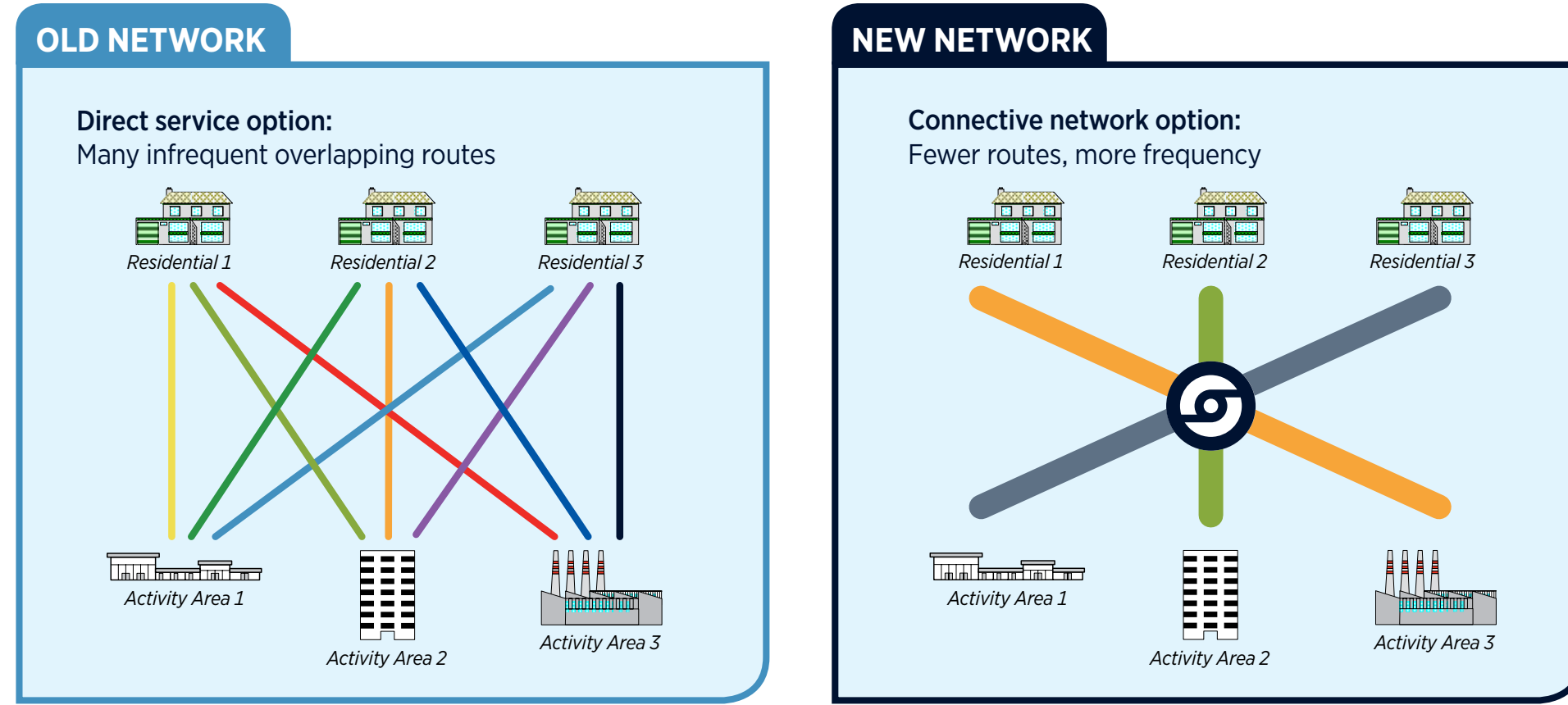


# Auckland has a new public transport network

Prior to 2016, our bus network tried to run direct services from everywhere to everywhere, resulting in a complex network often made up of infrequent services. Auckland is expected to grow by 720,000 people by 2050. We needed to make bold changes and give people more transport options if we are to keep Auckland moving. We have implemented a simpler bus network which is more efficient, with higher frequencies and better connections.



1 in 6 journeys now involve a transfer, but higher frequency services result in a short wait time between services.

Nearly 60% of public transport journeys in Auckland are now made outside of peak hours. Most of our bus services run to similar timetables throughout the day, 7 days a week, making the bus a more feasible option for more people and more types of journeys.

## Simple.

A bus network that is easy to understand, particularly for new and occasional users

## Frequent.

More buses more often, 7 days a week, gives more flexibility

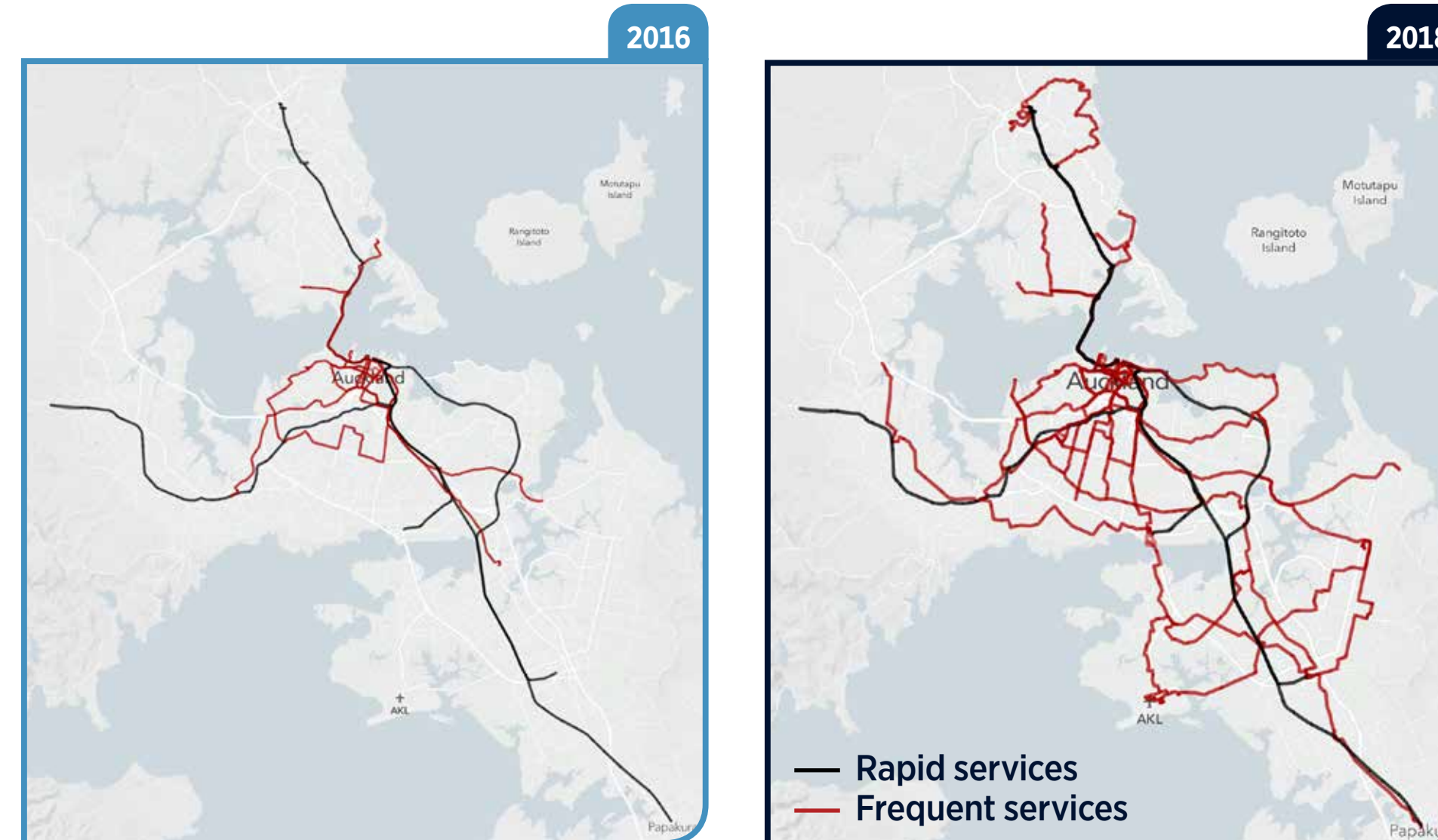
## Connected.

Better connections between services, improving access to more destinations

## Key pre-requisites

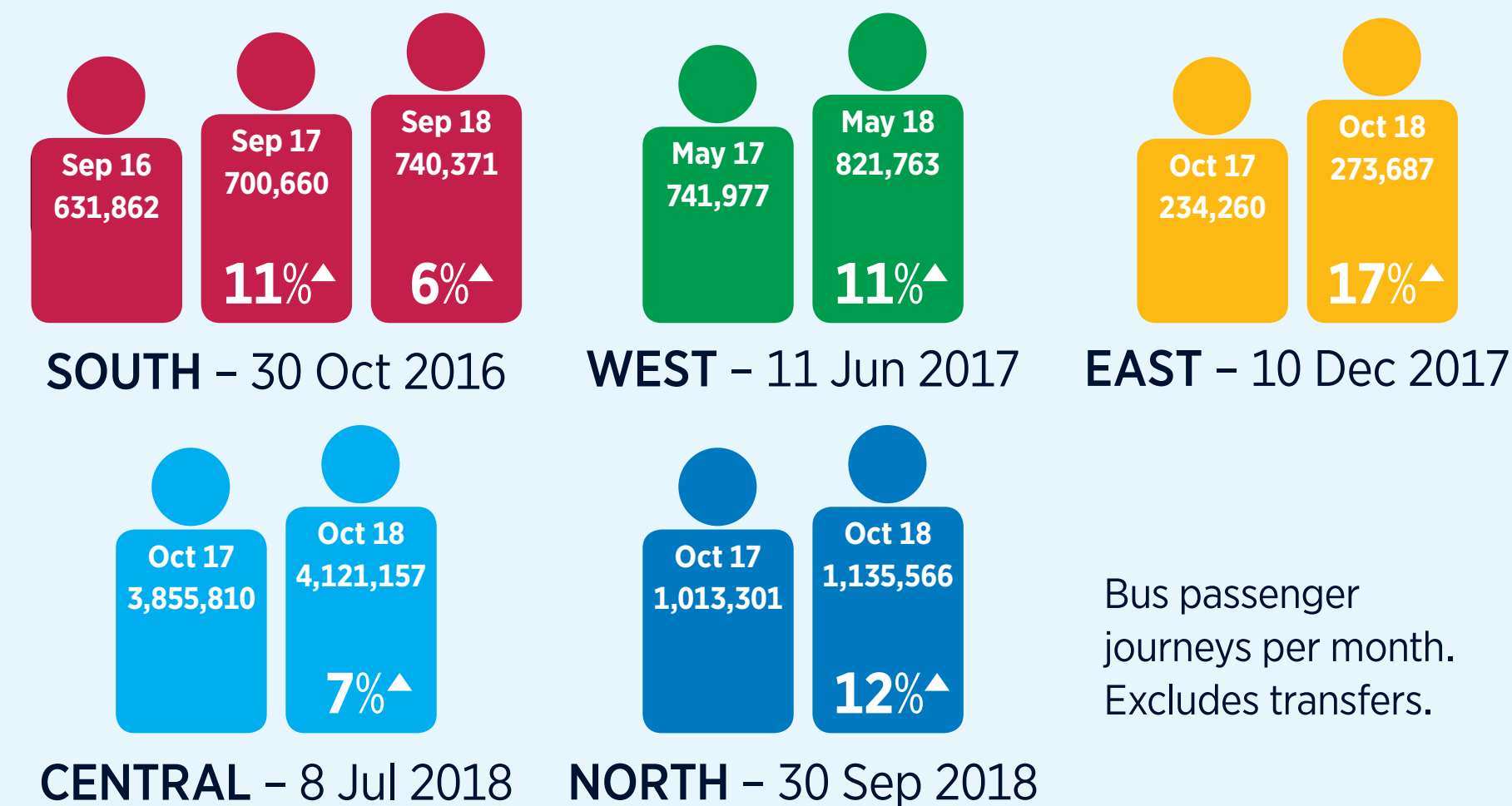
- Integrated ticketing** – 1 ticket for multiple modes & operators, simple zone-based system
- 2013 Regional Public Transport Plan** – statutory requirement
- Procurement and contract reform**
- Infrastructure** – e.g. new stations, new electric trains bring reliability & more capacity

## Rapid & frequent network



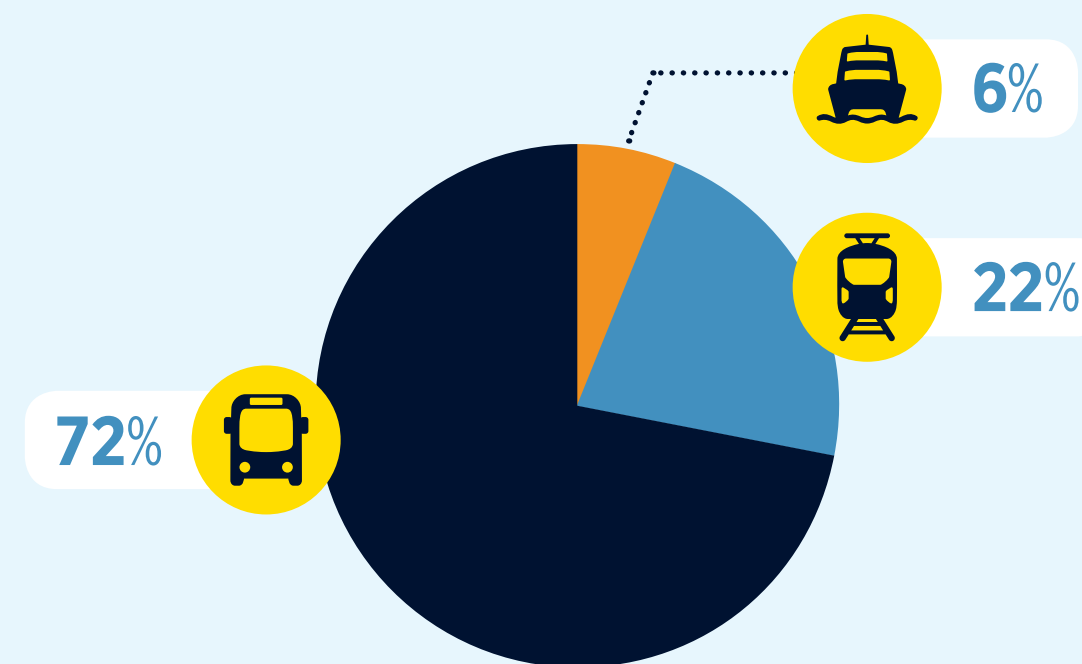
## All aboard

Despite the large-scale nature of the changes, including some streets losing service, patronage increased.



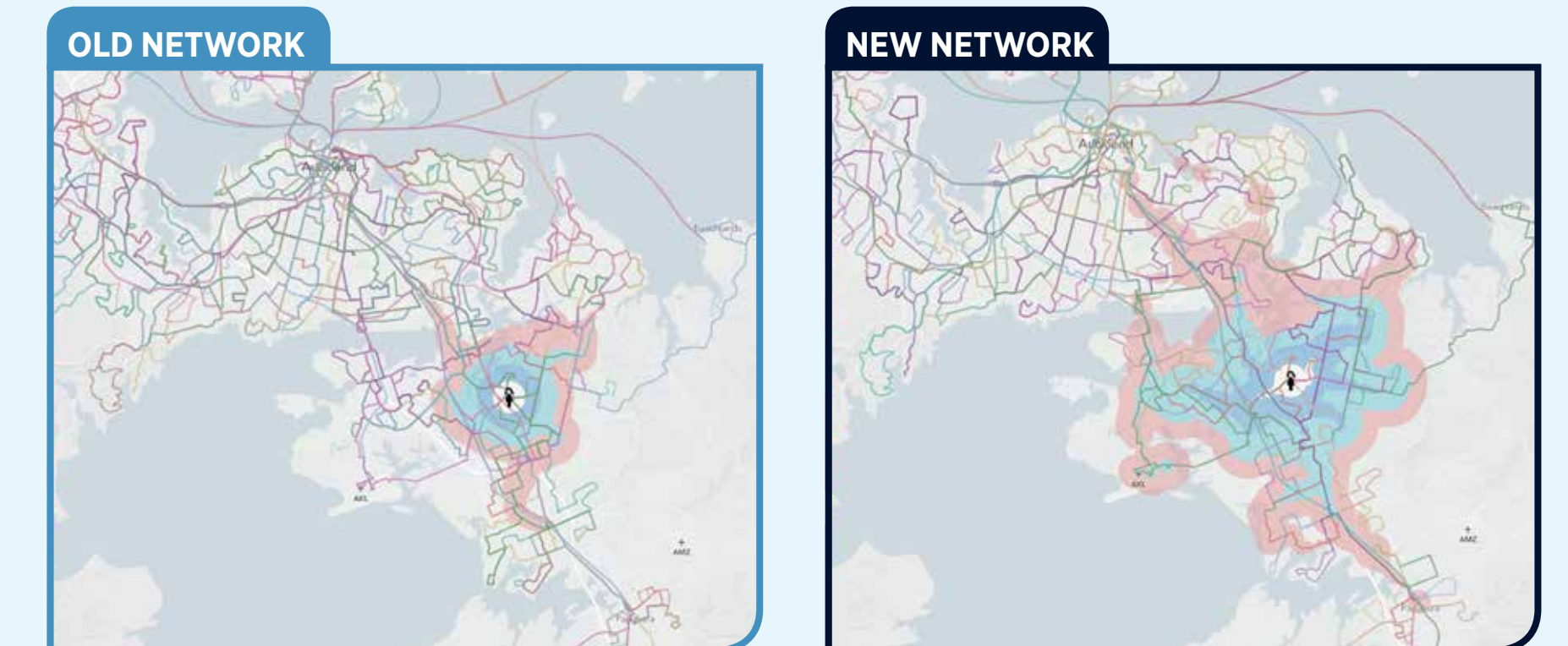
## Mode share

Buses are the backbone of Auckland's public transport network, with 72% of patronage.



## Improved access to public transport

- 42% of Aucklanders now live within 500 metres of a frequent and/or rapid public transport stop/station
- The area that can be accessed by public transport within 45 minutes has increased



## GENUINE ENGAGEMENT

- Following feedback, we changed 90 of the 171 proposed services
- Gave Aucklanders an opportunity to help shape their city
- Essential component from beginning to end
- Used a wide range of channels
- Major issues identified and addressed at planning stage
- Manage public's expectations
- 'Street team' helped public and bus drivers during the first few days

## WHERE TO NEXT

- New routes in developing areas
- Increase in awareness to continue to grow patronage
- Continuous review of routes
- Waiheke New Network – planned in 2019
- Infrastructure and wayfinding improvements
- Commitment in Regional Public Transport Plan to work towards ferry fare integration by 2021
- Integration with City Rail Link and Light Rail