REAAA NZ Chapter – 2012 Roadshow
Auckland – 15 August

AMETI Package 2: Sylvia Park Bus Lanes

Jem Gilbert BSc (hons), CEng (UK), FICE
Technical Director – Transportation Major Projects
Content of Today’s Presentation

• What is AMETI?

• AMETI Package 2 – Option Development
  – 2009 Scheme Assessment Report
  – Bus Station Concept Study and Plan Change (2010)
  – Review – Discounted and Preferred Options

• Preferred Option - Landscape Master Plan and 3-D Views
  – Bus Station
  – Mount Wellington Highway
  – Bus Lay-by and Rail Corridor Link

• Next Steps
What is AMETI?
What is AMETI?

**Auckland Manukau Eastern Transport Initiative**
What is AMETI?

• Developed since 2006 to improve transport connections across the Eastern Suburbs

• Projects are a combination of
  – Rapid and Frequent Bus Route improvements
  – Capacity improvements for general traffic and Freight
  – Enhancements to Walking and Cycling
  – Improvements to the Streetscape

• Earlier Studies culminated in the Project being separated into 6 discrete Packages with 4 major elements
What is AMETI?
What is AMETI Package 2?

Sylvia Park Bus Lanes Study Area
Option Development
Option Development: 2009 Scheme Assessment Report

2009 Scheme Assessment Report:

- Preferred Option had dedicated Bus Lanes along Mount Wellington Highway (MWH) under SH1 to Aranui Rd
- Proposals were not fully compatible with the ongoing Development of Sylvia Park Shopping Centre
- Required replacement of SH1 Overbridge
Kiwi Income Property Trust (KIPT), the owners of Sylvia Park Shopping Centre wish to develop the site further

The resulting Sylvia Park Plan Change 235 (2010) requires a Transport Plan to:

- Support of the use of alternative forms of transport, such as Public Transport
- Proposals to provide for the extension, relocation and/or improvement of the Bus Station to accommodate any increase in patronage
Option Development: Sylvia Park Transport Hub Study

- Commissioned by ARTA in 2010
- Looked at seven possible Bus Station Locations
  - Locations 1 and 6 Preferred
  - Location 6 Recommended
  - Bus Layover facility also required

Figure 5.1: Initial Bus Station Location Options
Option Development: Review of Alternative Options

AECOM appointed by Auckland Transport as Consultants for the Design and Implementation of AMETI Package 2 commencing with:

- Review of the Preferred Option and other Alternatives that are compatible with the ongoing development of Sylvia Park Shopping Centre
- Consideration of off-line Options utilising the Rail Corridor to connect to Sylvia Park Shopping Centre site
- AECOM Review Report dated January 2011 considered several alternatives to the 2009 Preferred Option
Option Development: Review of Alternative Options

1: Original 2009 Preferred Option
2: As 2009 but Widened West Side
4: As 2009 but with Bus Station
7: As 2009 with Bus Stn East Side
Option Development: Review of Alternative Options

5a: Exclusive Busway on MWH
5b: Busway + Rail Corridor
5c: Busway + Rail Corridor + Bus Stn
5d: Busway + Bus Station
Option Development: Review of Alternative Options

AECOM 2010 review considered 11 alternative options

AECOM Report dated January 2011 Recommends Rail Corridor Option under SH1

Following Consultation by AT with KIPT in January/February 2011 the Option 3 was Chosen as the Preferred Option
Option Development: New Preferred Option

3: Rail Corridor under SH1 with Bus Station located under SEART
Option Development: Outline Design

- AECOM developed the Outline Design of the Preferred Option during early 2011 with further extensive consultations with KIPT and their Professional Advisors from July 2011 to June 2012.

- The design and form of the Bus Station, Bus Layover and widening of Mount Wellington Highway were developed in partnership.

- Design Liaison culminated in the Development and agreement in principal of an outline Design including a Landscape Master Plan with all major Stakeholders in June/July 2012.
Option Development: Outline Design

- New Bus Station (8 Buses)
- New 6 Bus Capacity Layover Lay-by
- New Rail Corridor Bus Link Road under SH1
- Improved Pedestrian Crossing facilities
- New 3m Shared Paths
- Lane width and cycle safety Improvements
Option Development: Outline Design

Mount Wellington Highway Typical Section at Sylvia Park/APEX Junction
Mount Wellington Highway Typical Section under SH1 Over-Bridge
TYPICAL CROSS SECTION
UNDER STATE HIGHWAY 1 – NORTH BOUND LANES (NIMT 371)

New Rail Corridor Bus Link Typical Sections
Option Development: Landscape Master Plan
Bus Station Proposals
Bus Station - Before
Bus Station - After
Bus Station - Before
Mount Wellington Highway Proposals
Landscape Master Plan – Entrance 2 to SEART

Caltex Petrol Station

MOUNT WELLINGTON HIGHWAY

SCALE 0 20 40 50 m
1:750 (A1)

SEART Viaduct

SEART Cycle Rd.
Mount Wellington Highway – Before
Mount Wellington Highway – Before
Landscape Master Plan – APEX Mega Centre to SH1
Bus Lay-by and Rail Corridor Link Road Proposals
Landscape Master Plan – Rail Corridor Bus Link

North Island Main Trunk RAILWAY

Rail Corridor Bus Link
Bus Lay-By - Before
Bus Lay-By – After
Next Steps
Next Steps

Finalise Scheme Assessment Reporting and Approvals
Complete Land Purchase and Stakeholder Agreements
Obtain Statutory Planning Approvals
Finalise Detail Design and Contract Documentation
Construction – earliest start date August 2013
Any Questions?

Thank You

Jem.gilbert@aecom.com