Electric trains for Auckland

Auckland’s electric trains include the latest developments in railway technology and safety, and will be faster, quieter and energy efficient, making rail travel an attractive option for the city’s residents and visitors.

Some key points about Auckland Transport’s electric trains:

- Auckland is getting fifty-seven brand new electric trains comprising 2 motor cars and 1 trailer car
- Each train will be able to carry up to 375 passengers
- Electric trains offer a faster, more frequent service
- Electric trains are environmentally friendly – energy efficient, quieter, and make no air pollution

Ensuring passengers are comfortable, well informed and safe is a key objective in the design and these trains will be faster, quieter and energy efficient. The new trains will include the latest developments in railway technology and safety and will provide comfortable and enjoyable rail travel for Aucklanders.

As the trains travel more swiftly than the current fleet they will be able to shave approximately 10 minutes off the travel from Papakura to Britomart allowing the service to run more often and get passengers to their destinations quicker.

In preparation for the introduction of the trains, KiwiRail is electrifying Auckland’s suburban rail network. More information on the electrification of our rail network can be found at the KiwiRail website.

When will it happen?

The new electric train service is expected to commence in early 2014 with the fleet progressively introduced across Auckland through 2014 and 2015. The full network service should be available in 2016.
The current network tries to connect many locations with many other locations – resulting in lots of routes at low frequencies.

The new network will utilise key interchanges to reduce network complexity, providing more efficient services at higher frequencies.
Multiple bus services will connect the Otahuhu Town Centre with the new interchange via Mason Avenue and the Recreation Precinct with an expected frequency of one bus every five minutes. These new services will be easy to understand and simple to use.

With the arrival of the New Network, the existing Otahuhu Transport Centre will be closed and new bus stops created on-street along Avenue Road and outside the recreation precinct on Mason Avenue. The new bus stops will feature modern shelter facilities, seating and canopies and will be fitted with the latest electronic timetable systems.

The New Network - overview

Auckland Frequent Network
2016 (proposed)

Routes are subject to change as part of local consultation processes.
By creating strong, active pedestrian connectivity linking the town centre with the new interchange and recreation precinct, the linkages project will help create a safer, calmer traffic environment encouraging greater pedestrian activity.
Basic Concept Design for the Otahuhu Bus Train Interchange

What do you think?

Key Design Features:

- Integrated platform – dual bus bays (x4 buses each site)
- Canopied bus and rail platforms – continuous coverage for passengers moving between bus and train services
- Enclosed waiting room on bus platform
- Concourse – linking bus and rail platforms, incorporating retail kiosk, staff facilities, gating and ticketing
- Multiple bus / train platform access options: stairs/lifts/ramps/escalators

- Kiss & ride parking, taxi stand
- Secure cycle storage
- WiFi Hotspot facility
- CCTV security (real time information)

Indicative Time Line

- January 2014: Start of detailed design
- End of first quarter 2014: Start of construction
- End of first quarter 2015: Project completion
The existing container storage yard will be transformed into a modern, user friendly interchange that incorporates the existing Otahuhu Train Station and attracting more visitors and increased growth to the Otahuhu area.
Akoranga Busway Station

An example of a well-designed and customer friendly facility that encourages people to use public transport.
Otahuhu Connectivity

Regular bus services between new Bus-Train Interchange and Otahuhu Town Centre
The proposed site

The new interchange will be located next to the existing Otahuhu Rail Station with construction expected to get underway in 2014.
Welcome

Transforming public transport in south Auckland

Auckland Transport is moving to a simpler, more integrated public transport network that will use key interchanges to connect services.

Establishing a new, state-of-the-art bus-train interchange in Otahuhu is crucial to the success of the New Network in the south.

Public input into the design of the interchange is essential to ensuring this major facility reflects the needs of the community it serves and it achieves its potential as a catalyst for growth and rejuvenation in Otahuhu.

We welcome your feedback.
The New Network - overview

Auckland Frequent Network 2016 (proposed)

Routes are subject to change as part of local consultation processes.

Auckland Transport is moving to a simpler and more integrated public transport network. This will deliver a New Network of buses and trains that will change the way people travel - including the need for some passengers to transfer at key interchanges.

Note: This map shows only services (bus, train and ferry) timetabled at least every 15 minutes, 7am – 7pm, 7 days a week. Other services will continue to support the Frequent Network.

Inner City Interchanges

- Albert St
- Queen St
- University
- Mt Eden Station
- Grafton

Map Symbols

- Rapid Service (Railway & Busway)
- Frequent Service (All other colours)
- Reduced Frequency extension of Rapid or Frequent Service
- Local Centre or suburb
- Connection between services
- Major Interchange

This map shows only the main suburbs, town centres and stations served by each service. Not all stops are shown. Suburb locations are approximate only.