Manukau Bus Interchange

Transforming the heart of Manukau

• The Auckland Plan identifies Manukau as a future Metropolitan Area – the gateway to south Auckland

• The Manukau bus interchange will be a key transfer station connecting bus users from the region to other buses and the rail network

• The Civic building car park (between Davies Avenue and Osterley Way) will be transformed to a 23-bay bus interchange (21-saw tooth bays and 2 parallel bays)

• Allows for regional buses in the future

• 13 of the 15 bus routes planned for Manukau will terminate at the interchange

• The interchange will serve as a vital link connecting local residents and businesses to the rest of Auckland

• It will have a ticket office, a customer service area, staff office spaces, a passenger waiting area, convenience kiosks, a drop and ride area, taxi parking, real time information, 24-hour security and toilets.

Future development for Manukau city centre.
Manukau Bus Interchange

New Public Transport Network for south Auckland

- Trains and buses every 15 minutes from 7am to 7pm, 7 days a week
  - Papakura to Otahuhu via Manukau (along Great South Road)
- Supported by a network of connector routes every 30 minutes. Routes from Manukau to:
  - Onehunga via the airport
  - Onehunga via Mangere
  - Otahuhu via Clover Park, Chapel Downs and Otara
  - Botany
  - Manurewa via Totara Heights and Auckland Botanic Gardens
  - Papakura via Homai, Manurewa, Randwick Park and Takanini
  - Otara
  - Manurewa via Homai and Clendon
- A new peak only service for the Wiri Industrial area and one serving the East Tamaki Industrial area connecting with Manukau and Panmure.

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.
Proposed features:

- Taxi parking
- Drop off and pickup area
- Real time passenger information
- Waiting lounge
- 24-hour security, help points and CCTV
- Universally accessible
- An architectural look and feel incorporating local and cultural history
- Address operational needs, including the volume and movement of buses to and from the interchange and the wider network
- Customer service area
- Ticket office
- Space for convenience kiosks
- Toilets.
Manukau Bus Interchange

Putney Way

- Putney Way between Davies Avenue and Osterley Way will be upgraded on the southern side as a key connector road between Manukau city centre and the interchange
- Stormwater management with rain gardens
- Bike parking racks and rubbish bins.

- Footpaths will be widened to a minimum 4 metres on the southern side of the street. This will be further widened at various positions to provide space for street furniture and public waiting
- Better street lighting.

Putney Way.
Construction phases

Stage 1 – Reconfigure southern carpark
- Form new access
- Reconfigure carpark layout including median strips
- Reconfigure pedestrian access from Osterley Way and Davies Avenue
- Reconfigure infrastructure including lighting, stormwater, CCTV and payment facilities.

Stage 2 – Enabling works
- Site clearance
- Civil utilities works
- Bulk cut and fill earthworks including preload.

Stage 3 – Building and operational area construction
- Construction of building
- Construction of bus operational area platform
- Construction on Davies Avenue canopy.

Stage 4 – Finishing works
- Form entrance and exit road crossings
- Landscaping
- Putney Way and Davies Avenue streetscaping.
Potential future development option

- The new Manukau bus interchange represents a great opportunity for an adjacent mixed residential and commercial development that makes the most of the proximity to major public transport routes
- Added convenience and amenity of being close to public transport will make it easy for people to live and work
- Panuku Development Auckland (Panuku) is working with Auckland Transport on initial planning relating to the development around the new Manukau bus interchange
- Panuku will work with a private sector partner to deliver the mixed use development
- There are two areas available for commercial and residential use measuring approximately 6000sqm and 1100sqm that have the potential to deliver around 50,000sqm of mixed use space that could potentially include at least 200 apartments
- Panuku is working closely with Auckland Transport to ensure all elements of development, such as pedestrian and traffic flows, storm water run-off are well integrated with the bus interchange.
Indicative timeline

**October – November 2015**
- Public engagement period

**December 2015**
- Feedback analysis and report

**November 2015 to January 2016**
- Developed design

**February 2016**
- Update on developed design and enabling works

**February – April 2016**
- Enabling Works

**August 2016**
- Main construction commences

**October 2016**
- South Auckland New Network implemented, temporary interchange bus stops on Putney Way and Davies Ave

**August 2017**
- Completion and opening
Manukau Bus Interchange

Proposed temporary bus stops (while interchange is under construction).

Structure

- Canopy over Davies Avenue pedestrian crossing will provide shelter for pedestrians walking along Putney Way (southern side).
- Provide continuous protection for pedestrians connecting from Manukau train station to the bus interchange.
- Provide easy pedestrian access to the bus interchange.
- Canopy over Davies Avenue pedestrian crossing may be repositioned to realign Davies Avenue pedestrian crossing to provide easy pedestrian access to the bus interchange.

Layout of facilities in interchange building.

Convenience kiosk
- Bus operating area
- Toilets
- To train station
- Davies Avenue

Canopy for pedestrians
- Canopy over Davies Avenue pedestrian crossing will provide continuous protection for pedestrians connecting from Manukau train station and the bus interchange.

Overall concept

MANUKAU

Cancel
Design features of interchange building

- Located within the bus interchange area, prior to discharge to the wetlands in Hayman Park.
- Stormwater runoff from the bus bays and bus manoeuvring area will be treated through rain-gardens
- Interchange access will be via Putney Way to provide ease of access to Manukau train station
- Inclusion of local cultural and historical references
- Designed to enhance the sense of space
- Promoting intuitive orientation and way-finding
- Roof planes running in a north-south direction, designed to provide maximum amount of natural light
- Saw-tooth layout similar to the Hamilton Transport Centre and Hamburg Central Bus Station in Germany

Manukau Bus Interchange