

Welcome to the first project update on the Manukau Bus Station for 2016.

Project overview

The 23-bay Manukau Bus Station will be at the heart of the new connected public transport network for south Auckland, connecting bus users to trains and other buses.

More information on the new integrated public transport is available on page 2. Construction will take place within the Manukau Civic car-parking area between Davies Avenue and Osterley Way. It is expected to be completed in the second half of 2017.



Groundbreaking ceremony

A Karakia and ground breaking ceremony took place on 12 March 2016. Transport Minister Simon Bridges, Mayor Len Brown and Otago-Te Pahi Chair Fa'anā nā Efeso Collins marked the start of construction works with the turning of the first sods.

Enabling works have started

Enabling works (pre-construction works to get the site ready for the main construction) have started in the first week of March. The removal of traffic islands and trees within the carpark area has been completed. The existing carpark lights will be removed as required in the coming weeks. Noisy works can still be expected with the continuation of breaking up of the concrete islands and milling the existing asphalt, however this will be contained within the hours of 7:00am till 7:00pm.

Upcoming changes

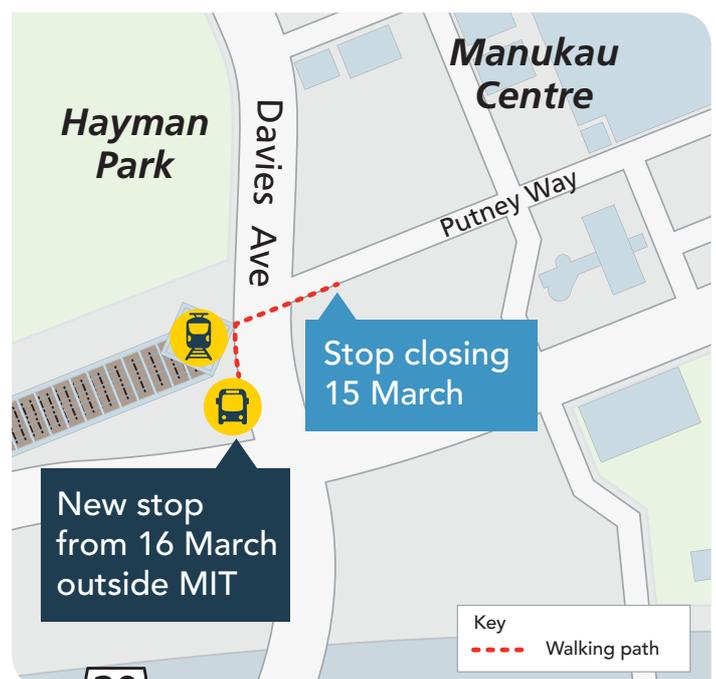
New Entrance Way

Work is due to commence on the new entrance off Manukau Station Road from the week of 7 March 2016. For this reason:

- We will be closing the footpath on the northern side of Manukau Station Road for up to 6 weeks starting Wednesday, 9 March 2016.

Looking Ahead

- **Installation of a new stormwater management system** and sewer infrastructure will take place in the coming weeks.
- **Temporary Bus Stop Closure:** From Wednesday 16 March, the bus stop #2179 at Putney Way will close. It will be relocated a few steps away at Davies Avenue outside the Manukau Train Station/Manukau Institute of Technology building. Refer to the map for directions.



How the Manukau Bus Station fits in with the New Network for south Auckland

With Auckland moving towards a simpler and more integrated public transport network, interchanges are at the heart of this transformation. The New Network will allow more passengers to simply turn up and go rather than planning trips around a timetable.

Principles of the New Network

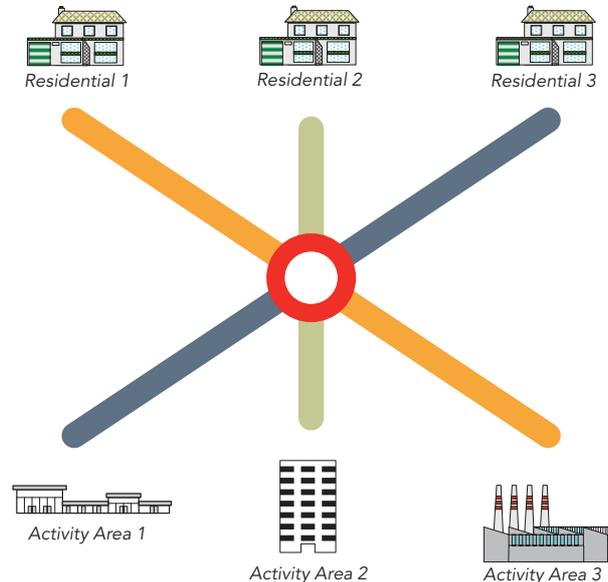
The New Network fundamentally changes the way bus services operate. The key principle is to run a number of high frequency services that are designed to work together through easy connections. It is based on a principle already working in many North American and European cities.

Auckland's current network tries to run direct services from everywhere to everywhere at low frequencies, as in model 1 of the diagram. We are moving towards model 2, which has fewer routes but higher frequencies. The point at which the lines intersect illustrates where a transfer would happen.

Model 2

Connective network option:

Fewer routes, more frequency (Auckland future):



What this means for Manukau

Frequent buses timetabled at least every 15 minutes from 7am to 7pm, 7 days a week:

- Papakura to Manukau along Great South Road
- Manukau to Otahuhu along Great South Road

Supported by a network of connector routes timetabled at least every 30 minutes and some peak buses. For example:

- Manukau to Onehunga via Papatoetoe, Auckland Airport and Mangere Town Centre
- Manukau to Otara and MIT
- Manukau to Botany Town Centre via Preston Road
- Weymouth to Manukau Station via Manurewa
- Wiri Industrial area to Manukau Station

Go online for more on the **New Network**:

www.AT.govt.nz/project-roadworks/new-public-transport-network

Model 1

Direct service option:

Many infrequent overlapping routes (Auckland now):

