

Otahuhu Bus Train Interchange

July 2015 Issue 3



Welcome to the third project update newsletter on the Otahuhu Bus Train Interchange.



Otahuhu Interchange from Walmsley Road



Plaza area in front of Interchange entrance



Aerial overview of Otahuhu Interchange concourse



View of proposed Otahuhu Interchange

A brand new interchange for Otahuhu

The project team has finalised the design of the interchange and we can now see what it will look like when it is completed in the second quarter of 2016. Designed to support the rollout of the New Public Transport Network for south Auckland the Otahuhu Bus Train Interchange will be a key transfer station connecting bus passengers to the rail network.

Safer and more accessible

The interchange is designed to be safer with separate lanes for pedestrians, cyclists, buses and other vehicles. It will also be more accessible by replacing the old Walmsley Road footbridge with a fully-accessible concourse with lift access.

Enabling works to continue

The rail platform signal box was relocated to its new location inside the interchange site over the Queen's Birthday weekend. The last stages of enabling works include:

- Reinstatement of the rail platform where the signal box was located (prior to its move)
- Building foundations for the installation of new rail platform canopies
- Earthworks will continue on the interchange site in preparation for main works i.e. civil works, building / concourse construction and landscaping

For more information

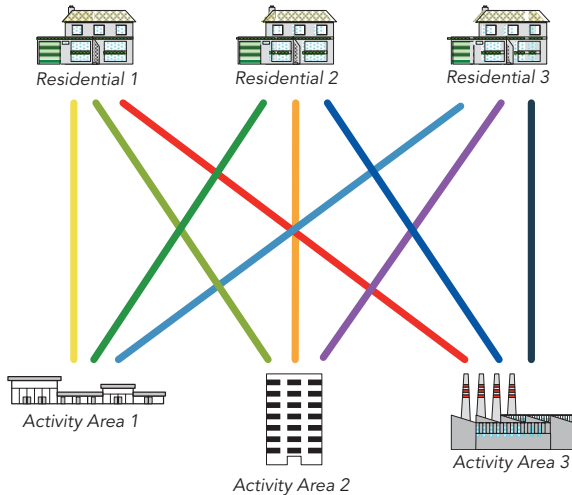
Email Greg.Horne@aucklandtransport.govt.nz
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Relocating the platform signal box inside the station area

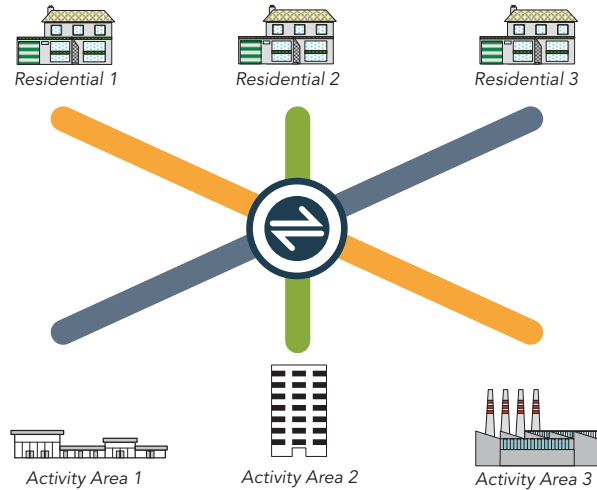
Model 1

Direct service option:
Many infrequent overlapping routes (Auckland now)



Model 2

Connective network option:
Fewer routes, more frequency (Auckland future)



Principles of the New Public Transport Network

The New Public Transport Network is designed to be simpler, have an all-day frequency and have better connectivity. The current network tries to connect many locations with many other locations at low

frequencies, as in Model 1. We are moving to Model 2 which has fewer routes but higher frequencies. The point at which the lines intersect in Model 2 illustrates where a connection would happen.

For the latest information visit on the New Network for south Auckland go to <http://goo.gl/aLvYZP>

For more information

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