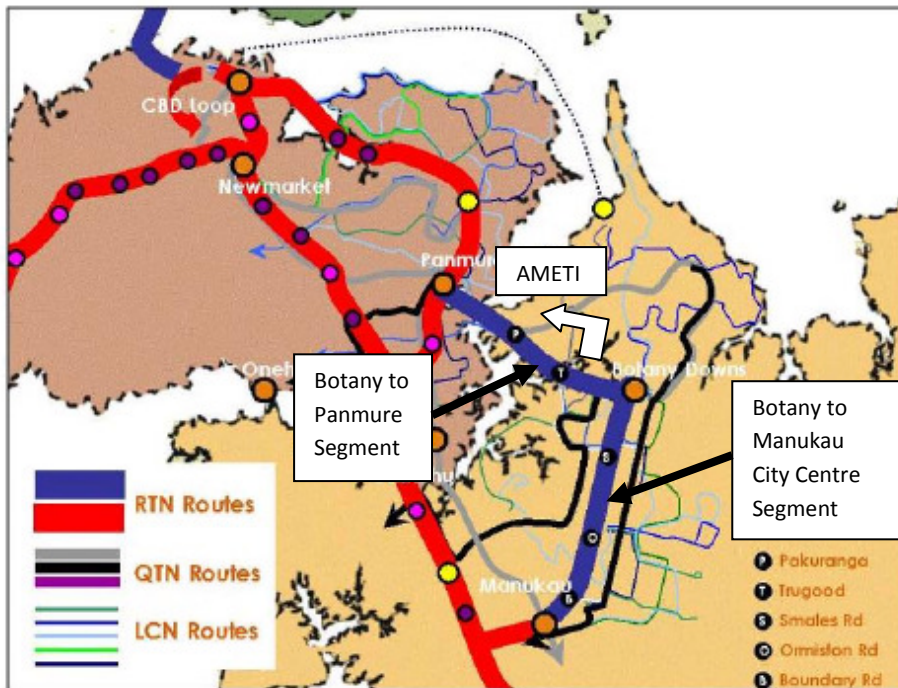


## Panmure – Botany – Manukau City (RTN/QTN) (AMETI)



### RTN Corridors from Panmure to Botany and Botany to Manukau City Centre

## Project Background

The Auckland Manukau Eastern Transport Initiative (AMETI) is a programme of co-ordinated and staged transport improvements including both road and public transport infrastructure. This report refers to the public transport component which is proposed to take the form of bus rapid transit, also referred to as Bus RTN.

It should be noted that the AMETI project extends east along Ti Rakau Drive only as far as Harris Road, East Tamaki. The remainder of the Panmure-Botany segment plus all of the Botany-Manukau City Centre RTN corridors are not part of AMETI.

Earlier studies have identified the preferred rapid transit corridors, which form part of the proposed rapid transit network or RTN, as:

- Botany Town Centre to Panmure along Ti Rakau Drive to Pakuranga Road then across the Panmure Bridge and along Lagoon Drive to Panmure
- Botany Town Centre to Manukau City Centre along Te Irirangi Drive then on to the Manukau City Station (part of the Manukau Rail Link under construction).

It is emphasised that high quality stations are a core component of successful passenger transport systems. Stations can be “online”, i.e. with platforms on both sides of the Bus RTN (Sunnynook Station on the Northern Busway), or “offline”, i.e. located off the Bus RTN alignment.

## **Project Outline**

### **Overview**

- The Bus RTN should be located at-grade with stations/stops located approximately 400-500m apart.
- Key stations should be located at Panmure, Pakuranga and Botany (in addition to the Manukau facility at the end of the Rail Link).
- West of Panmure, a high quality bus facility (QTN) should continue along the Ellerslie-Panmure Highway then via Ellerslie and Newmarket to the CBD.

### **Panmure Station**

Locate stop on Ellerslie-Panmure Highway on both sides of bridge over rail line. Bridge may need to be widened. Provide connection to Panmure rail station platforms from bridge.

### **Pakuranga Station**

A Pakuranga bus station is proposed located on eastern side of Ti Rakau Drive just south of Pakuranga Road. Further investigation into the concept is, however, required.

### **Botany Station**

The proposed Botany Station is located offline. The station would need to be a small bus interchange capable of serving as the RTN terminus on an interim basis, while also supporting the eventual extension of RTN services south along Te Irirangi Road to Manukau City Centre and other bus services from other parts of Manukau City.

### **BRT Alignment Options**

A number of options have been identified for providing the required Bus RTN right-of-way between Panmure and the Botany Town Centre. These vary along the corridor and ranged from converting existing kerbside traffic/parking lanes to bus lanes to widening full lengths of roadway to provide bus lanes, possibly locating buses in the median.

## **Project Status**

Request for proposals have been issued for the Scoping and SAR phases of the AMETI project including the Panmure-Harris Road RTN segment. The intention is to award a contract by the end of 2009. The scoping component is to be completed by 30 September 2010 and the scheme assessment report by 30 June 2011.

No further work has been undertaken on the Botany-Manukau City Centre RTN segment. This has low priority. In addition a decision is required on whether Te Irirangi Drive is the appropriate RTN location for the East Tamaki Corridor.

### **Costs & Benefits**

Cost estimation and a cost benefit analysis are not available at this stage.

### **Issues**

Further investigations are required to develop the proposal.