

# Frequently Asked Questions

as of 29<sup>th</sup> May 2010

## What is AMETI?

The Auckland Manukau Eastern Transport Initiative (AMETI) is a series of transport improvements, including safety, passenger transport, walking and cycling initiatives and new street linkages. It aims to cater for future growth and enhance connectivity between Glen Innes, Panmure, Mt Wellington and Sylvia Park in Auckland city, and Pakuranga, Flat Bush and East Tamaki in Manukau city.

## Who is involved in AMETI?

AMETI involves Auckland City Council, Manukau City Council and the Auckland Regional Transport Authority (ARTA) working together.

## Where is the AMETI area?

The AMETI scheme covers from Glen Innes to Botany Town Centre. The Panmure package of AMETI work extends from Merton Road / Glen Innes in the north to the Panmure Bridge in the south.

## What will AMETI do?

Once implemented, AMETI is expected to:

- Improve traffic flows into and around the Panmure area;
- Make taking a bus or train as efficient and as attractive as driving;
- Make it safe and pleasant to walk and cycle;
- Enable people to get to their jobs, schools, universities, shops, health services and recreation without having to rely on using a car; and
- Make neighbourhoods safer and more attractive by removing inappropriate traffic and upgrading the look and feel of roads.

## Will AMETI solve congestion problems in the area?

Traffic will flow better than it does now. However, the total number of vehicles is unlikely to reduce significantly. This is because growth within and just outside the area is continually adding traffic.

It's expected that 16,000 more people will use passenger transport within 20 years, however, traffic volumes will still increase.

It is expected more people will cycle or walk locally because local streets will be safer and more pleasant. This will include more walking school buses and other sustainable ways of getting around.

## What happened to the original AMETI?

An independent review of the original AMETI project occurred in 2008. This concluded that in order to optimise the project that work should be split into packages and sequenced in order to spread costs and minimise disruption to the community.

## What's in this Package 1?

Because AMETI is such a big project it has been broken down into packages. Panmure is Package 1 and involves the following:

- **Panmure**

Phase 1 - William Harvey Place to Morrin Road.

Phase 2 - Mt Wellington Highway to Panmure Roundabout to Panmure Bridge, including Rapid Transport Network.

Phase 3 - Morrin Road to Merton Road.

- **Panmure Bridge**

New structure for cycling and pedestrian facilities on one or both sides of the bridge.

- **Quarry Link Road - Investigations**

## If this is Package 1 of AMETI, what are the other packages and what are their timeframes?

Package	Description	Timeframe
02	Sylvia Park Bus Lanes - Design: <ul style="list-style-type: none"><li>▪ SH1 to Aranui Road.</li></ul>	Consultant to be appointed mid 2010. Construction 2011 / 12.
03	Pakuranga Interim Improvement - Design: <ul style="list-style-type: none"><li>▪ Ti Rakau / South Eastern Arterial (SEART) intersection.</li></ul>	Design Underway, construction 2010 / 11.
04	Pakuranga, Ti Rakau and Reeves, including RTN - Scheme Assessment: <ul style="list-style-type: none"><li>▪ South of Panmure Bridge, Pakuranga Road, Ti Rakau Road, Reeves Road, including flyover east of SEART.</li></ul>	Consultant Appointed December 2009. Construction 2012 - 2021.
05	Project-wide transport modelling.	Consultant to be appointed mid 2010.
06	Mt Wellington Area Investigations: <ul style="list-style-type: none"><li>▪ Mt Wellington Highway Improvements.</li><li>▪ New Waipuna Road to Triangle Road Link.</li><li>▪ Waipuna Road Widening.</li><li>▪ Carbine Road / SEART intersection upgrade.</li><li>▪ Waipuna Road / SEART intersection upgrade and Pakuranga Bridge Duplication.</li></ul>	Consultant to be appointed mid 2010. Construction 2020 - 2040.

## How will the new Auckland Council impact on AMETI?

We anticipate little effect on the AMETI project from amalgamation of the Councils. Auckland and Manukau City Councils, and the Auckland Regional Transport Authority, are all committed to the project and the mayors of both Councils have recently restated their personal preference for the AMETI project to proceed.

The task of progressing the project will pass on to Auckland Transport and AMETI has been identified as a major project in its own right.

## What happens where AMETI joins Merton Road? Where does all the traffic go?

From Merton Road, traffic will use either Apirana Avenue or Felton Mathew Road, just as it does now. The AMETI link road has been designed so as not to encourage increased through traffic, but rather to cater for local growth associated with development of under used land in the area.

## Why doesn't the east get a motorway?

A feature of travel patterns in the AMETI area is the large proportion of local trips. Another is the many different directions that people travel. An improved local road network will best serve travel of this nature.

In addition, emphasis on a quality passenger transport service is much more efficient at carrying volumes of people than the private car as tripmaking increases over time.

## Why do you need to improve and build more roads? Why not just improve passenger transport or walking and cycling facilities in the area?

Buses, cyclists and pedestrians need roads. AMETI's priority is roads for passenger transport, walking and cycling – not more vehicles. All new streets will accommodate features including bus lanes, bus stops, cycle lanes and better footpaths.

In addition, new streets are designed to provide a more connected network so that areas in AMETI can be more easily accessed.

## What is a Rapid Transport Network (RTN)?

An RTN involves a passenger transport system with a high frequency, high quality service that does not get held up by road traffic congestion.

## How much will AMETI cost?

The entire project is estimated at \$1.3 billion until 2031 based on 2009 costs. The Panmure package is estimated to cost \$180 - \$200 million.

## Why get rid of the roundabout?

It is unsafe. The roundabout has long been identified as one of New Zealand's most dangerous traffic junctions and fails to comply with all modern standards for road safety.

It is hostile to walking and cycling. These vulnerable road users are typically not well served by large roundabouts. This makes this type of intersection inappropriate for a town centre location.

It impacts on local businesses. The roundabout's primary purpose is to move traffic through Panmure, not to local shops. Panmure's future as an enhanced local service retail destination requires a more context-appropriate solution.

It is an inefficient and ineffective use of urban space. The roundabout takes up over an acre of town centre space and is a barrier to all non-driving transport users. Less space dedicated solely to cars means more space for people, commerce and activity.

It creates congestion. The roundabout can not move the traffic it gets quickly enough. Vehicles at all approaches are left to idle and creep at too slow a pace. Traffic quickly backs up; often for hundreds of metres.

## **Why won't there be access to the new road directly from Ellerslie - Panmure Highway or Lagoon Drive / Queens Road?**

The new link road is intended to cater for some traffic movements through Panmure, but not all of them. The new road will reduce the amount of traffic passing through Panmure, but is not intended to eliminate it. If we allow traffic to get on and off the new link at E-P Highway the new link would need to be much wider, and the intersections at Merton Road would not cope.

The new road will be at a lower level than E-P Highway. Creating access would mean motorway-style ramps; requiring extensive, additional land take from local businesses.

Such an interchange would sever the existing town centre from the area to the west of the station, limiting development opportunity.

We don't want to take all the traffic out of Panmure Town Centre, as businesses have told us this is important for them.

## **What about 'rat-running' from the Panmure Bridge to Pilkington via Church and Queens Road?**

The preferred route for this is to use Jellicoe Road. Our recent surveys showed that in the morning peak, half of the vehicles coming across Panmure Bridge use Church Road, most of which headed north via Tripoli Road. A very small number turn from Lagoon Drive onto Jellicoe Road. A larger number were 'rat-running' using Church Road and Queens Road to get to E-P Highway, avoiding queues on Lagoon Drive. The options presented for the roundabout deal with this in different ways and this will be part of the evaluation process.

## **Won't the new Cleary Road access to Lagoon just be used for 'rat-running'?**

Due to concerns over rat-running, the new road will be designed to minimise its attractiveness as a through route. This includes minimising the width, introducing a chicane and raised pedestrian crossings, narrowing the entrance from Lagoon Drive. We are seeking to make the new link look like the entrance to the Leisure centre car park, which is indeed one of its main functions, rather than an attractive route for other traffic.

The changes to Panmure Roundabout will seek to reduce the queues on Lagoon Drive, to reduce any attraction to 'rat-run' via Cleary Road.

Visit [www.ameti.co.nz](http://www.ameti.co.nz) or phone  
**0800 4 AMETI (0800 426 384)**  
for more information and  
a summary of the open day.

