Project Team Collaboration

Good Public Transport Interchange Design in Auckland

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Background

- Auckland needs to double PT use in 10 years
- There is assured yet constrained local and national funding
- Improving the efficiency and capacity of the current network is not enough
- A new integrated network is required

Implications & Approach

- Need for effective interchange facilities
- No appropriate design guidelines to direct future interchange infrastructure
- Best outcome meant a collaborative approach required
- Best and worst already out there

Best Practise
Otara

Pre-renovation
- Dark and dingy

Post-renovation
- Light and visible to enable passive security

Source: http://transportblog.co.nz/2012/07/20/upgraded-otara-bus-interchange/

Grafton

- Good passive security
- Good connection between modes
- Temporary / permanent hoardings prevent waiting passengers under shelter from seeing oncoming services

Albany

- Maps and timetables in sheltered waiting area
- Real time information in waiting area and at platform

Akoranga

- Impressive pedestrian connection to neighboring AUT
- Minimal wayfinding signs to external facilities for first time users

New Lynn

- Cater for different access modes
- Waiting facilities complemented by coffee stand
Henderson

- Inequitable shelter facilities
- No direct access to adjacent mall
- Collaborate with commercial neighbors so that both parties interests are met

Case Study – Dominion & Balmoral

- Current layout involves long walks when transferring services
- International best practice suggests 100m
- How to improve this?

Questions?