# Auckland’s Bus Network, Connecting Remote Communities

|  |
| --- |
| Between 2016 and 2019 Auckland Transport has introduced a new bus network to Auckland. This ‘New Network’ is simpler to understand than the previous offering with fewer routes but an emphasis on frequency and connectivity.  When looking at the success of the New Network, much of this has been looking at the frequent and rapid transit networks. What has probably been less apparent, other than to those who are directly affected, is the increased level of service to remote, sometimes rural or semi-rural, areas of Auckland. This paper will focus on two of these, Waiuku and Warkworth.  Waiuku (60km south of Auckland CBD) did have some public transport prior to the New Network, however this was infrequent with only two buses a day (one out, one in). This is not particularly useful and is dependent on any intending passengers being able to catch the bus at that time otherwise risk being stranded.  For Warkworth (57km north of Auckland CBD) there had been no real public transport available previously, resulting in the need to drive to get anywhere or suffer a degree of isolation.  In all cases these new or enhanced services connect to the frequent and/or rapid transit networks. When implementing these services it was always expected that they would help serve the needs of commuters. However, early on, during the consultation process, it became evident that these services would also be welcomed by those age groups outside of the ‘commuter market’ – the young, those too young to drive and the elderly who could no longer drive or chose not to. Anecdotally, and through data collection, we have seen that the services at the outskirts of the city are giving these people the ability to travel locally as well as being able to connect to the Auckland public transport network. |