

Otahuhu Bus Train Interchange

February 2015 Issue 2



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

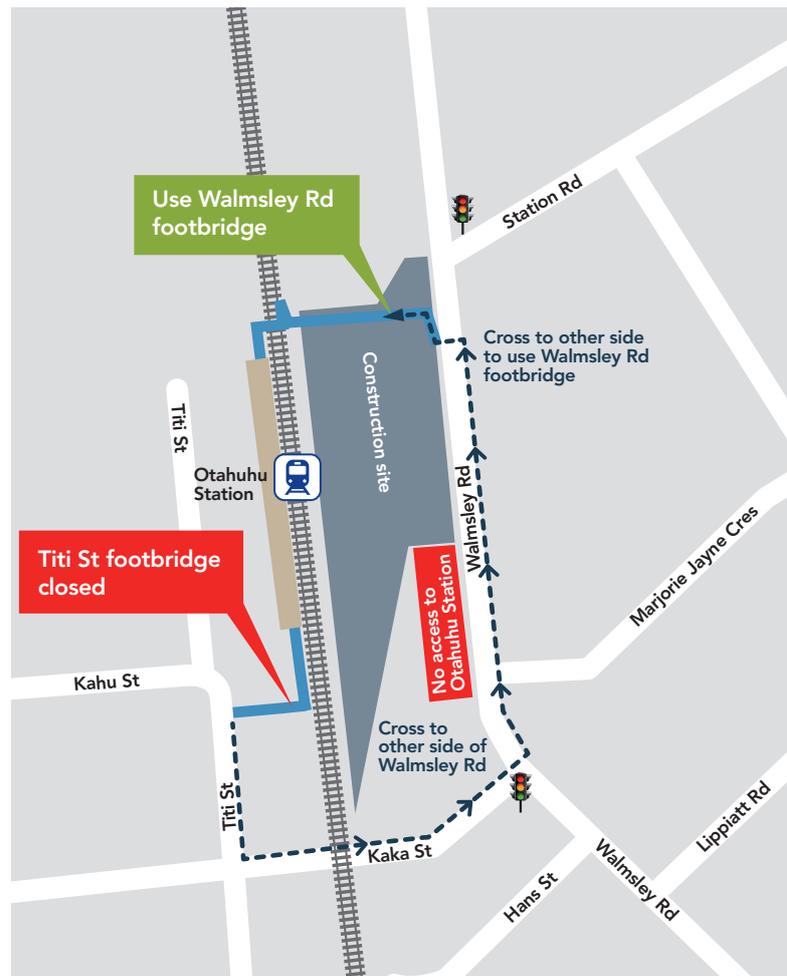
Ground works almost complete

Preparations to make the site ready for main construction are well underway. Since our last update in December 2014, these ground works have seen the dismantling of Titi Street Bridge and the construction of two pile foundations that will be used for the future concourse of the interchange. Looking ahead, further construction works include raising the level of the interchange site, relocating the station signal building and undertaking preparatory works for rail station canopies.

Improving safety

With the temporary closure of the Titi Street Bridge, passengers can access Otahuhu Station via Walmsley Road footbridge (at the intersection of Walmsley and Station Roads). A temporary fenced path has been constructed to provide clear separation between passengers using the Walmsley Road Bridge entrance and the busy road.

Please refer to the map to safely access Otahuhu Station.



New temporary footpath at Walmsley Street bridge entrance

For more information

Email Greg.Horne@aucklandtransport.govt.nz
phone 09 355 3553 or visit at.govt.nz/projects

How the Otahuhu interchange 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. All routes in Otahuhu will serve both the town centre and the interchange.

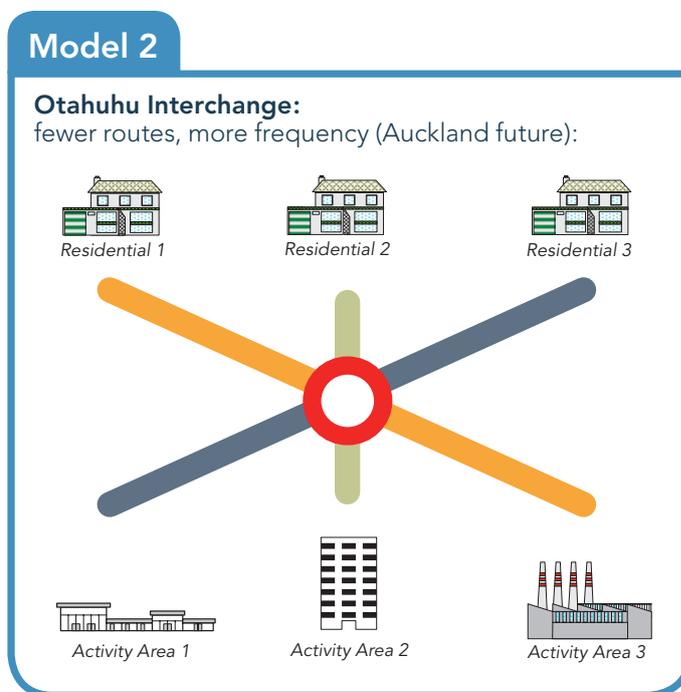
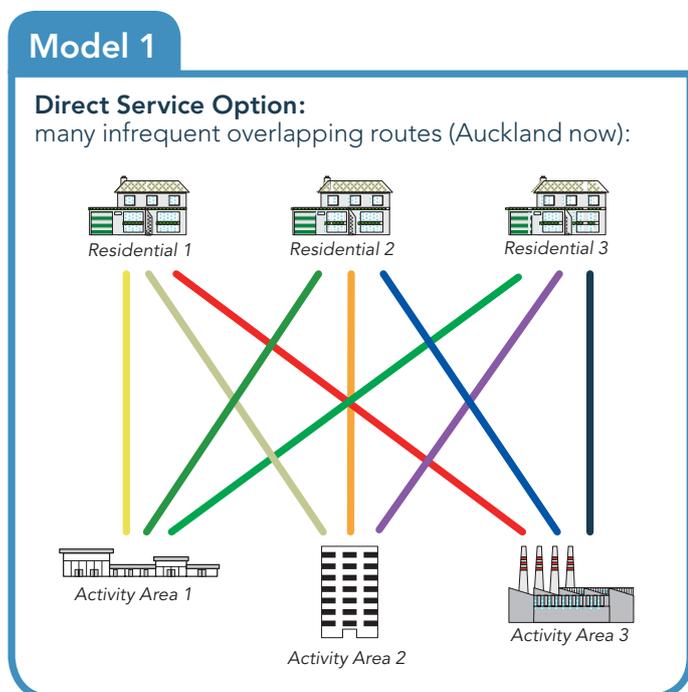
Principles of the New Network

The proposed New Network is based on a principle already working in many North American and European cities, which have networks of high frequency services that are designed to work together through easy connections. 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.

What this means for Otahuhu

- Trains and frequent buses timetabled at least every 15 minutes from 7am to 7pm, 7 days a week:
 - Papakura to Otahuhu via Manukau (along the Great South Road)
 - Mangere to Sylvia Park via Otahuhu interchange and town centre
- Supported by a network of connector routes timetabled at least every 30 minutes and local routes timetabled at least every 60 minutes. For example:
 - Mangere to Manukau via Otahuhu and Otara
 - Mangere to Seaside Park via Favona and Otahuhu
 - Mangere to Otahuhu via Middlemore Hospital

Other services between Otahuhu and places such as Panmure, Glen Innes, Onehunga, Penrose, Ellerslie and beyond will be consulted on within the Central New Network later this year.



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