





The Panmure Roundabout Future-Proofing Auckland's Transport Vision

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Panmure Roundabout - Location



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Panmure - Traffic Issues


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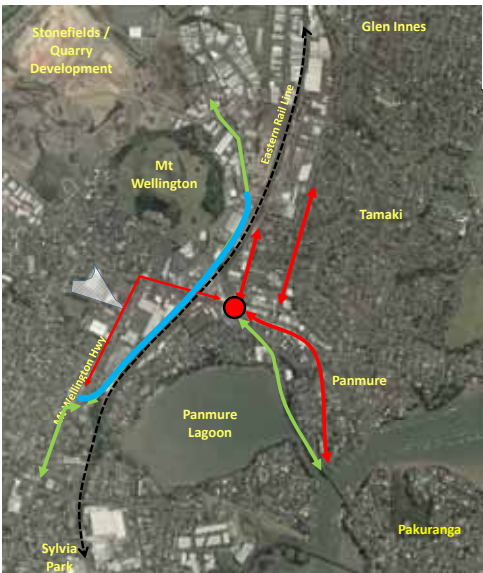
Existing Conditions

- Limited Road Network
- Panmure Roundabout Bottleneck
- Poor Connectivity
- Long Peak Delays

Stonefields
Glen Innes
Mt Wellington
Tamaki
Panmure
Pakuranga
Sylvia Park
Eastern Rail Line

Panmure Traffic Relief





1. More Transport Options
2. Redistribution
3. PT / Active Mode Increases


Future Conditions

- New Road Provides North – South Connection
- 40% Traffic Redistributed from Roundabout
- Prepares for Phase 2 Improvements to Walking, Cycling, PT


Key


←→ More traffic

←→ Less traffic




Proposed Busway – Botany to Panmure







Lagoon Drive



Pakuranga Road




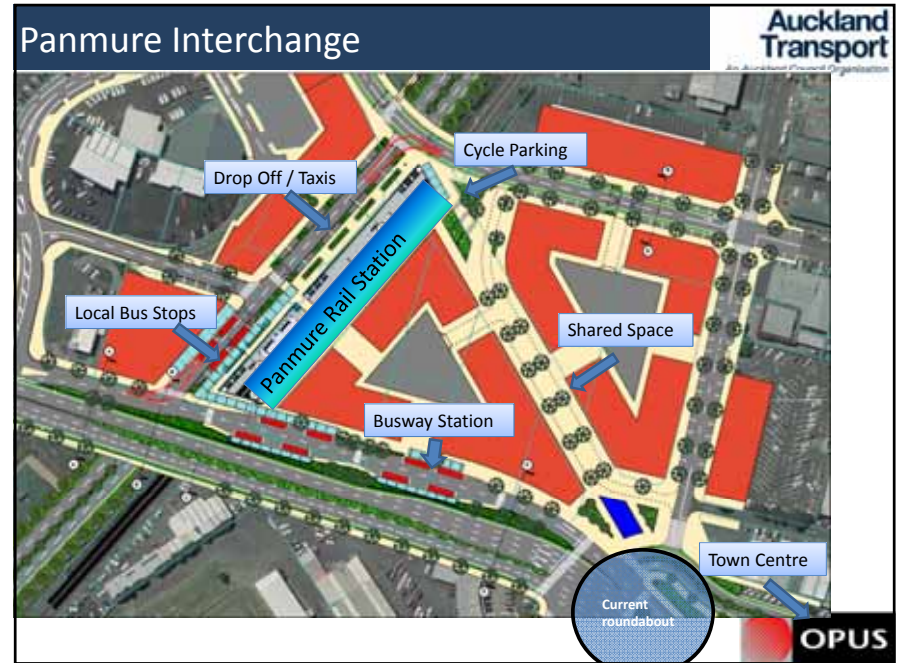
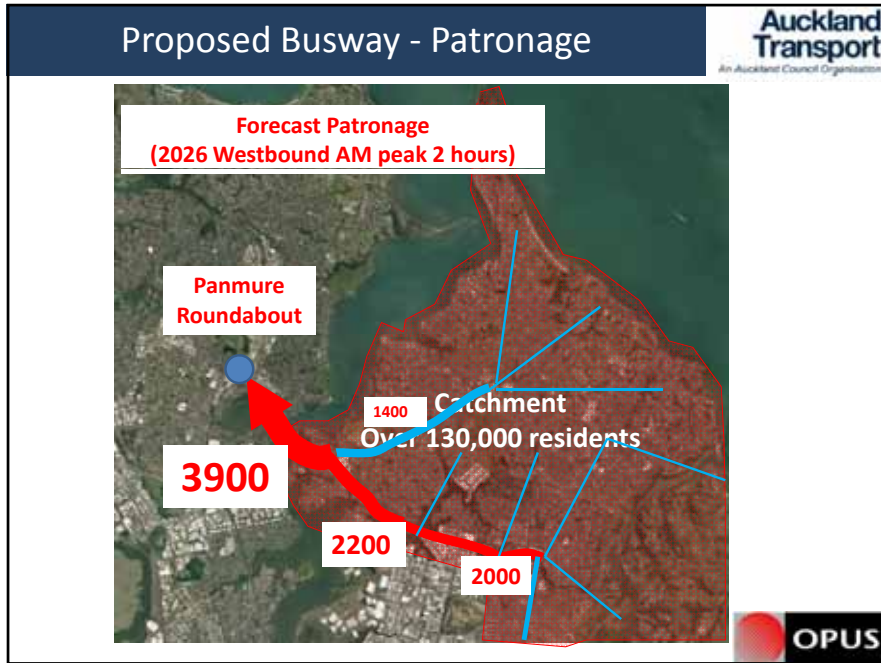
Ti Rakau Drive



Legend:

- Network (RTN)
- RT Network (RTN)
- Bus






Pedestrians and Cyclist Improvements

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Key
Walking Improvements
Cycling Improvements



Walking and Cycling Improvements

- Walking:
 - New footpaths
 - Widened footpaths
 - Improved access to Panmure Station
- Cycling:
 - New cycle lanes
 - New shared paths


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Roundabout Replacement

Dan Ross

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Roundabout Issues - Summary



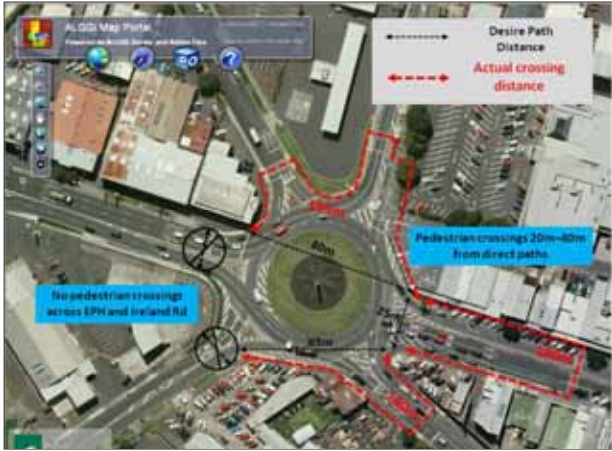
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ISSUES

- 60,000 vpd
- 1-acre footprint
- Poor Crash Record
- No bus priority
- Doesn't prioritise arterial road network
- Hostile pedestrian & cyclist environment
- No direct crossings
- No cycling facilities

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Roundabout Replacement – Objectives



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OBJECTIVES

1. Prioritise Lagoon – EPH
2. Provide improved pedestrian / cycling access
3. Maintain road access
4. Promote better design

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Previous Options – 2007


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A
EPH - Queens Rd w/ priority
Ireland Rd diverted with left turns only



B
Similar concept to A
Ireland Rd access restricted

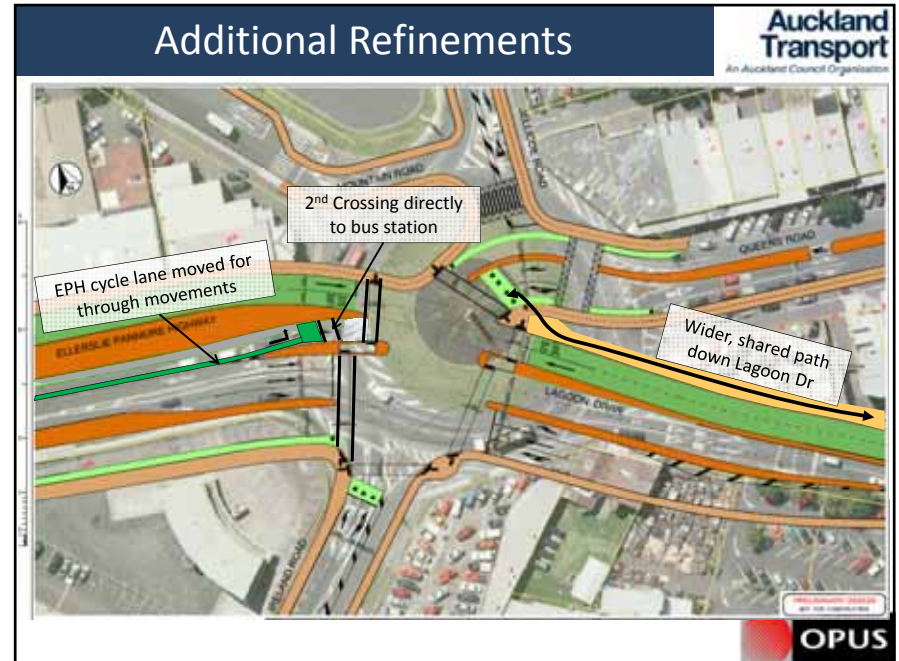
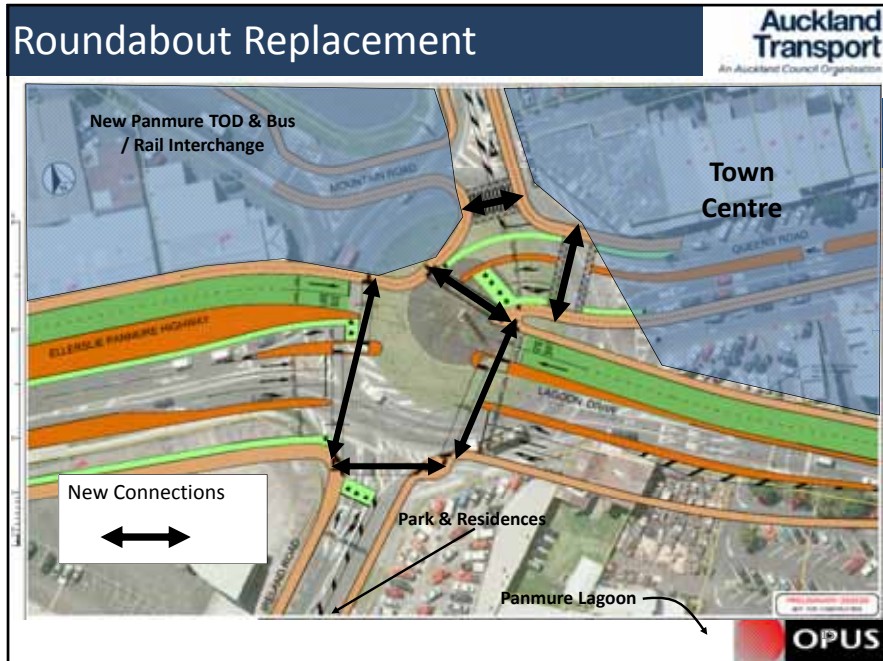
C
EPH – Lagoon Dr w/ priority
Ireland Rd full access
Jellicoe Rd closed



2008 / 2009 – More Options

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Summary

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1. AMETI to provide for future growth

- Existing network, transport patterns are untenable
- Some redistribution, some reduction in single vehicle trips
- Transport infrastructure enables future land uses

2. Existing Roundabout Inadequate

- Contributes to congestion, delays
- Unsafe to motorists, pedestrians, cyclists
- Inefficient and counterproductive utilisation of urban space

3. New Intersection Benefits

- Improves local network and access
- Increases connectivity for all network users
- Future-proofs vital link and growth area in east Auckland

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