# Bringing it together – Auckland’s New Network

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| Between 2016 and 2019 Auckland has implemented a new bus network. As with any public transport network, aims of the redesign included increasing patronage and reducing the number of single occupant cars on the road.  In addition to getting passengers out of their cars and onto public transport, the ‘New Network’ was designed to operate more efficiently than the previous network. This was through using a ‘hub and spoke, system, using the principles of frequency, connectivity and simplicity rather than buses going from ‘everywhere to everywhere’.  The number of bus routes running into the Central City, the most polluted part of Auckland, was reduced through the connected network. In the southern and western parts of Auckland, there has been a significant increase in feeder buses to train stations, meaning an increase in the number of trips completed by electric train.  Given the scope and nature of the change, there was extensive consultation and communication with the public, this was a new concept for many of them. The connected network meant a fundamental change in the way that they made journeys on public transport and reassurance was required that the trade-off of not being able to make a ‘single-seat’ journey would be offset with greater frequency and flexibility.  This network is proving successful with ever increasing patronage, at least prior to the advent of COVID-19. June 2019 saw Auckland public transport carry over 100 million passengers for the year.  This success has needed more than just the design of a bus network. Initiatives over the last 10 years including integrated fares and improved infrastructure have been vital to the New Network. This paper will help explain how the various elements have come together to contribute to the success of the New Network. |