



AMETI

# AMETI - The Journey

## Presentation to RCA

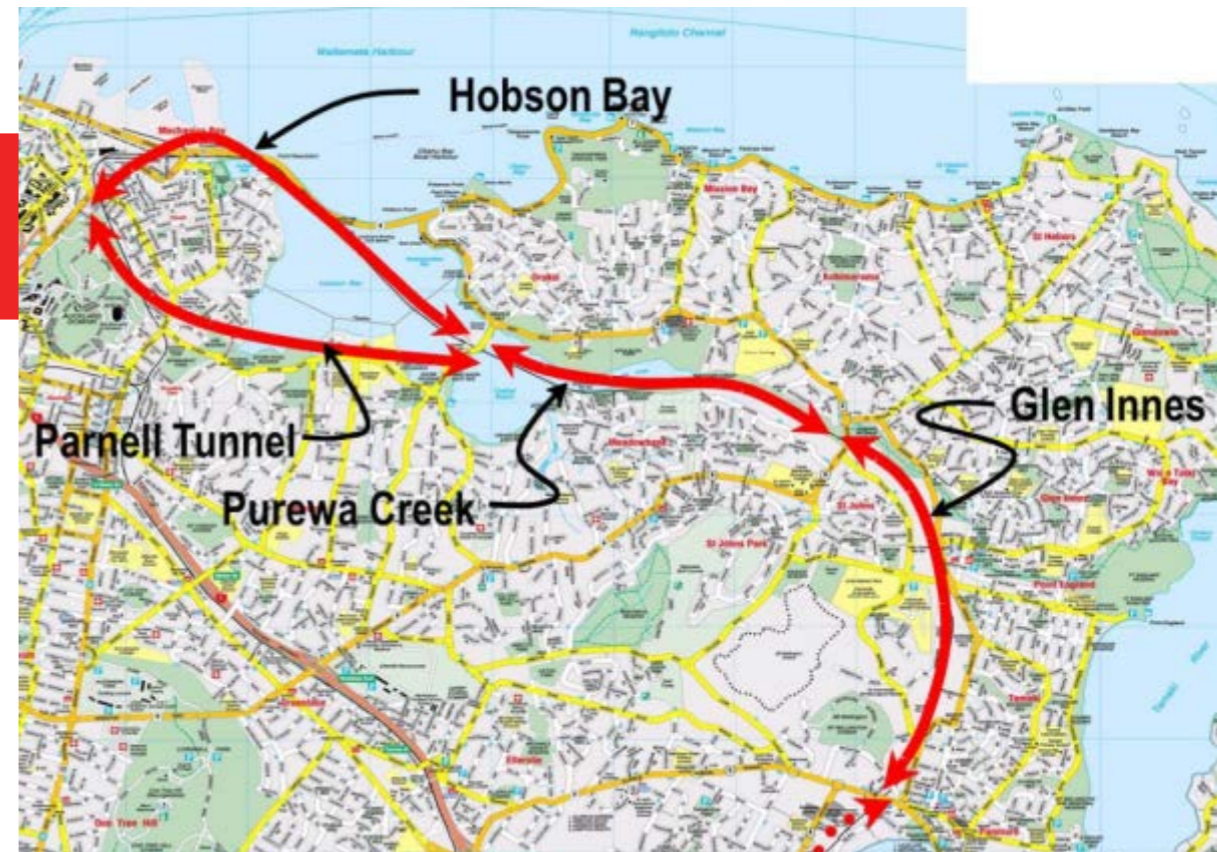
14 September 2012



AMETI

## Pre-AMETI-History

- Started life as the Eastern Corridor
- Focus on motorway level access to port and CBD
- Through politically sensitive territory
- Failed-cost the Mayor of the day his mayorality!
- Eastern Corridor was trying to solve wrong problem





AMETI

## The Birth of AMETI

- AMETI was born in 2004
- Collaboration between ACC, MCC, NZTA, and ARTA
- \$1.5b set of multi projects which together provided benefits
- Too expensive for individual Councils and struggled to gain traction
- Politically promoted but not followed through with funding

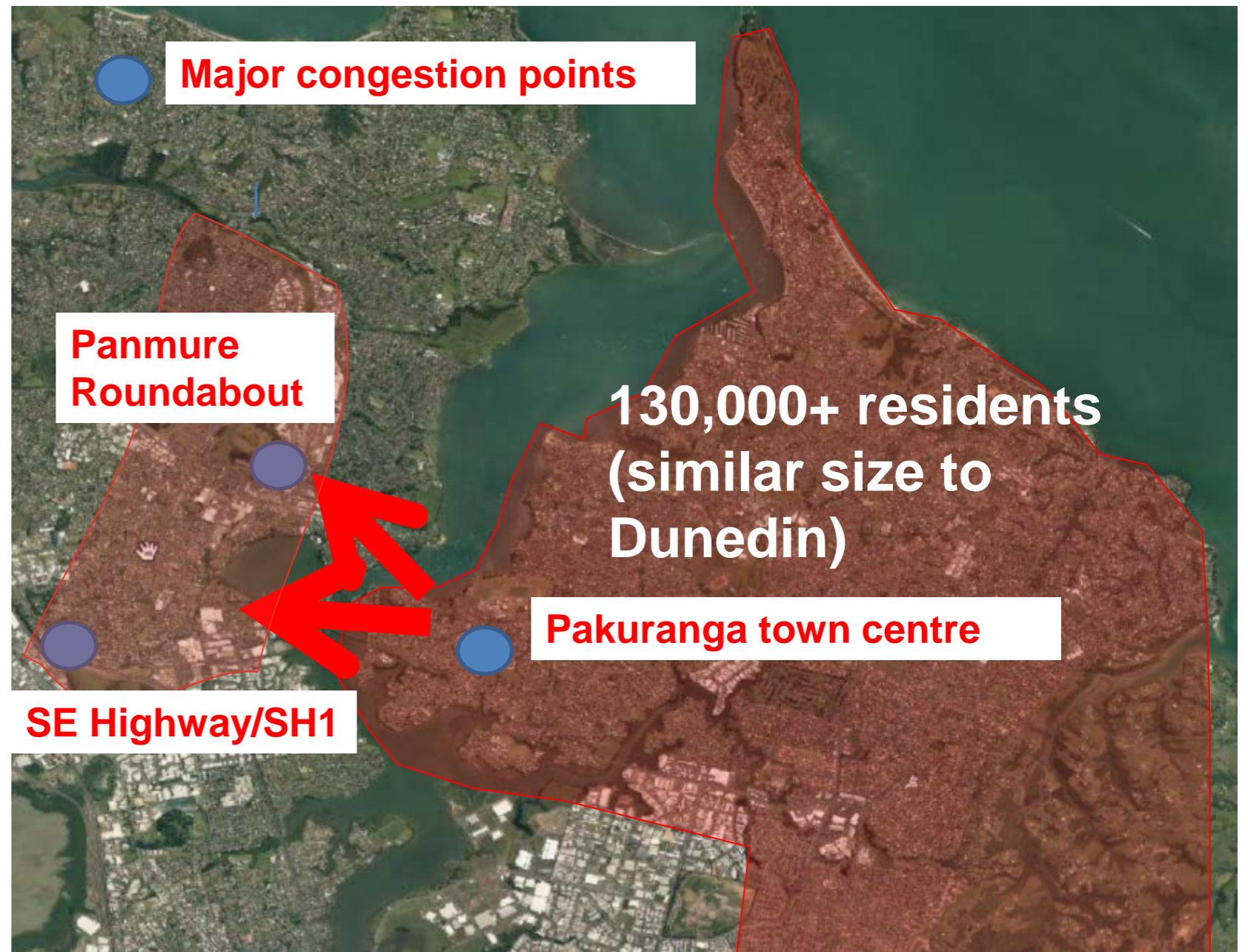




AMETI

## The AMETI area

- Two Tamaki River bridges carry 120,000+ vehicles a day, more than SH1 through Victoria Park
- Some of the country's highest traffic flows, highest proportions of freight traffic and greatest levels of congestion
- Public transport not a realistic choice, only 4% of journeys
- Walking/cycling difficult and dangerous
- Poor east-west connections, particularly between major industrial areas – Onehunga, East Tamaki





AMETI

## The need

- Historic under-investment in eastern transport infrastructure
- Significant population growth, eg Stonefields, Flat Bush, Botany
- Congestion holding back huge potential for new jobs
- Congestion has negative impact on local streets, town centres



Panmure roundabout congestion





AMETI

## Before AT

- 2009 NZTA & MCC, ACC reprioritised AMETI
- Stages identified, completion pushed out to 2033
- MCC pushed out major expenditure beyond its 10 year planning horizon
- Land purchases progressed
- ACC project led by Opus / Beca team
- Apart from minor kerb realignment at SEART, no physical works commenced



AMETI

## Auckland Transport Formed

- November 2010 AT came into being
- Clear that AMETI story confused – lost its way
- Community suspicion (Panmure) and disinterest
- AT size allowed AMETI to be redefined
- Worked with NZTA to confirm funding (as per 2009 agreements)





AMETI

## Auckland Transport Formed

- Strategic review undertaken with Board commitment to progress
- Agreed shift from QTN (bus lanes) to RTN (separate busway) based on predicted PT volumes
- Panmure Station and bus interchange increased in size and amenity due to mode transfer predictions







AMETI

## Strategic importance – Auckland Plan

- AMETI and East West Link number two transport priority in Auckland Plan
- Auckland Plan predicts growth of up to 1 million by 2040
- Integrating transport planning/investment with land use development a priority
- Investment in public transport a fundamental element
- Increasing transport options to free up roads for freight and transport for which there are no alternatives

### Bold targets:

- Double PT trips to 140 million by 2021
- Reduce congestion on freight routes to average daily speed 45km and average delay 32 secs per km by 2021



AMETI

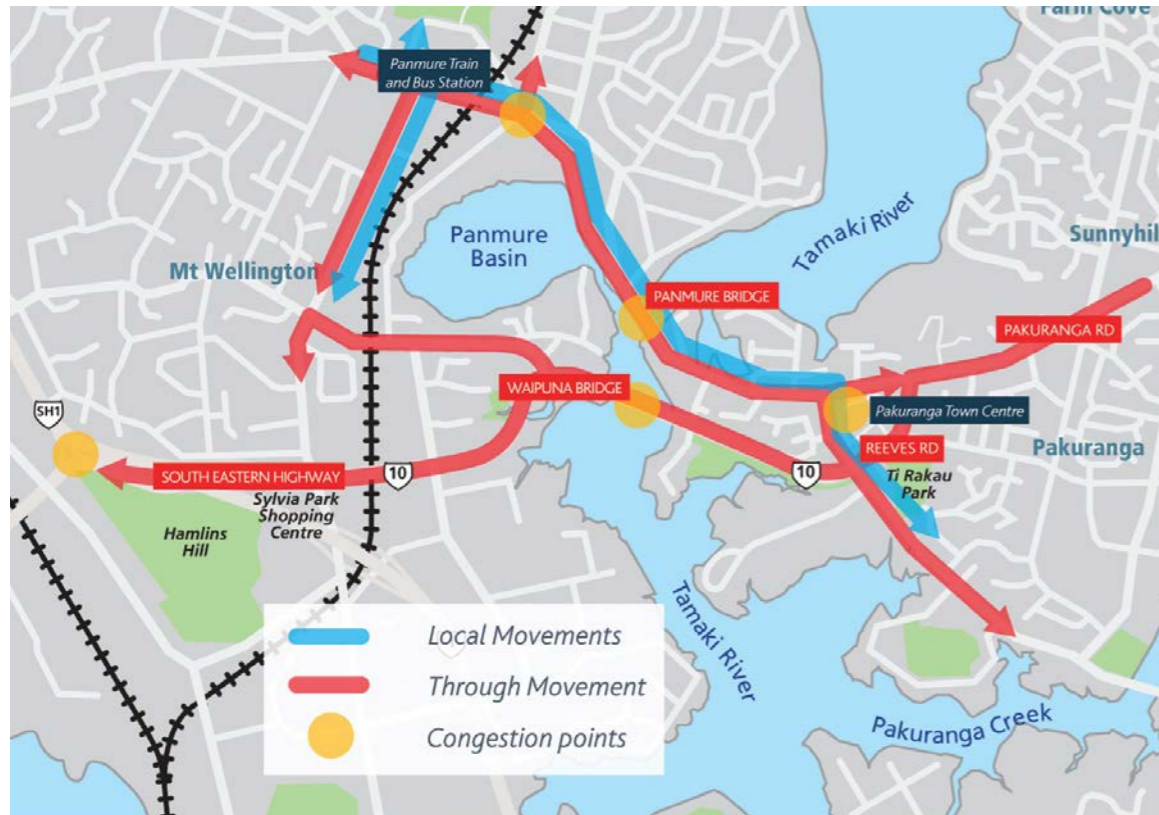
## The opportunities

- Potential for significant increase in public transport use – 5.2 million a year on South Eastern Busway
- Improve strategic transport links freight/business
- Potential for transport to drive transformation of area:
  - High quality re-development along new busway & around stations
  - A number of brownfields sites available for redevelopment – potential 40,000 new jobs, with better strategic transport links
  - Promote good urban design, better connected and more attractive town centres
- High standard of cycling and walking facilities



AMETI

# AMETI Transport Strategy



Existing traffic movements



Future traffic movements

- Unlock key congestion points with roading improvements – Panmure roundabout, south eastern connections
  - Get more people onto public transport to free up roads for freight and business traffic
  - Improve options for walking and cycling
- A. Local journeys and public transport on Panmure Bridge route
  - B. Primary route for freight/business and through traffic to central Auckland
  - C. Reeves Rd flyover provides better connection to SE Highway
  - D. East West Link investigations



AMETI

# AMETI – A number of Projects



- \$1.5 billion package of improvements
- Currently estimated to be completed 2033
- Auckland Transport and NZTA working on optimisation project to review programme
- Link with East/West Study



AMETI

# AMETI Stage 1 & 2 – Current Stages



- Green - underway
- Orange  
– starts 2015



AMETI

## Stage 1 Panmure construction

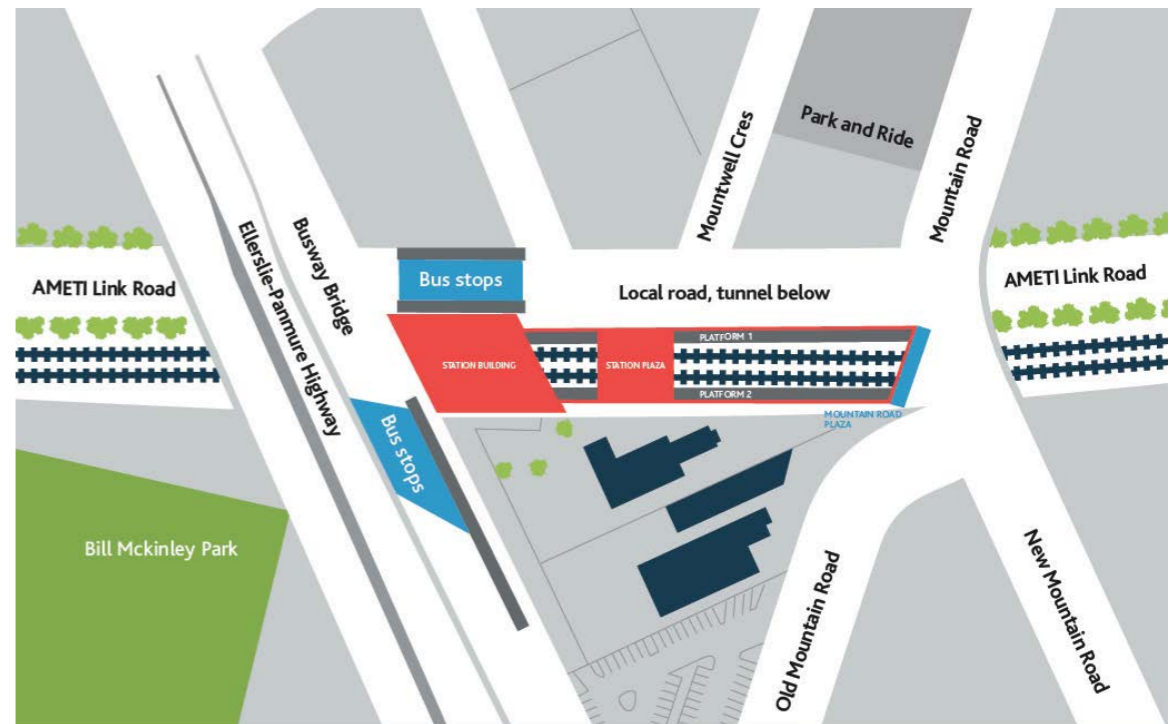
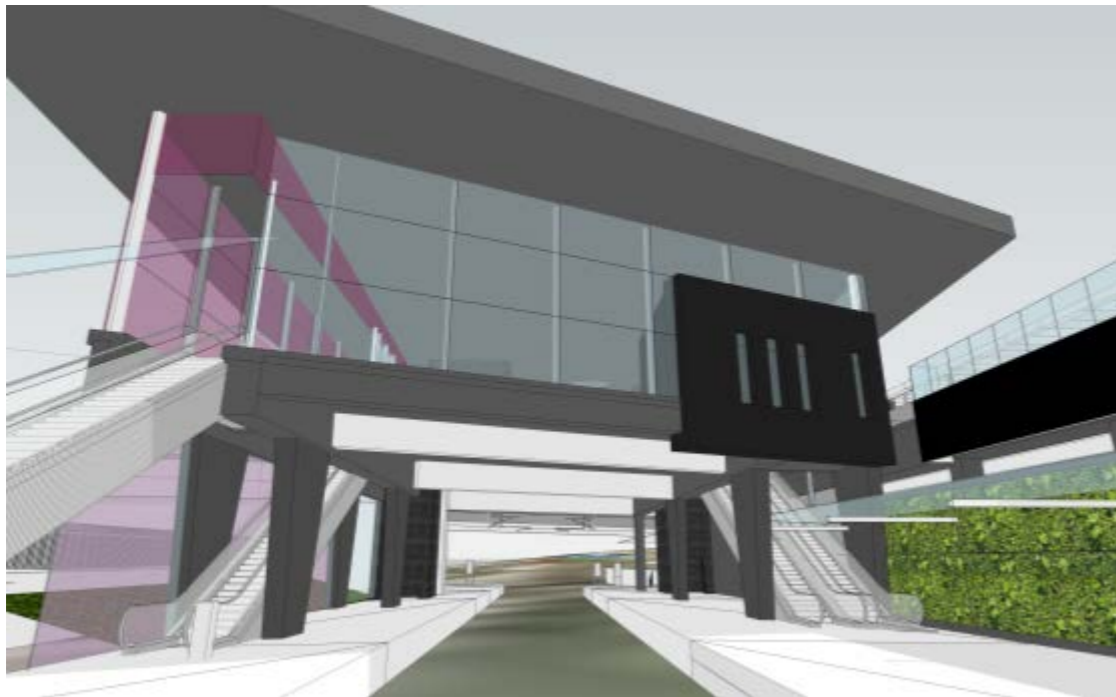


- New 1.5km north-south road, through 220m tunnel next to Panmure Station
- Three new bridges (allow for rail electrification, new road, potential 3<sup>rd</sup> rail)
- Panmure Station upgrade to major interchange
- On track for completion first half 2014

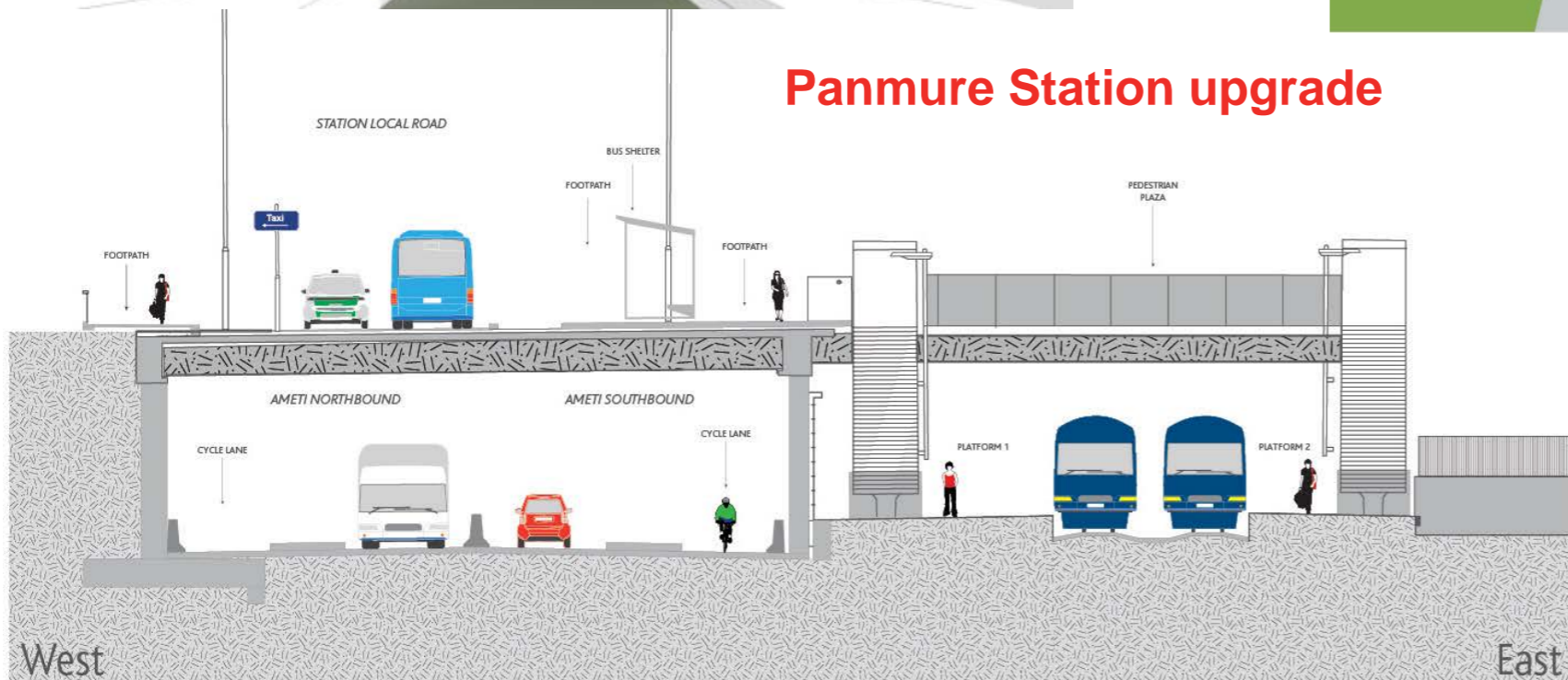


AMETI

# Panmure Station & road tunnel



## Panmure Station upgrade



## North-south road through tunnel next to station



AMETI

# Mountain Road extension and bridge



- New bridge open to vehicles
- Road extension open mid September





AMETI

## Excavation for tunnel



- Excavation complete
- Walls being created



AMETI

# South Eastern Busway



- Stage 2 – Panmure to Pakuranga (north side of road)
- Stage 3 – Pakuranga to Botany, central busway. Tentative construction start 2021
- Significant property purchases



AMETI

## Panmure roundabout now



- Roundabout with one acre footprint
- 60,000 vehicles a day
- Doesn't cater for main traffic movements
- Long queues on all roads approaching, including through town centre
- Long crossing distances, no cycling facilities
- No ability to create bus priority



AMETI

## Stage 2: Panmure to Pakuranga



- New intersection with crossings on all roads
- South Eastern Busway Stage 1 - Panmure Station to Pakuranga
- Second Panmure Bridge for busway
- Reeves Rd flyover



AMETI

## Walking & cycling network



- Currently no cycling facilities and poor links for walking
- 7km of new cycling paths and 6km of footpaths
- New separated cycle and footpath from Panmure to Pakuranga town centre
- Panmure roundabout crossing distances reduced from up to 500m to less than 50m
- Better links between Panmure station and town centre
- Future plans - cycle lanes, wider footpaths along Pakuranga to Botany section of busway



AMETI

# South Eastern Busway

AMETI Stage Two:  
Panmure to Pakuranga

## Extra bridge at Panmure



Additional Panmure Bridge – busway and cycle/foot path

## Typical Station



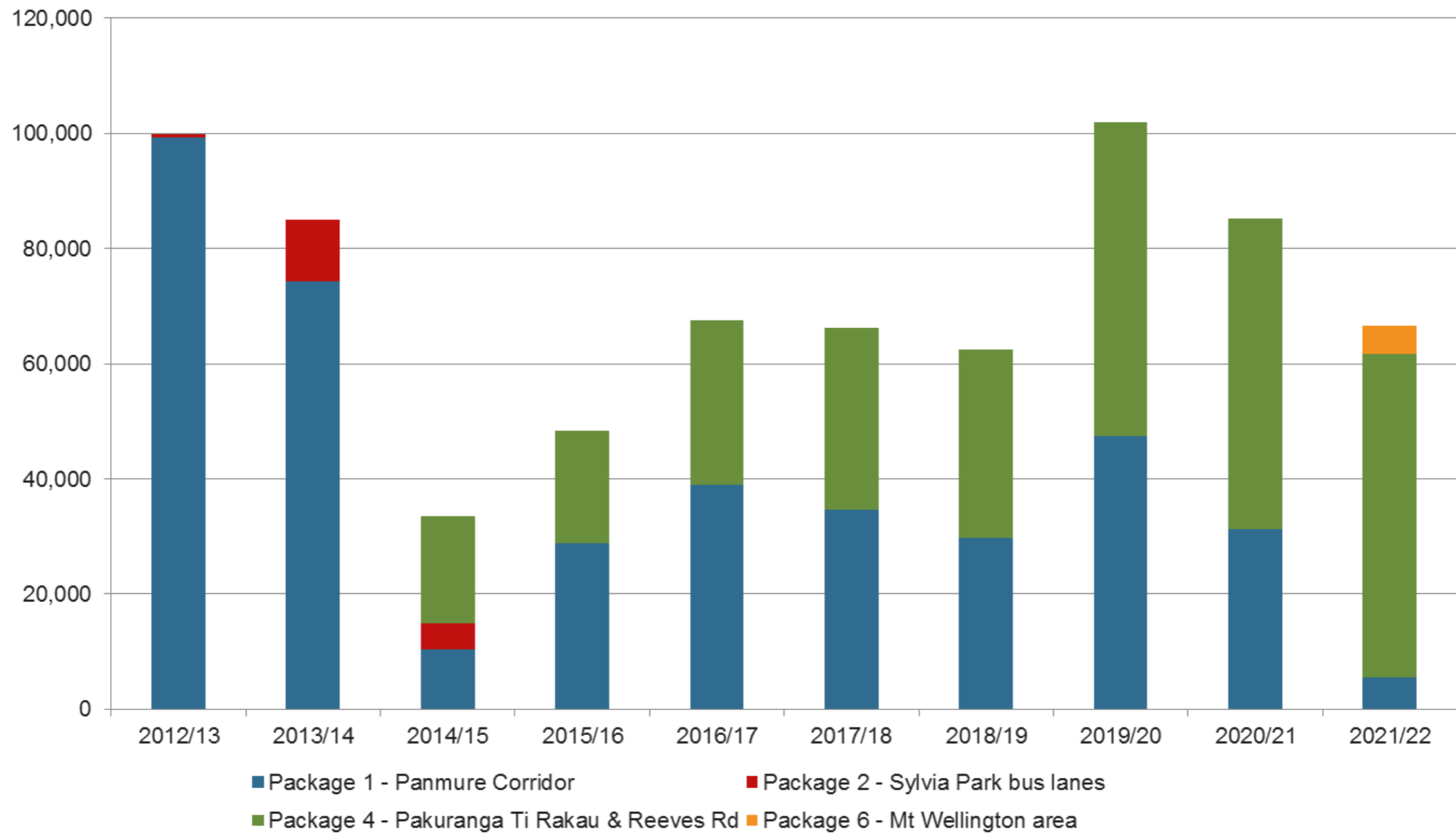
Pakuranga Rd section



AMETI

# Current funding in LTP

## AMETI - LTP Provision

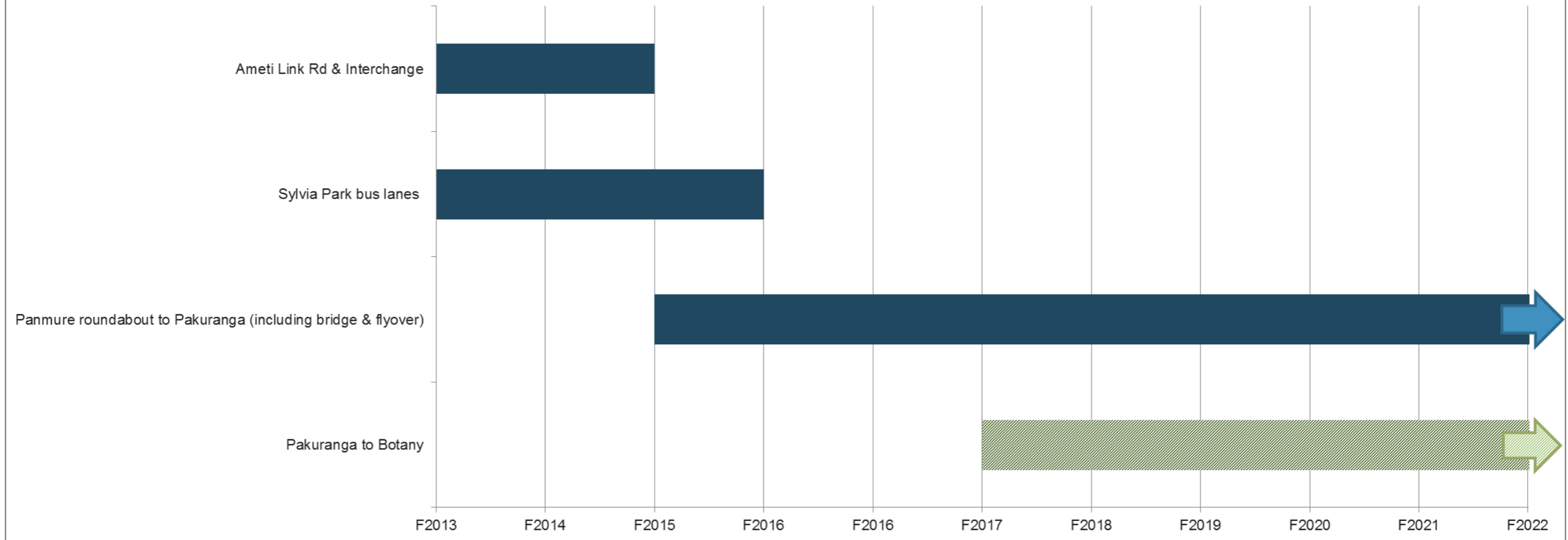




AMETI

# Delivery probability

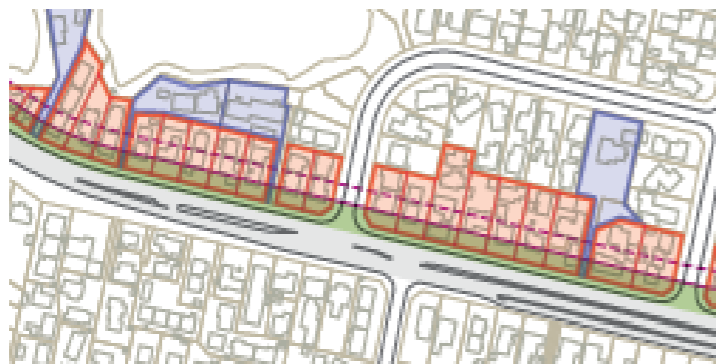
### AMETI - LTP delivery schedule





# Land Development Opportunities

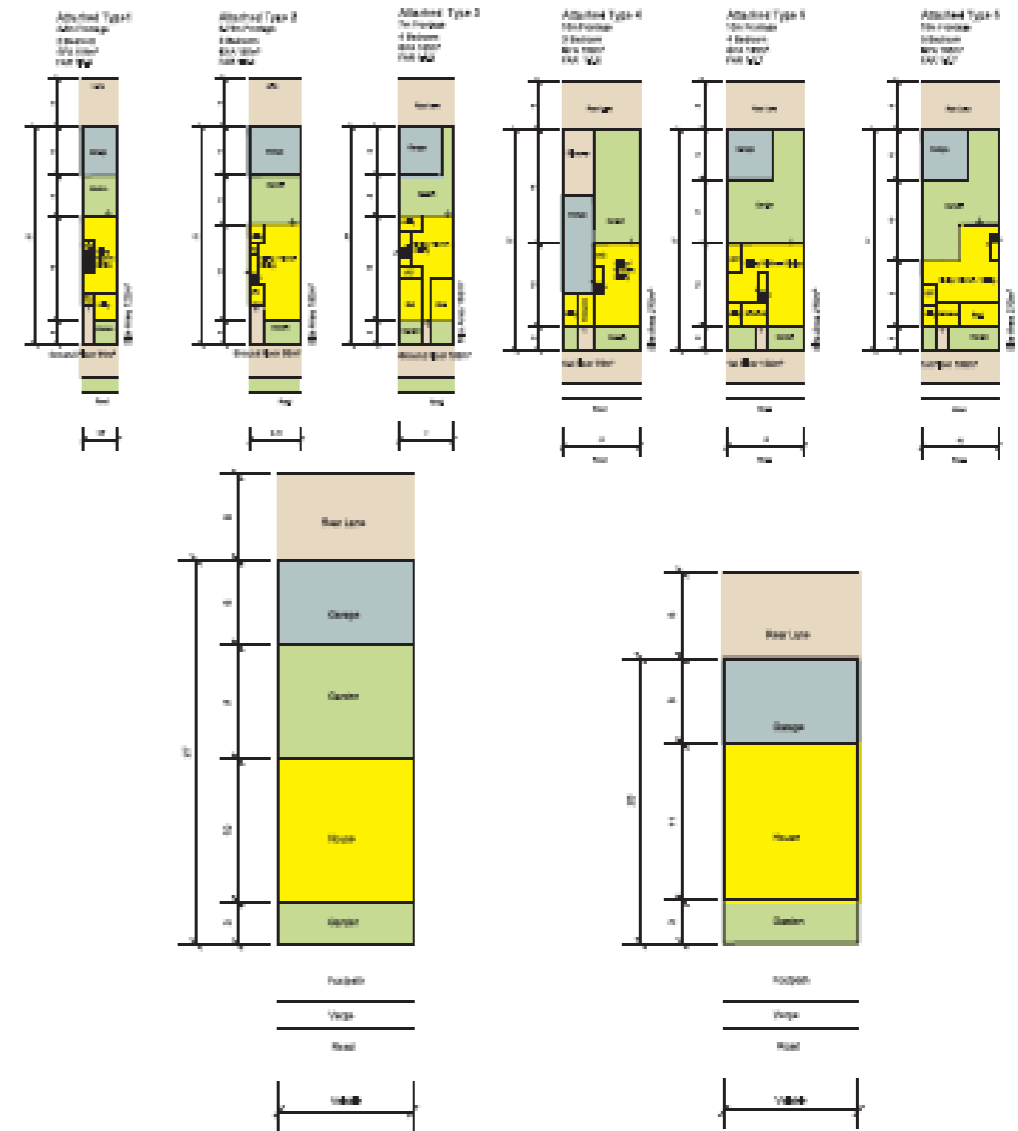
- Working with land identified as essential properties as a starting point
- Additional properties being considered
- Land can be amalgamated and sold in more manageable development friendly lots.



# Looked at residual land and considered types of development

## Approach and Methodology

- **Typology based methodology**
- **Best practise intensive housing types with balanced amenity space with small plot sizes and compact architecture.**
- **Mixture of attached and detached dwelling types with a flexibility in corresponding plot sizes.**
- **Flexible access strategy.**
- **Minimal front yard maximise rear yard.**
- **Double garage**
- **Standard depths of 20m and preferably 27m plus 7m rear lane.**
- **Resultant ideal depth of 34m**
- **Options based on acquisition status**



Terrace examples



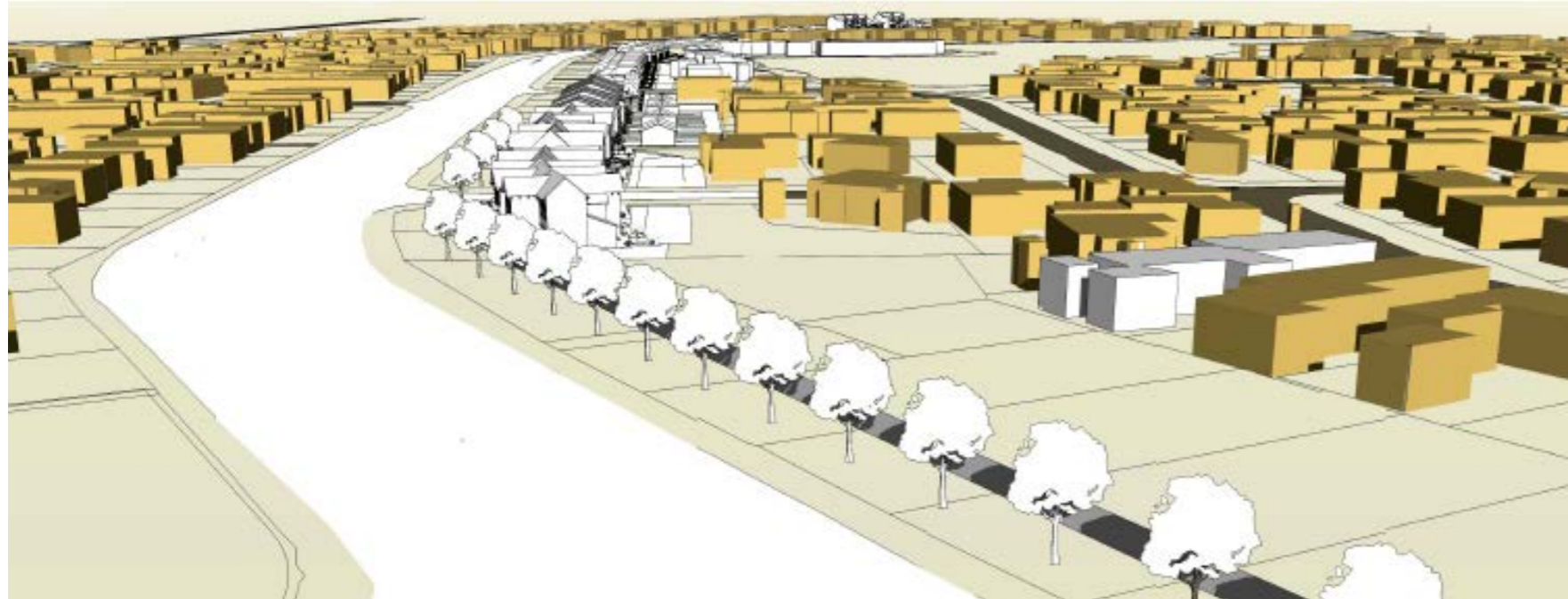
Terrace examples



Semi-detached examples



AMETI



**Scenario 1**

**Scenario 2**





AMETI

# Land Development Study

- Risks
  - Lack of a strategic land development commitment will result in suboptimal outcomes for the community (e.g. a corridor of backyard fences)
  - Reduced dwelling intensities
- Opportunities
  - Deliver on A.P. aspirations
  - Repackaging land with strategic acquisitions will enhance the urban regeneration
  - Increased population densities on a key PT corridor
  - Better linkages and improved community amenity



AMETI

## So in summary

- Panmure works progressing on target
- Busway to Pakuranga and associated works programmed to start 2015.
- Working with NZTA to review optimisation model
- AMETI will be integrated with East-West Link project
- Project completion not achieved until 2030, with funding availability the major constraint
- Successful land use outcomes key to success of project



AMETI

## AMETI – What have we learnt - 1

- Understand the problem to be solved
- Engage stakeholders early in process and keep them engaged
- Establish business case (we have adopted the BBC model)



AMETI

## AMETI – What have we learnt - 2

- Think through procurement options prior to design commitment (ECI, DC, PPP opportunity etc)
- Explore funding option early on (including NZTA process)
- Factor in land use potential to capture full benefits



AMETI

# A Quality Environment

