle facilities
 - ⇒ Poor legibility on how to access town centre for vehicles as well as pedestrians

Opportunities

- Reeves Rd flyover will significantly reduce through traffic trips
- This allows road space to be reallocated to bus, walking and cycling facilities
- Existing vehicle accesses can also be reviewed and improved

Proposed changes and improvements

- A new Reeves Rd flyover
- High quality bus stations
- New cycle facilities and footpaths
- New signalised intersections to improve vehicle, cyclists and pedestrian access to town centre
- More frequent crossing points across Pakuranga Rd and Ti Rakau Dr
- Better pedestrian connections between town centre and coast
- Improved local road connections within town centre
- Some access closures
- Advanced road signs combined with improved access will help draw people into the town centre - ensuring it is not overlooked
- Improved street amenity through landscaping and other treatments will help make the town centre an attractive place to visit

Have your say

What do you think of the proposed transport and access changes to Pakuranga town centre?



Pakuranga Town Centre through traffic movements and reduction of traffic volumes



Transport Options: Panmure (phase 1) and Panmure to Pakuranga (phase 2) complete



- Panmure roundabout upgraded to a signalised intersection to remove a major congestion point and improve safety for cyclists and pedestrians
- Busway from Panmure Station to Pakuranga town centre, along the widened Lagoon Drive and Pakuranga Rd
- A new Panmure Bridge next to the existing one for buses, cyclists and pedestrians
- New signalised intersections/bus stops at Basin View Lane, Church Cres and on Pakuranga Rd at Kerswill Pl (new signalised intersection), Millen Ave (westbound bus stop/existing signalised intersection) and Williams Ave (eastbound bus stop/new signalised intersection)
- A new bus station at Pakuranga town centre
- Completing about 7km of new cycling paths and 6km of footpaths, including new paths along parts of Mt Wellington and Ellerslie-Panmure highways, Lagoon Drive and Pakuranga Rd
- Improvements to the Mt Wellington/Ellerslie-Panmure Highway intersection

Benefits for Panmure

- Local journeys less congested following reductions in through traffic (compared to do minimum 2026 daily traffic forecasts)
 - E-P Highway 40%
 - Jellicoe Road 85%
 - Church Crescent 20%
- Less trucks along Jellicoe Rd
- Reduction in congestion impacting town centre
- Upgraded Panmure station which is easier to walk to, staffed with ticketing, passenger facilities, shelter along majority of platforms
- Easier and safer to walk or cycle around Panmure
 - direct crossings across all roads at new intersection, instead of the current crossing distances of up to 500m
 - new walking/cycling connections along new road, separate cycle/foot paths from Panmure Station to Pakuranga town centre
- Improved stormwater treatment – better water quality in Panmure Basin
- Public open spaces and new tree planting
- Development potential – more shops, jobs, housing
- Better security (CCTV, lighting)

Benefits for Pakuranga/Howick (Phase One and Two complete)

- Quicker, more reliable and more frequent buses
- Easier access to trains by quick bus journey and easy transfer at Panmure Station
- Bottleneck at Panmure roundabout removed, with a safer signalised intersection keeping traffic moving. Average morning and evening queues reduced by 60%
- More direct connection between Pakuranga / Howick and Waipuna Bridge via proposed new flyover
- Reduced congestion along Ti Rakau Dr due to grade separation of Reeves Rd traffic - average morning queue reduced by up to 35% in morning peak compared to existing
- Local journeys less congested along Pakuranga Rd (west of Ti Rakau Dr) following reductions in through traffic of 20% in westbound morning peak
- Reduced traffic congestion around Pakuranga town centre by up to 40% due to through traffic being rerouted via flyover
- Improved access to Pakuranga town centre through new signalised intersections and enhanced legibility
- New high quality bus station at Pakuranga town centre
- Easier and safer to walk or cycle around Pakuranga via improved walking facilities and new cycling paths connecting Pakuranga with Panmure

Benefits for freight and business traffic

- New north-south road providing a quicker, more direct Mt Wellington to Glen Innes route
- Increase in public transport use reduces congestion for freight / business traffic
- Reduced congestion along Ti Rakau Dr as a result of grade separation of Reeves Rd traffic improving the efficiency of the Ti Rakau Dr / Pakuranga Highway / Waipuna Bridge intersection
- Proposed new flyover provides a more direct connection between Pakuranga / Howick and Waipuna Bridge / SEART / SH1



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Development Option

Auckland Council is working closely with Auckland Transport and the Maungakiekie-Tamaki Local Board to explore the development options available in the new station precinct.

Some land uses being currently considered include:

- Residential
- Offices
- Retail
- Commercial



We would like to hear your views on what land uses would best support the community and add value to the Panmure town centre

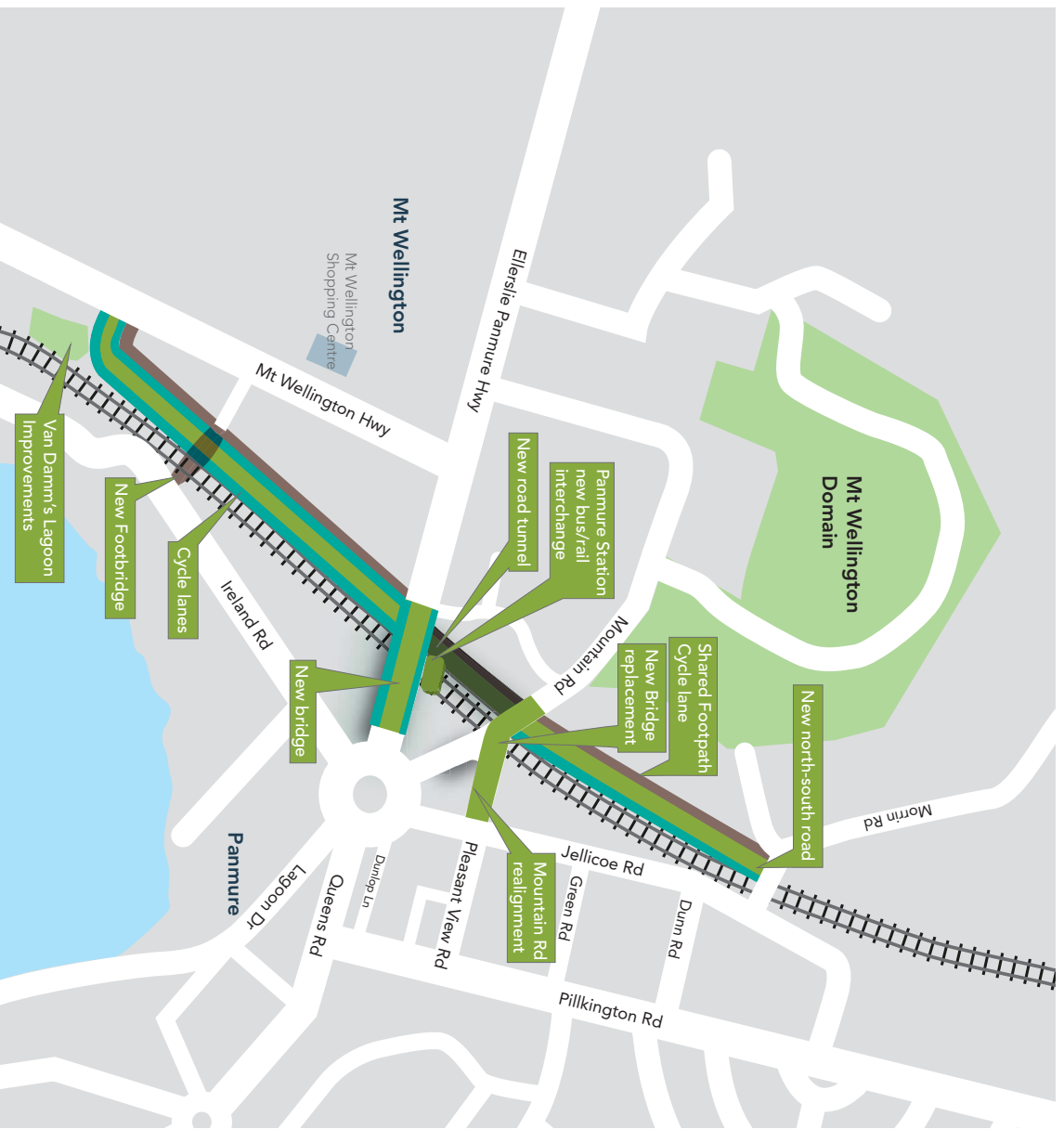
Traffic issues now



Now:

- 60,000 vehicles per day through Panmure roundabout
- Long queues on all roads approaching roundabout and congestion on other roads in the area impacting on residential streets and town centres
- Poor crash record – 188 crashes in six years
- Does not cater for main traffic movements – Lagoon Drive to Ellerslie-Panmure Highway, north-south
- Unreliable, infrequent bus services
- No bus priority or ability to create it through existing roundabout or within existing Pakuranga Rd and Lagoon Drive road corridors
- Hostile pedestrian and cyclist environment - no cycling facilities and long distances to walk around
- Poor links between rail station – town centre
- Lack of realistic travel choices, over-reliance on car

Transport options – Panmure phase one complete

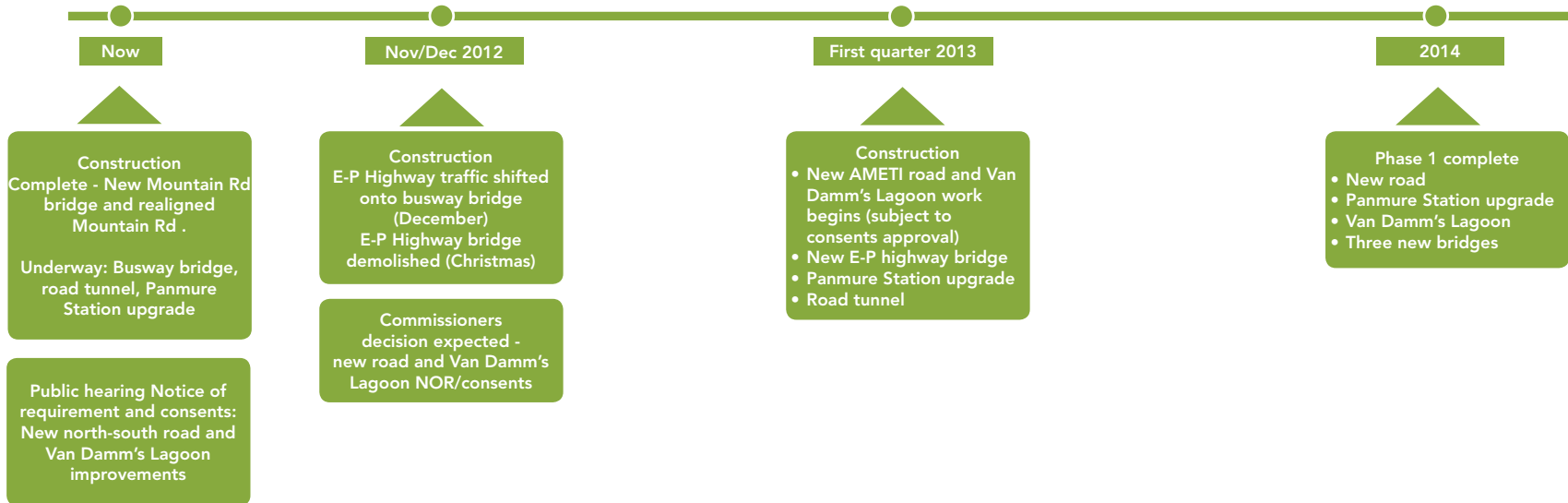


- New north-south road removes up to 20,000 vehicles, including 2400 trucks, a day from Jellicoe Rd, roundabout, Ellerslie-Panmure Highway
- Reduced traffic on Mt Wellington Highway (40%), Ellerslie Panmure Highway (33%), Jellicoe Rd (40%) and Apirana Ave (20%), will improve local journeys.
- Major upgrade of Panmure Station – new station building, shelter along majority of platforms
- Three new bridges, higher and longer to allow for new road underneath, rail electrification and potential third rail line
- Van Damm's Lagoon improvements
- Cycle lanes on Ellerslie Panmure Highway (Mt Wellington Highway to Queens Rd) and new AMETI road, shared cycle/foot path alongside new road
- Wider, longer footbridge with ramps over the rail line between William Harvey Place and Ireland Rd.



Panmure to Pakuranga phase 1 and phase 2 project milestones

Phase 1



Phase 2

