



# CATTR – the Quiet Transformation of Auckland's Bus Network

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# What is resilience?



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Climate Action Transport Targeted Rate

# What is CATTR?



# CATTR background

- **Te Tāruke-ā-Tāwhiri Auckland's Climate Plan**
  - Halving regional emissions by 2030 and net zero by 2050
- **Work started early 2021** –close collaboration between AC and AT
  - Extensive engagement with elected members and stakeholders
  - Mayor Goff and his office were political champions – very important
- **Passed almost unanimously in early 2022**
  - For FY2022/23 annual budget



# Key components

## PUBLIC TRANSPORT



Providing much greater access to efficient and reliable low-carbon public transport



## ACTIVE NETWORK



Providing safe, convenient and well-connected walking and cycling options for many more Aucklanders



## URBAN NGAHERE (FOREST)



Planting trees now to prepare for a warmer future, reducing vulnerability to extreme heat



# Principles driving development of CATTR package

High impact

Address inequity

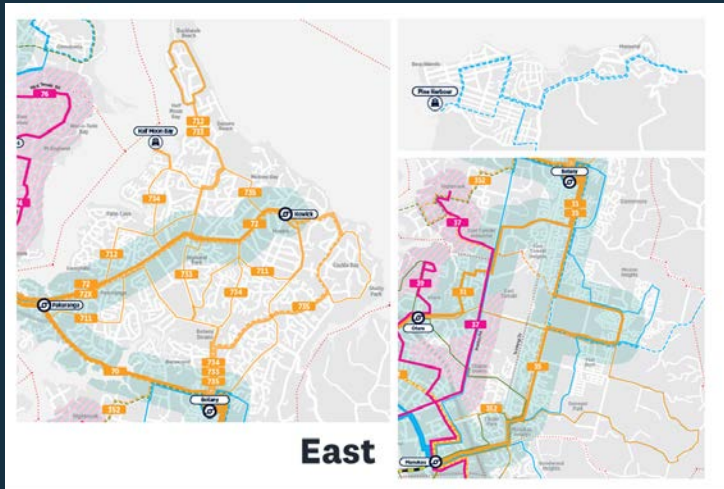
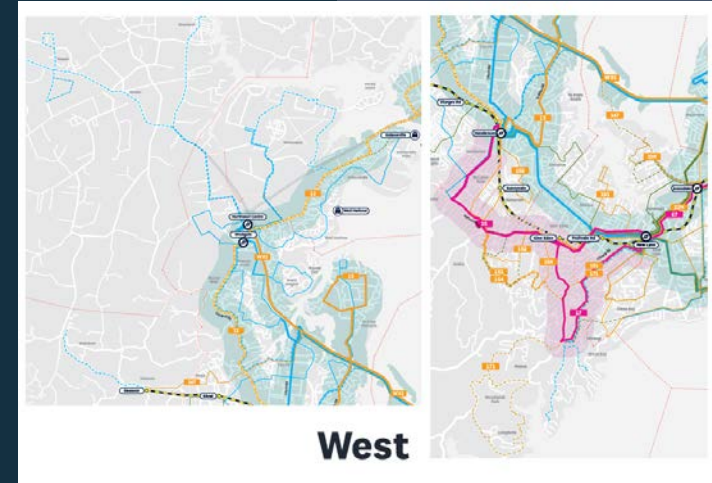
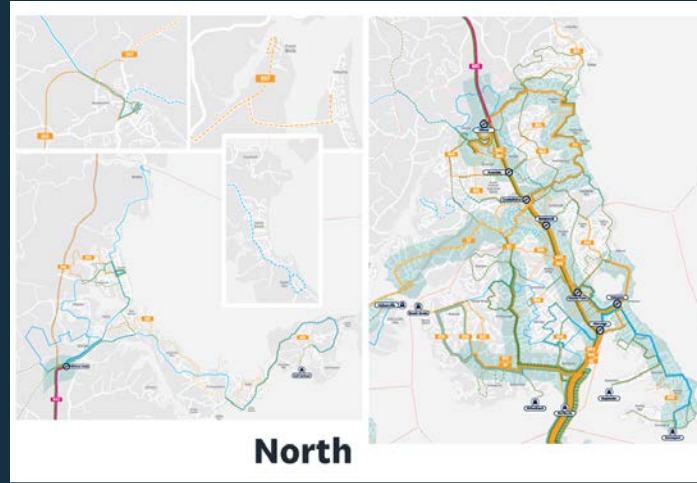
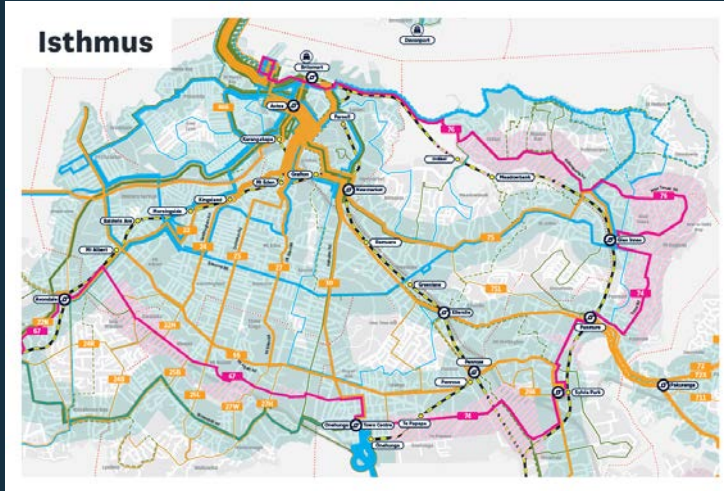
Wide regional benefits

Can be started fast





# Investment in bus services (\$651m)



	Existing	Improvements in LTP funded package	Improved or lengthened service	New service	500m coverage buffer	additional coverage on top of LTP funded package	additional service improvements on top of 2a package
Frequent							
Connector							<small>(applies to \$50m package only)</small>
Local							
					Local Board boundaries		

## Bus Programme key outcomes

- 10 new frequent routes serving across the region
- 69 other bus routes improved
- 79 additional electric or hydrogen buses
- Approximately 1,000,000 Aucklanders within 500m of a new or improved CATR service
- 170,000 more people brought within 500m of frequent bus route

# CATR Planning – Priority projects

Updated February 2026

## Bus Programme

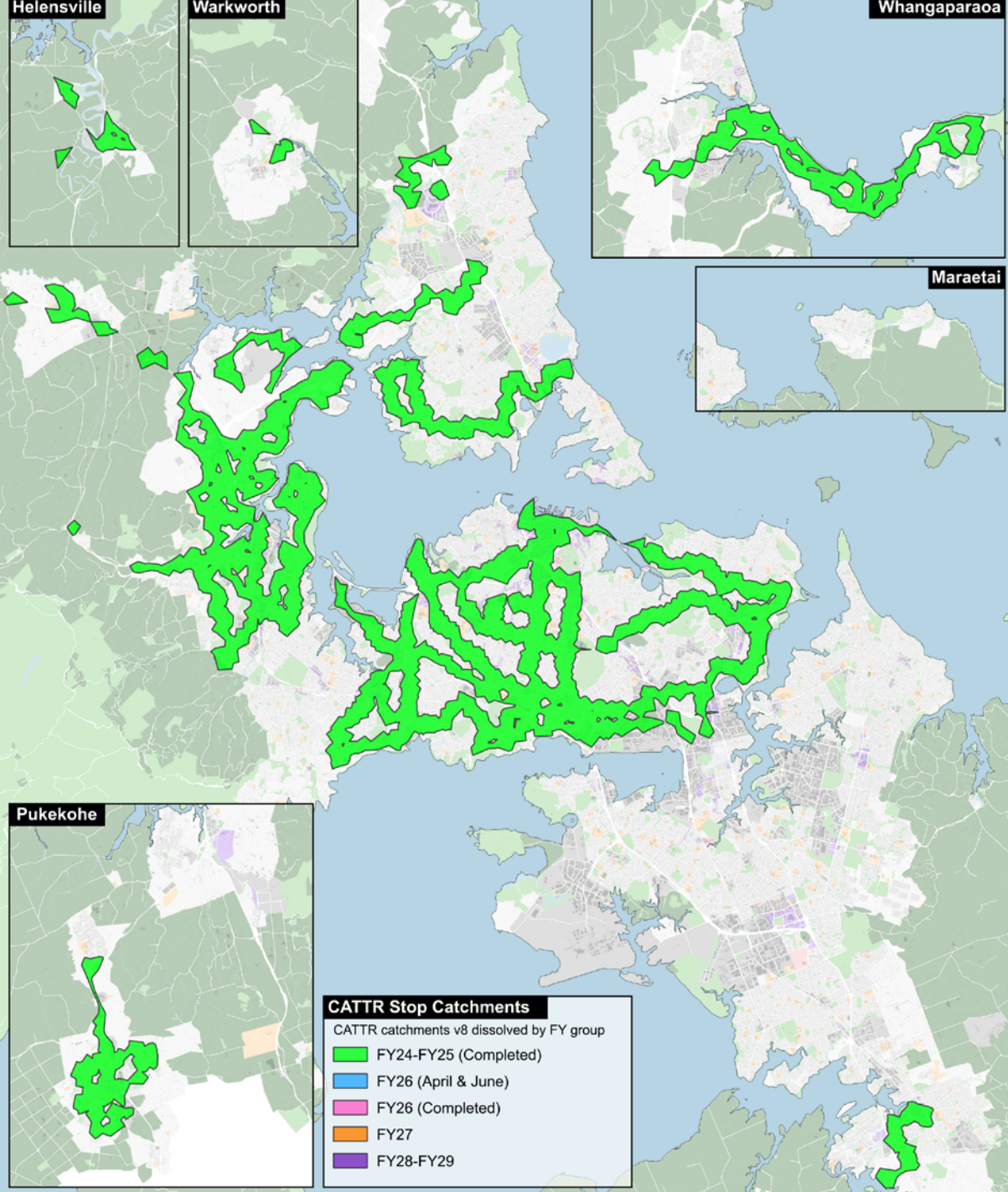
	FY23			FY24			FY25			FY26			FY27		
	JUL '22	DEC '22	JUN '23	JUL '23	DEC '23	JUN '24	JUL '24	DEC '24	JUN '25	JUL '25	DEC '25	JUN '26	JUL '26	DEC '26	JUN '27

Route 12 (120)									Go Live (Complete)						
Route 13 (131)				Go Live (Complete)											
Route 15 (new)													Go Live (Planned)		
Route 17 (172)													Go Live (Planned)		
Route 37 (new)													Go Live (Planned)		
Route 39 (new)													Go Live (Planned)		
Route 40 (new)															Go Live (Planned)
Route 42 (new)													Go Live (Planned)		
Route 64 <small>(existing FTN funded by CRL until Maungawhau Station opens, extended to St Lukes with Outer LINK changes)</small>															
Route 65 (650)								Go Live (Complete)							
Route 67 (670)								Go Live (Complete)							
Route 74 (743)		Go Live (Complete)													
Route 76 (762)		Go Live (Complete)													
Route 94B/V (942)						Go Live (Complete)									
Route 11T/W (110)				Go Live (Complete)											
Route WX1 (new)				Go Live (Complete)											

Note: dates are indicative

**Gantt Bar**

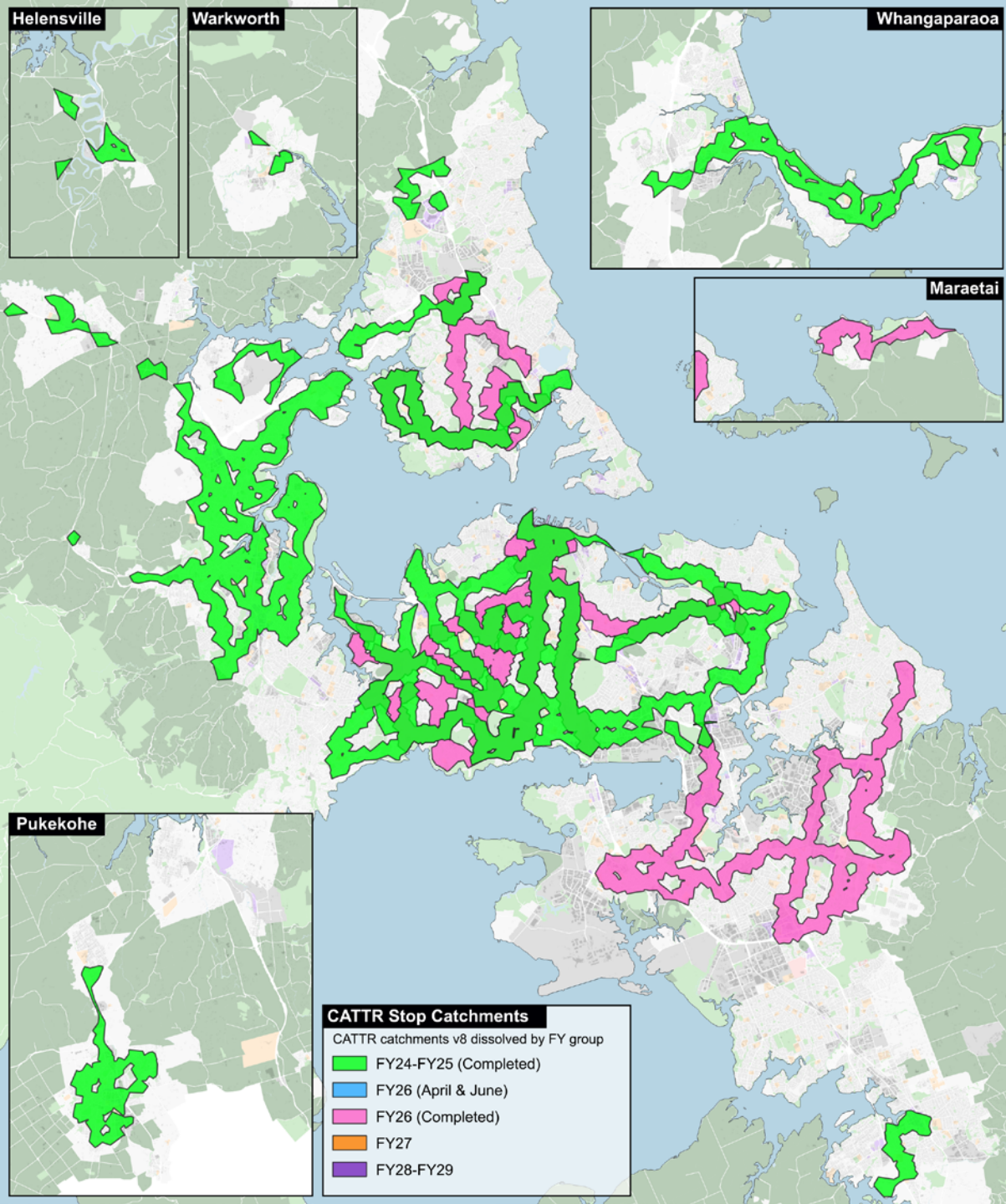
- Planned milestone
- Achieved milestone



FY24 & FY25

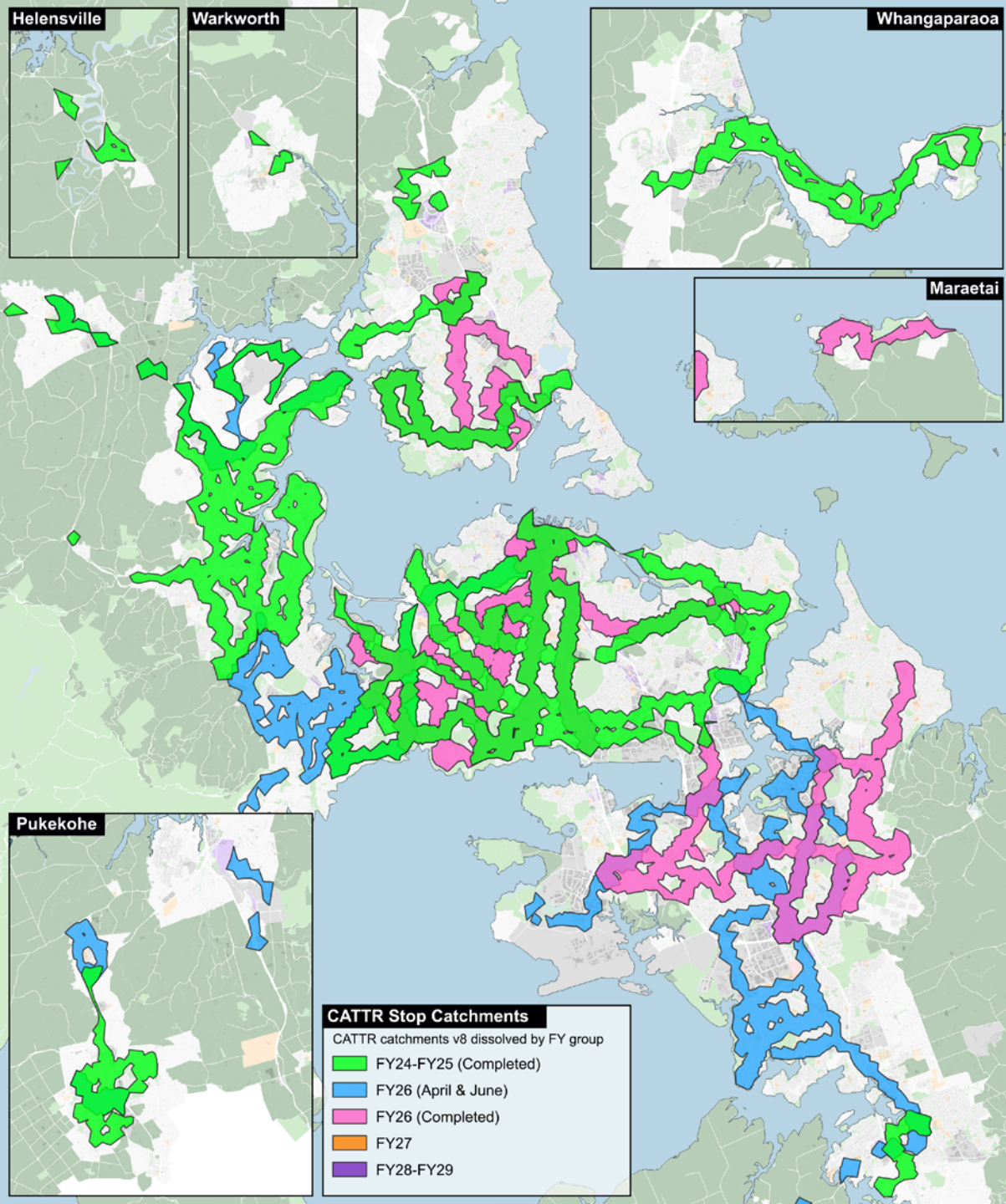
450,000 Aucklanders





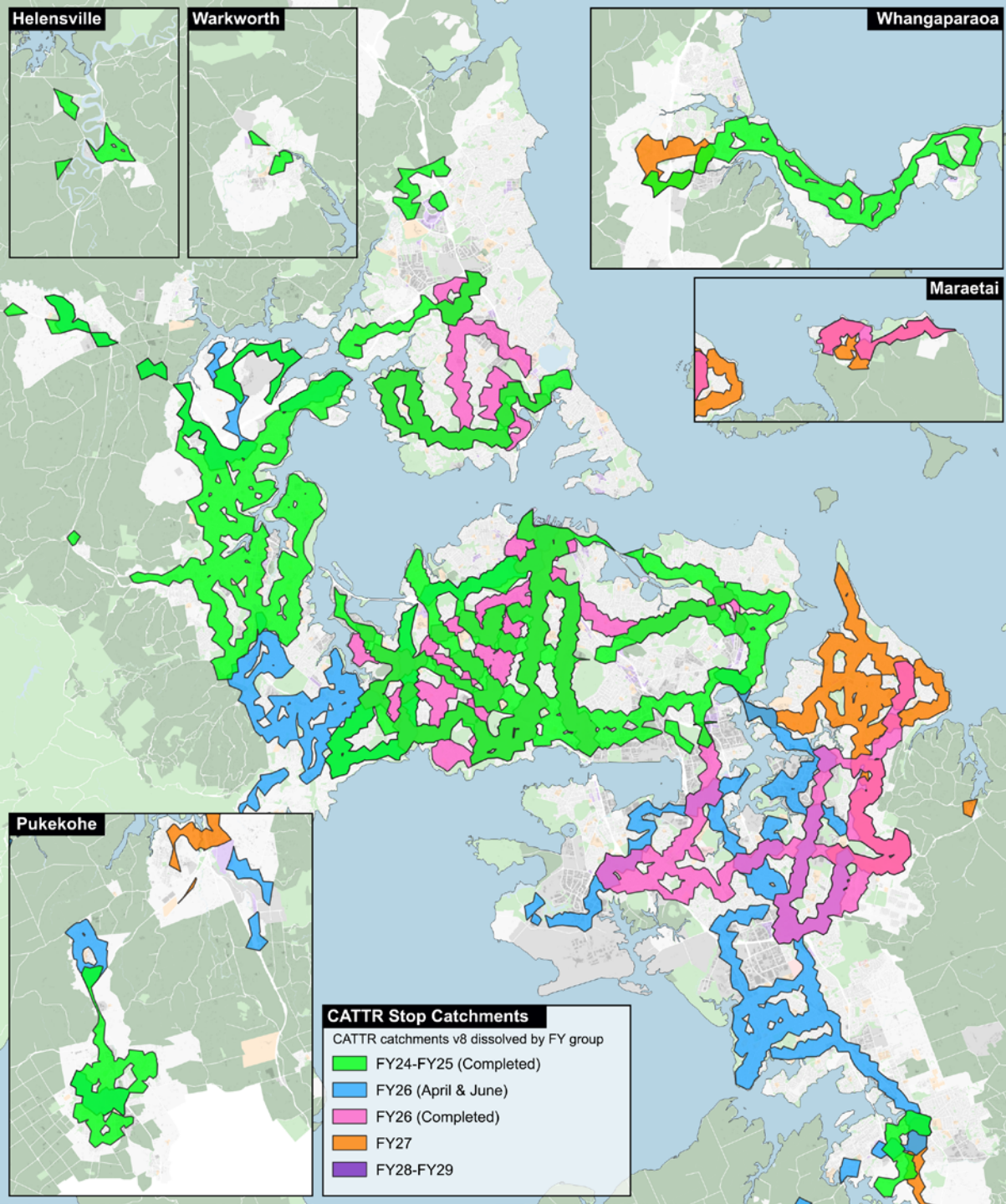
FY26 completed  
650,000 Aucklanders





FY26 April & June  
800,000 Aucklanders

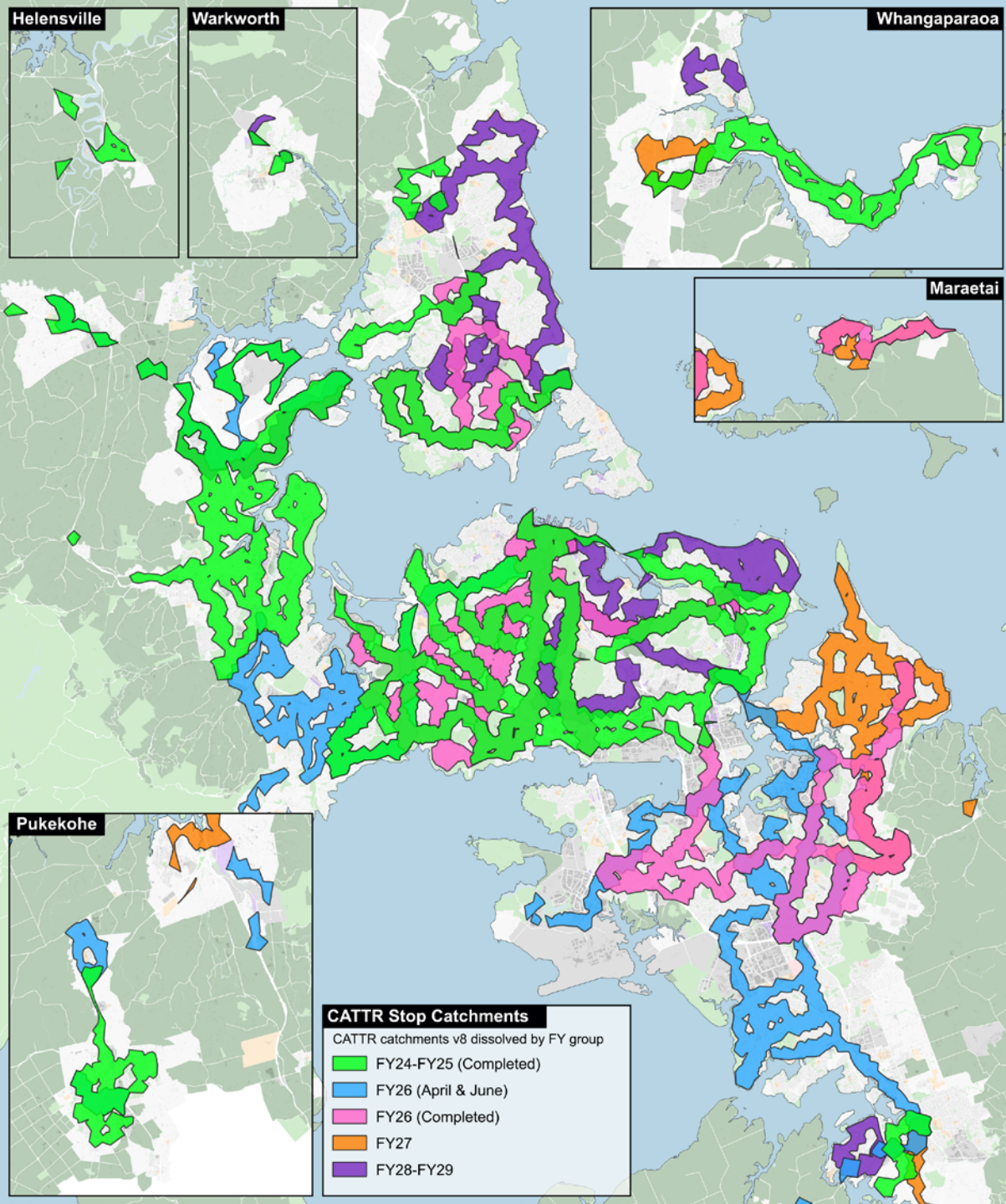




FY27

860,000 Aucklanders





FY28 & FY29

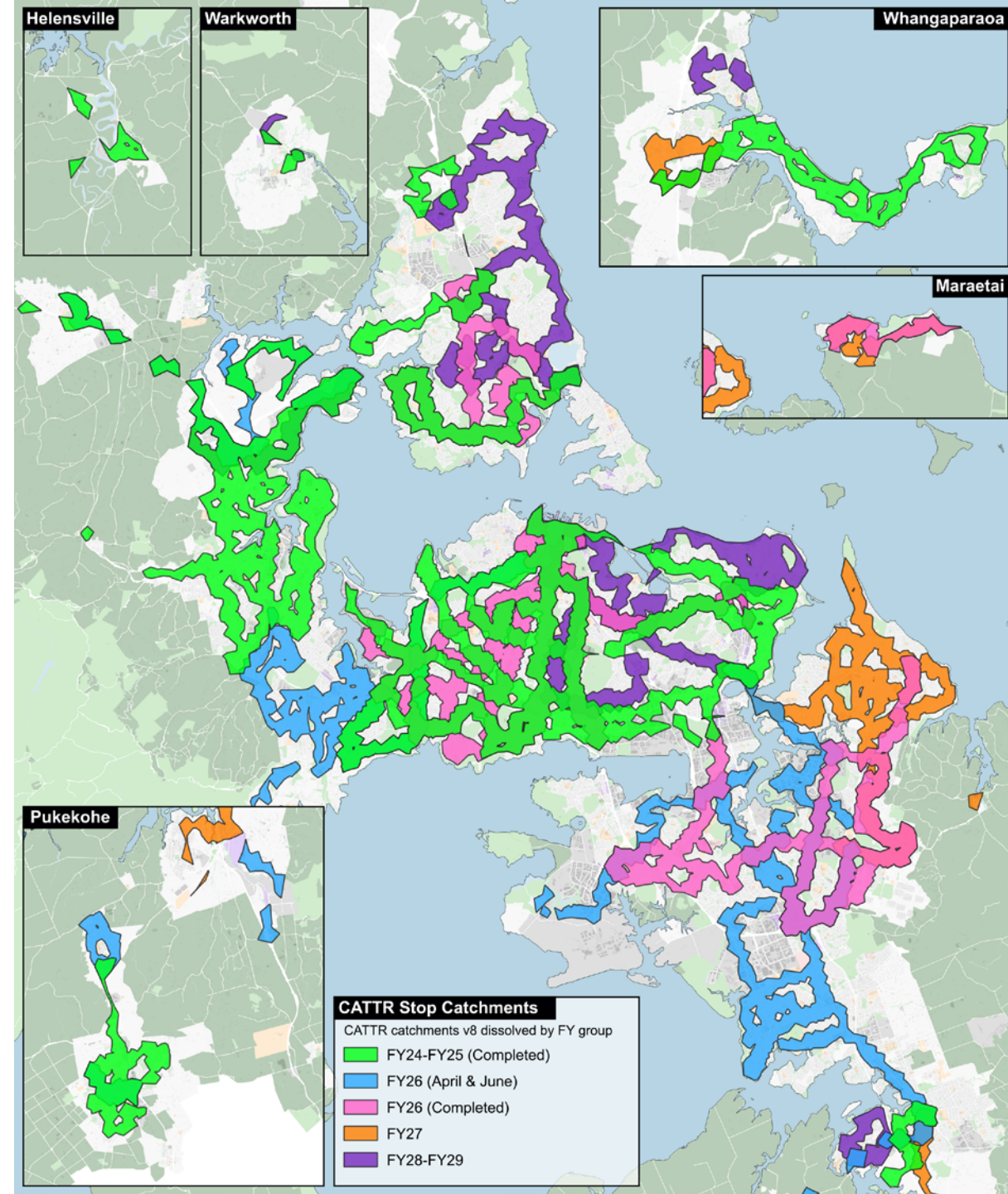
980,000 Aucklanders



# Why is CATTR resilient?

So far...

- Solid local share secured NZTA co-funding FY25-27
- Broad consultation and appeal across the region
- Simple messages/KPIs
- Simple to implement in pieces, quickly
- Implementation staged by area
- Long-term funding spread over time to cover opex to continue operating



Thank you

