

March 2022

# EASTERN BUSWAY

News and information  
from Pakuranga to Botany

Welcome to the latest update on the Eastern Busway. It's a significant project to help transform East Auckland and to provide new opportunities for people living in and around the area. In this update we share what we heard during the recent community consultation on the draft design of the project and respond to the main themes.

During November and December 2021 property owners, stakeholders, and the community gave feedback on the proposed design of the Eastern Busway between Pakuranga and Botany. All of the comments were considered by the project's engineers, designers, planners, architects, and Auckland Transport (AT).

We appreciate the feedback that we received, particularly as it was given at a time when Aucklanders were managing through the ongoing pandemic challenges. Thanks to everyone who has provided input to the proposed design.

**In February 2022 AT approved the proposed design for the busway between Pakuranga Town Centre and Ti Rakau Drive Bridge.**

AT would like more time to review the community's feedback on the proposed busway design between Ti Rakau Drive Bridge and Botany Town Centre, including the proposed connection at Burswood. They will meet at the end of March 2022 to make that decision.



Eastern Busway

# WHAT WE HEARD

## Project Overall

**Support for the busway overall as well as for providing transport options for East Auckland**

*Suggestions were made as to how we could further encourage uptake at several points on the busway, walking and cycling paths and at stations. Some community members said that the busway was not accessible to them without use of a park and ride facility.*

There was support for extending the walking and cycling network within the Howick Ward area and beyond. We will review and investigate the suggestions in detail with AT Connected Communities (who are currently working on the Pakuranga Road corridor) and other teams to look for opportunities for network improvements.

Our design team will be reviewing the suggestions to improve safety and connections as part of the next stage of the design. Park and Rides in Botany and Pakuranga have been considered by AT and are not proposed as a part of the Eastern Busway. This is because Auckland's public transport network is built around a 'hub and spoke' model where customers can use feeder bus services to access 'hubs', or interchanges, to transfer to other bus, train or ferry services. Botany Town Centre is an example of a public transport hub which connects many local and frequent bus services.

**Mixed views on allocation of existing road space**

*Some people indicated that more should be done to encourage mode shift and reduce vehicle use and emissions, while others said it was essential to maintain traffic flow and vehicle lanes along Ti Rakau Drive as it is already congested. Some submitters were opposed to the Reeves Road Flyover. They thought that it could encourage private vehicle use instead of other forms of transport.*

Ti Rakau Drive is a regionally significant arterial route that provides a vital link and connection to East Auckland. With the introduction of the busway and more travel options, a network-wide approach to reduce emissions, including for Ti Rakau Drive, can be put in place. It will help to ensure that additional road capacity that is created does not lead to an increase in traffic and supports the achievement of mode shift objectives. Auckland Council, AT and the Transport Emissions Reference Group are due to announce some of those network wide initiatives shortly.

**Concerns about potential loss of open space and impacts to the environment and reserve land**

*Suggestions were made to minimise the impact on open space and reserve land.*

During the development of the design we worked with stakeholders to adjust the busway to minimise impact to green space and particularly in Burswood Reserve. We are also working closely with mana whenua and our environmental specialists to complete site investigations to better understand and protect our natural environment. We will be working with stakeholders and the community to develop the detail.

**Bus station facilities**

*Submitters shared what facilities were most important to them to include at the busway stations.*

The suggestions provided were helpful in understanding what will maximise access and support people to become frequent customers of the busway. Suggestions included providing adequate seating and all weather shelter, secure bike and scooter parking, designs that encourage safety and easy access for those walking and cycling. Our design team and station architects will review and investigate the suggestions in the next stage of station design.

**Concerns about construction and disruption**

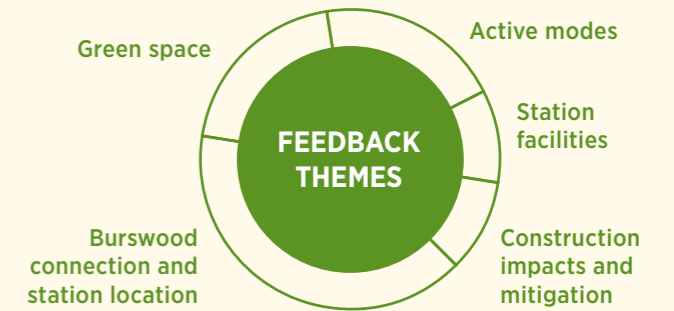
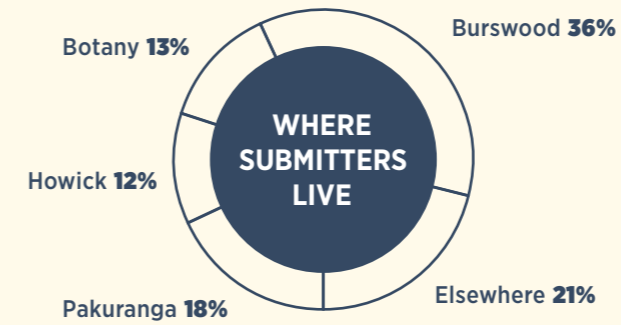
*Submitters told us what was important to them to maintain or improve while the busway is being built.*

We will review the feedback in detail during the consenting and construction planning process. Suggestions included taking measures to reduce environmental impact, ensuring access to walking and cycling paths is retained, completing the project as quickly as possible and minimising construction noise and impacts such as dust and air pollution as much as possible. We are also working on a plan to help support the community through the changes created by the project. We will include the community's ideas gathered during consultation to ensure that residents and businesses continue to thrive while we build the busway.

**The location of Botany Station**

*Submitters felt the station should be centrally located in, or directly adjacent to the Botany Town Centre so that it connected people to key destinations, other bus services and cycle paths. Some felt the Botany Hub and/or Town Centre would be the best location.*

We look forward to seeking stakeholder and community feedback on the proposed station location. More information will be provided in the next project update.



## From Ti Rakau Bridge to Botany Town Centre

**This section of the design included a proposed new connection at Burswood. There were some strong objections to it and requests for alternative designs between Ti Rakau Bridge**

*There were concerns about the proposed removal of residential houses and the impact the busway could have on the quiet community of Burswood. Some submitters were concerned about an increase in noise, air pollution and anti social behaviour, reduced privacy, increased parking on neighbouring streets, and that the busway would impact the coastal marine area.*

*There were requests for consideration of alternative designs that would avoid impacting the Burswood community, and/or increase access to the busway for businesses on the southern side of Ti Rakau Drive.*

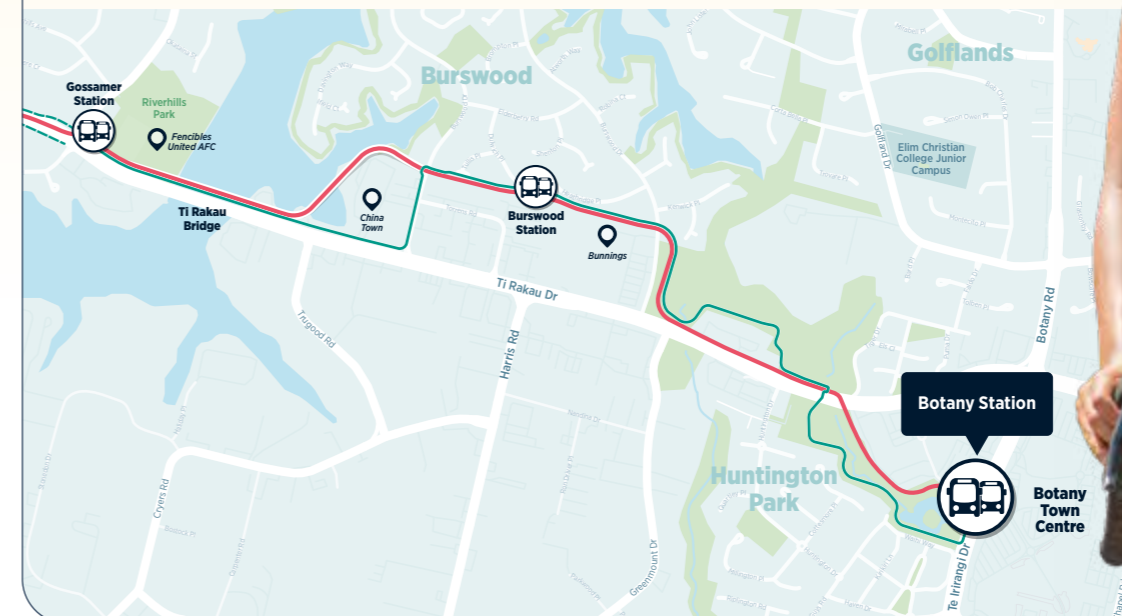
The Burswood alignment was proposed because it would provide quicker and more reliable travel times for buses, better access and safety for people, safe and separate walking and cycling paths, reduced impact to freight movements along Ti Rakau Drive, maintain access into and out of commercial properties, a shorter construction timeframe, would remove any impact on the Transpower high voltage cable and would enhance future land use opportunities.

AT and the project team have considered 14 broad options through this section, including different lane configurations on Ti Rakau Drive, narrowed lanes, elevated structures, tidal flow, tolls and bus lanes.

These options were reassessed and discounted due to a range of reasons including cost, visual impact, safety, not providing the required service levels, unable to maintain access to property and disruption from construction of the busway.

A summary of the options analysis is available on our webpage.

AT acknowledges the community impacts and concerns raised during consultation. If the alignment is confirmed, we are committed to working with the community to minimise the impacts through design elements such as noise walls, greenspace and landscaping, safety improvements, lighting and parking management.





# THE NEXT STEPS

The timeline shows our estimate of how the project will progress.

JANUARY – FEBRUARY 2022

Review and analyse feedback

FEBRUARY 2022

Auckland Transport confirms proposed design for busway between Pakuranga Town Centre and Ti Rakau Bridge

MARCH 2022

Auckland Transport to decide the preferred project design for busway between Ti Rakau Bridge and Botany

MID 2022

Community consultation on detailed design from Pakuranga Town Centre to Ti Rakau Bridge

—  
Seek consents from Auckland Council

—  
Enabling construction to start on Pakuranga Plaza

MID – LATE 2022

Community consultation on detailed design from Ti Rakau Bridge to Botany

## Have your say




There will be many opportunities to have your say in 2022 as we enter the consenting phase and progress the busway's detailed design. We will also be seeking feedback on the proposed location of Botany Station.

We will continue to engage with residents, business owners and stakeholders to better understand views, concerns and opportunities raised by submitters during consultation.

Where possible within the Covid-19 traffic light framework, we will provide opportunities for face to face small-group meetings.



To find out more, receive regular project updates or provide feedback, you can contact us on:

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