

## AMETI – Another Massive Eastern Traffic Invasion...

After the public rejection of the Eastern Motorway, the transport planners of Auckland and Manukau Councils are now promoting a new project called AMETI. However AMETI is flawed for the following reasons:

- AMETI is predominately about more roading, allocating only a small percentage of the budget (5%) to public transport, walking and cycling.
- Rather than reducing today's vehicle traffic volumes, AMETI forecasts an additional 20,000 car trips each morning, resulting in extra traffic congestion, air pollution and global warming emissions.
- The main AMETI highway lacks a northern and southern connection. It will be a loaded gun pointing at the local streets of Glen Innes, creating demand to build the Eastern motorway across Hobson Bay.
- AMETI relies on road widening and the planting of trees to make over-burdened arterials 'sustainable' and 'livable'.



For all this, AMETI has a cost exceeding \$2 billion dollars and requires the acquisition and destruction of over 300 home and businesses. AMETI's transport benefits are calculated to be \$62m per year. This is well below the cost of capital and thus a negative rate of return.

### ARC Chairman, Mike Lee calls AMETI “the Eastern Motorway in drag”...



If AMETI goes ahead as planned, then expect to see the Eastern Motorway across Hobson Bay to Queen St back on the agenda.

**However there is a much better (and cheaper) alternative...**



FAST is an umbrella group of organisations and individuals who support sustainable transport solutions to meet the economic, environmental and social challenges of transporting people and goods in the Auckland region.

## A better and cheaper way forward...

Instead of yet more roading, AMETI is an excellent opportunity to expand the existing rail network, providing connections to the future links with the airport, Onehunga, Avondale and North Shore.

Light rail has the potential to carry as many passengers as a 16-lane motorway in the space of a two lane road. If passenger volumes exceed light rail limits, heavy rail systems can be built to carry many more people.

The 19 km of rail, stations and trains would cost \$750 million - less than half of the proposed AMETI project, require less space and provide a clean, fast, reliable transport.



**A new light rail (in red) loops from the existing rail at Panmure to Manukau - via Pakuranga, Botany Downs and Flat Bush. Future connections go to the Airport, Onehunga, Avondale and the North Shore.**



**A light rail vehicle in Dublin. Fast, quiet and reliable, its capacity equates to 177 cars or 3 buses**

**The benefits are clear:** Providing fast and reliable rail services will mean less traffic, leading to:

- Reduced air pollution and carbon emissions
- Less traffic congestion and reduced travel times for commercial vehicles and buses
- Communities are less degraded by vehicular traffic
- Roads which are safer for cycling and more pleasant for walking
- Less reliance on increasingly expensive oil



**Don't be fooled by Council's illustration (left) showing cars as transparent and few - the AMETI proposal forecasts an extra 20,000 cars each day in each direction.**

**Help stop AMETI.** Contact your local councilor and voice your concerns. Join the residents' opposition group: [ametiproposal@hotmail.com](mailto:ametiproposal@hotmail.com). Contact FAST at [coordinator@fast.gen.nz](mailto:coordinator@fast.gen.nz), PO Box 91-301, Auckland, or phone 09 378-0953.



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