

# Route 64

**St Lukes to Newmarket**

**Six-month review**

September 2025



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# Introduction

Route 64 runs between St Lukes and Newmarket via Eden Park, Valley Road, Mt Eden and Grafton Station. It provides a key crosstown service as part of Auckland's public transport network. By connecting with multiple other bus and train routes, customers can access activities across the isthmus and beyond. Prior to 17 November 2024 the route ended at Kingsland. It was extended to St Lukes and the frequency and span increased as part of the wider Central Crosstown Bus Changes.

The report summarises findings from a six-month review of the route's performance from 1 December 2024 to 31 May 2025. This includes:

- Background
- Patronage analysis
- Connections with other services
- Reliability and punctuality
- Community concerns
- AT response – changes already implemented
- Discussion and recommendations

Overall, the data shows that Route 64 is well utilised, and boardings throughout the day are consistently high when compared to many Auckland routes. On average, between 25 and 32 people board per hour, which is particularly high given the short length of the route. Like other Auckland routes, patronage is lower in the early morning and after 7pm. However, Route 64 plays an important role in many peoples' late evening journeys, with patronage still relatively high between 9pm and 10pm on weeknights, where someone boards approximately every 90 seconds.

Over half of all trips on Route 64 involve transferring from or to another service. This shows the important role that the route plays in providing a connected, frequent, all day network across the isthmus (since 17 August 2025 more services have been running until midnight). This means people can have confidence that without pre-planning or referring to timetables, they can catch a bus, or two connecting buses, without having to wait long.

The Route 64 fare was changed from a flat \$0.01 AT Hop fare to a standard zone-based AT Hop fare on 27 April 2025. There was a modest reduction in patronage around this time which may be partially attributable to the fare change, however it is typical for patronage across Auckland to reduce through April after an annual peak in March.

The extension of Route 64 to St Lukes in November 2024 as part of the Crosstown changes resulted in a notable increase in patronage. Some community concerns were raised regarding this route change as it involved more buses on Walters Road, now in both directions, and new bus stops. This is explored further in this report. Once Maungawhau Station opens in 2026 the Route 64 will be relocated to run between St Lukes and Valley Road via Dominion Road rather than on Sandringham Road and Walters Road. This future plan is outlined in this report and was communicated as part of the central crosstown consultation.

# Background

## Purpose of route

Route 64 provides a key crosstown service as part of Auckland's public transport network. Originally proposed as part of the 2019 Outer Link changes, the route was implemented in 2020, ahead of the other Central Crosstown Bus Changes, to support the closure of Mt Eden train station. While route 64 has partly fulfilled a role as a rail replacement service, it connects with multiple other bus routes enabling customers to access activities across the isthmus and beyond. This route is a good example of AT's network principles of connectivity, frequency, and simplicity to create a connected network with high quality transfer points. This approach was central to the New Network rolled out across Auckland between 2016 and 2019 (illustrated in Figure 1) and forms the basis for ongoing improvements.

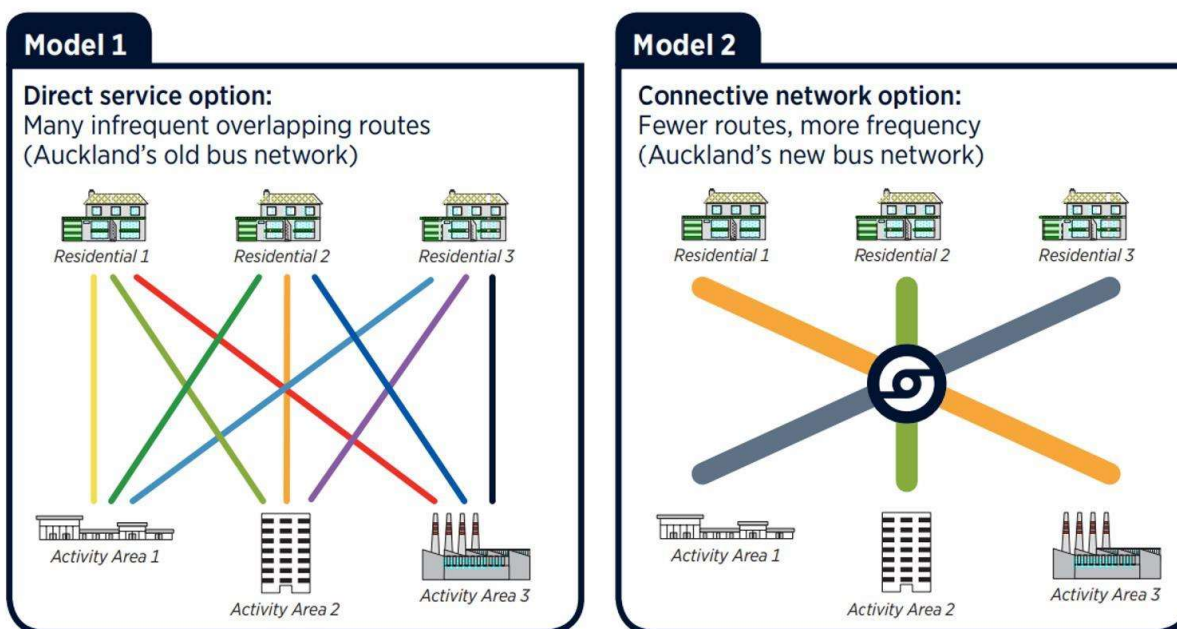


Figure 1: Auckland's New Network connective network model creating a connected network where people can easily transfer to get to multiple destinations.

## History of route

In 2019, we consulted on the proposed removal of the southern part of the OuterLink, so that it would only run from St Lukes to Newmarket via the City Centre. Most of the southern half of the loop would be replaced by improvements to the 650 route and the introduction of a new 64 route. The Route 64 was intended to retain a connection between Mt Eden and Newmarket which would be lost with the shortening of the OuterLink. The consultation ran from 18 November to 23 December 2019 and received 1,186 responses. The key themes were:

- 39% said they didn't want to take more than one bus to complete their journey.
- 20% said they liked the promise of a more reliable OuterLink service.
- 10% said they liked the increased frequency on route 650.

- 5% said they would need to walk further if the proposed changes were made.

Following the consultation, we paused the project because:

- A lot of change was already happening in the area, with Maungawhau (Mount Eden) Station closing and the COVID-19 pandemic
- We needed more time to further understand the impacts of the closure and construction of Maungawhau (Mount Eden) Station
- We needed to monitor the effect of the new 64 bus service on travel patterns
- We needed to consider what improvements could be made to bus stop infrastructure at key transfer locations to make it easier and safer to change from one bus to another.

In July 2020 after further investigations, Route 64 was introduced to maintain public transport connections while Mt Eden train station was closed as part of the City Rail Link (CRL) works for four years. The route also provided a new crosstown bus connection. The route operated every 15 minutes between 7am-7pm seven days a week. Outside of those hours, buses ran at a lower frequency but were designed to connect to the Western Line train services. In recognition of the inconvenience to residents and commuters caused by the closure of the Mt Eden train station, the fare was effectively free, with a \$0.01 charge only.

In 2024, as part of the Regional Public Transport Plan (RPTP) process, changes to Route 64 were consulted on as part of the Central Crosstown Bus Changes package ([AT consultation page](#)). For Route 64 the main differences between the 2019 proposal and the 2024 plan were:

- That the route had been operating for 4 years and was well established, with around 1,000 passengers per day. Consequently, there was a better understanding of its role in the network outside of mitigating the closure of the Mt Eden train station.
- It proposed bus stops on Valley Road, nearer to Mount Eden Village.
- The route would be extended to St Lukes and no longer run on Onslow Road but in both directions on Walters Road instead.

The following benefits were outlined in the RPTP to support the Central Crosstown package:

- An additional 40,000 Aucklanders within 500m of a Frequent crosstown bus service ('Frequent' services run at least every 15 minutes 7am to 7pm, 7 days a week).
- The OuterLink is now more reliable and mid-trip waiting times are shorter.
- An increase in frequency of the 650 bus (now 65) to every 15 minutes.
- Extension of Route 64 to St Lukes.
- More 27H and 27W trips along Mount Eden Road at peak times.
- Better bus interchanges ("Neighbourhood Interchanges") at Balmoral Road/Mount Eden Road and Balmoral Road/Manukau Road to make transfers more convenient.
- A new morning and afternoon school bus service for students to reach schools in Epsom/Manukau Road.

Public feedback to the RPTP was strongly supportive of these changes, calling out the inefficiency and unreliability of the OuterLink loop route.



## Service changes

Following the RPTP consultation, the Plan was finalised, adopted and implemented on 17 November 2024. The following service changes were introduced:

- The route was extended from Kingsland Station to St Lukes via Sandringham Road, creating a new connection between St Lukes, Mount Eden and Newmarket.
- The route was moved to travel both directions on Walters Avenue rather than in a loop using Onslow Road.
- The frequency and span was increased to every 12 minutes until 8:30pm, and every 15 minutes after that. This was to align with the frequency of the OuterLink
- The fare was retained, and kept at \$0.01 until Maungawhau Station is opened.
- We confirmed that once Maungawhau Station opens in 2026, Route 64 would change to run between St Lukes and Valley Road via Dominion Road rather than on Sandringham Road and Walters Road.

The final route map is illustrated in Figure 2 along with some of the other key Central Crosstown service changes also implemented in November 2024 for context.

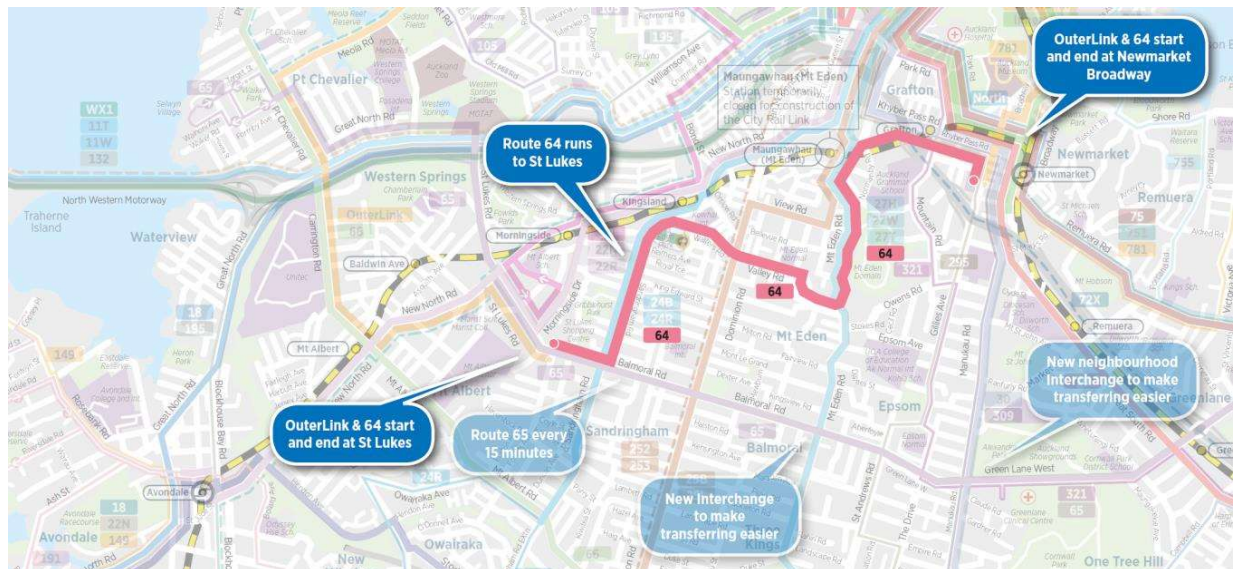


Figure 2: Route 64 after November 2024 changes along with other aspects of the Central Crosstown changes rolled out

## Fare changes

From 27 April 2025, the fare was changed from a flat \$0.01 AT Hop fare, to a standard zone-based AT Hop fare, integrated with other services.

Based on the fare zone system, shown in Figure 3: Auckland bus and train fare zones, 2025, adult fare trips on Route 64 which didn't involve transferring to or from another service became:

- \$2.80 for most trips, given most of the route is within the Isthmus Zone.
- \$4.65 for trips which start or end in some parts of Eden Terrace or Grafton which are within the City Centre Zone.

Slightly over half of trips on Route 64 however include a transfer to or from another service, as covered in the later section *Connections with other services*. For these trips, fares are priced based on the start and end-point of the entire journey. Consequently, if you're catching the 64 as part of a



longer journey and your destination is in the same zone, then there is no additional charge. This means that given over half of the trips on the 64 transfer to/from another service, many passengers won't pay an additional fare to use the 64 as part of their journey.

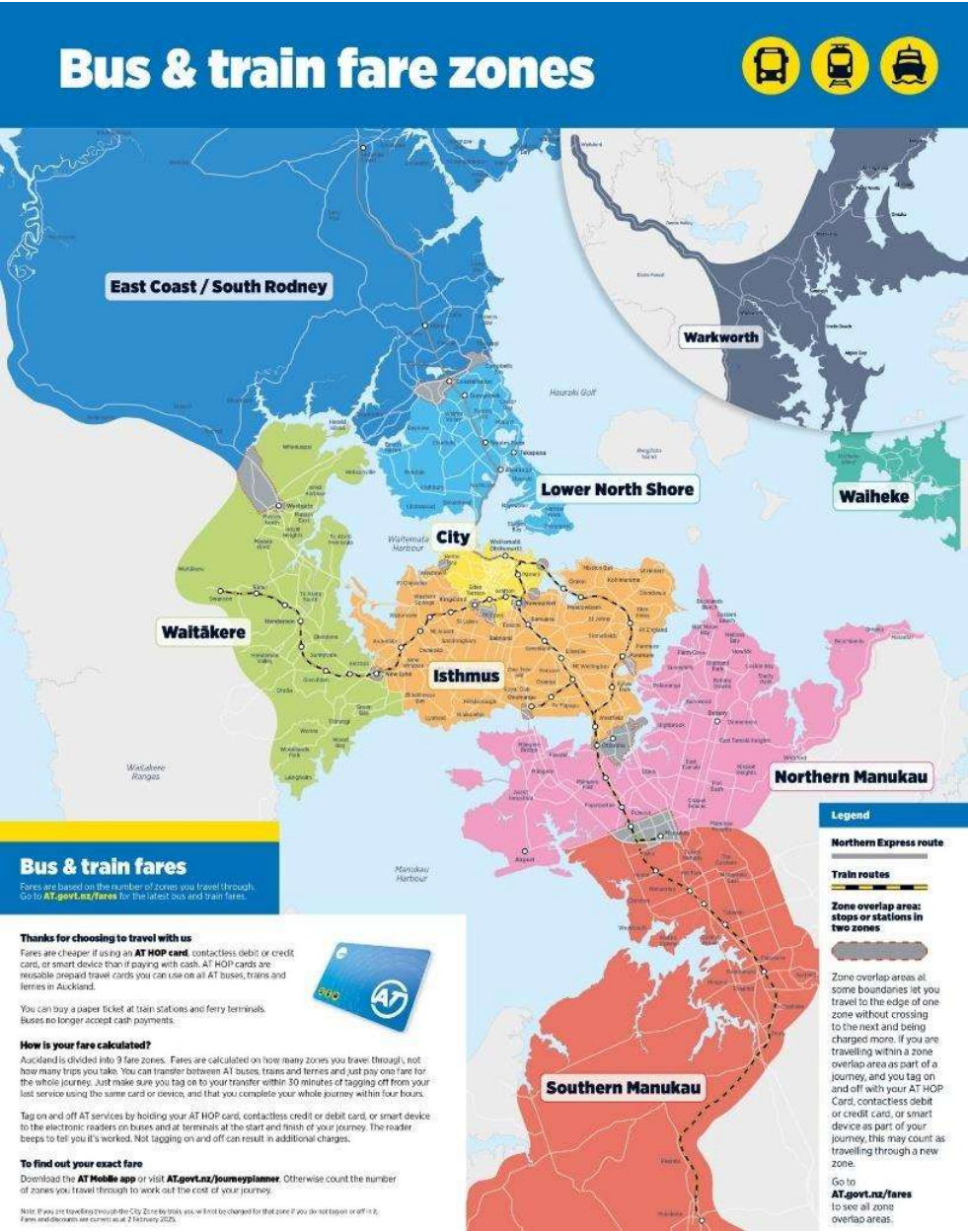


Figure 3: Auckland bus and train fare zones, 2025

# Patronage

This section reports on patronage data for Route 64. It provides information on boardings, user demographics and occupancy. Most of the data focuses on the 6-month period:

- Starting 1 December 2024, two weeks after the change to Route 64 as part of the broader [Central Crosstown Bus Changes](#).
- Ending 31 May 2025.

## Boardings

Boardings are the sum of recorded AT HOP card boardings, contactless payments, paper ticket sales, and free counter product sales (weekdays, excluding holidays).

### Total boardings

Figure 4, below shows the total boardings for each month during the six-month data period, as well as back to July 2020 when Route 64 launched, for comparison. Over the four years following launch, patronage continued to build. Patronage increased substantially around the time the Central Crosstown changes came into effect in November 2024. Since then, patronage has generally been between 45,000 and 55,000 people per month, with a lift in February peaking in March. A March peak is typical across Auckland's public transport network, due to a combination of a high number of school days, and the beginning of university semester, at which time attendance by students is higher.

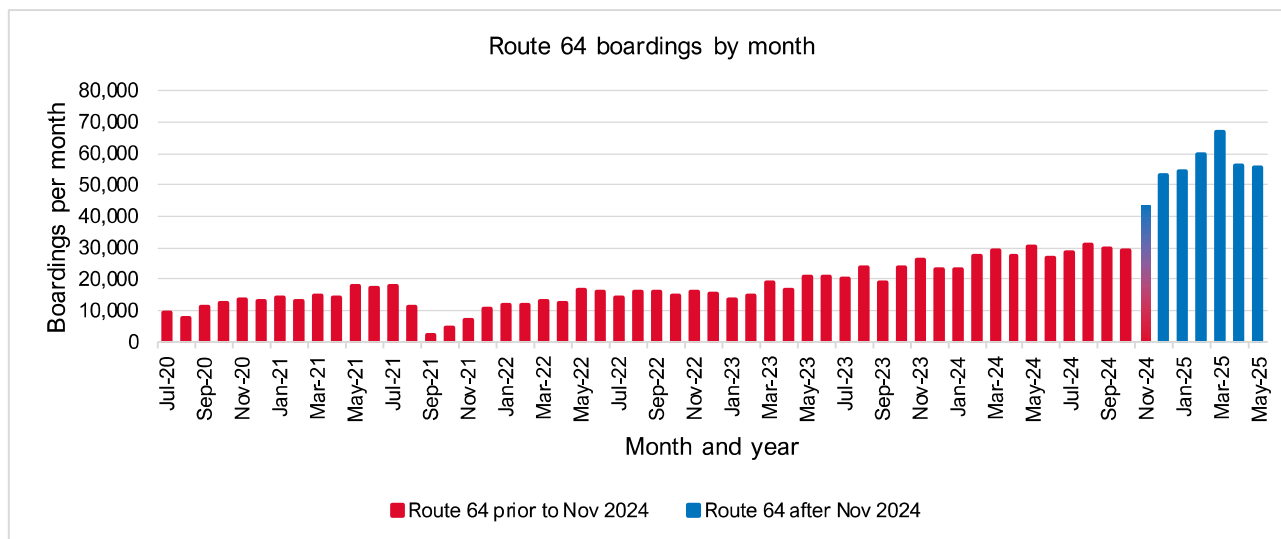


Figure 4: Route 64 number of boardings per month July 2020 to May 2025.

Route 64 patronage has consistently been between about 1,200 and 2,300 people per day, except for common holiday times – such as the Christmas period in late December and early January, Auckland Anniversary in late January, and Easter and Anzac Day in April. On most weekdays patronage sits at around 2,000 passengers, and most weekends it is at or above 1,000.

Route 64 fares were \$0.01 until the end of March, as denoted in green in below. From 27<sup>th</sup> April, standard zone-based fares were charged, as covered previously in the section *Fare changes*. There is a modest reduction in patronage around this time which may be partially attributable to the fare, however that isn't clear, because, as mentioned previously, it is typical for patronage across Auckland to reduce through April after an annual peak in March.

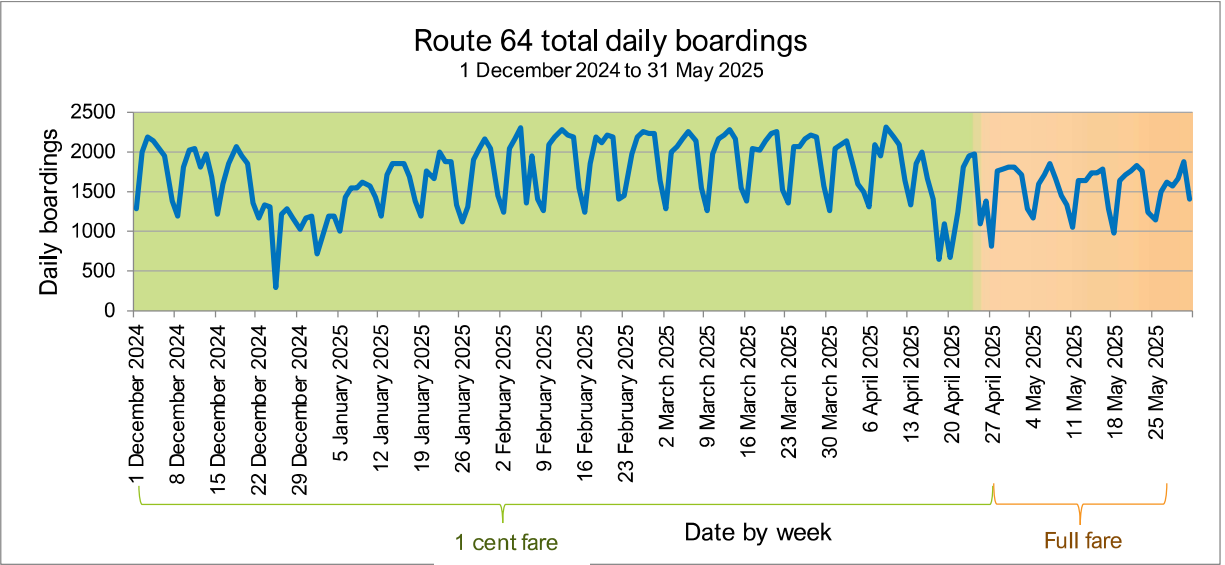


Figure 5: Total boardings – 1 December 2024 to 31 May 2025, including change in fare on 27 April 2025.

The following sections provide more detailed information on boardings, including across the day, across the week, and by stop.

### Boardings by time of day

Figure 6 and Figure 7 below, show the total boardings and alightings by time of day. Note that most days will be higher than the averages reported in this data, because this data does include low patronage days, such as Christmas day and other public holidays.

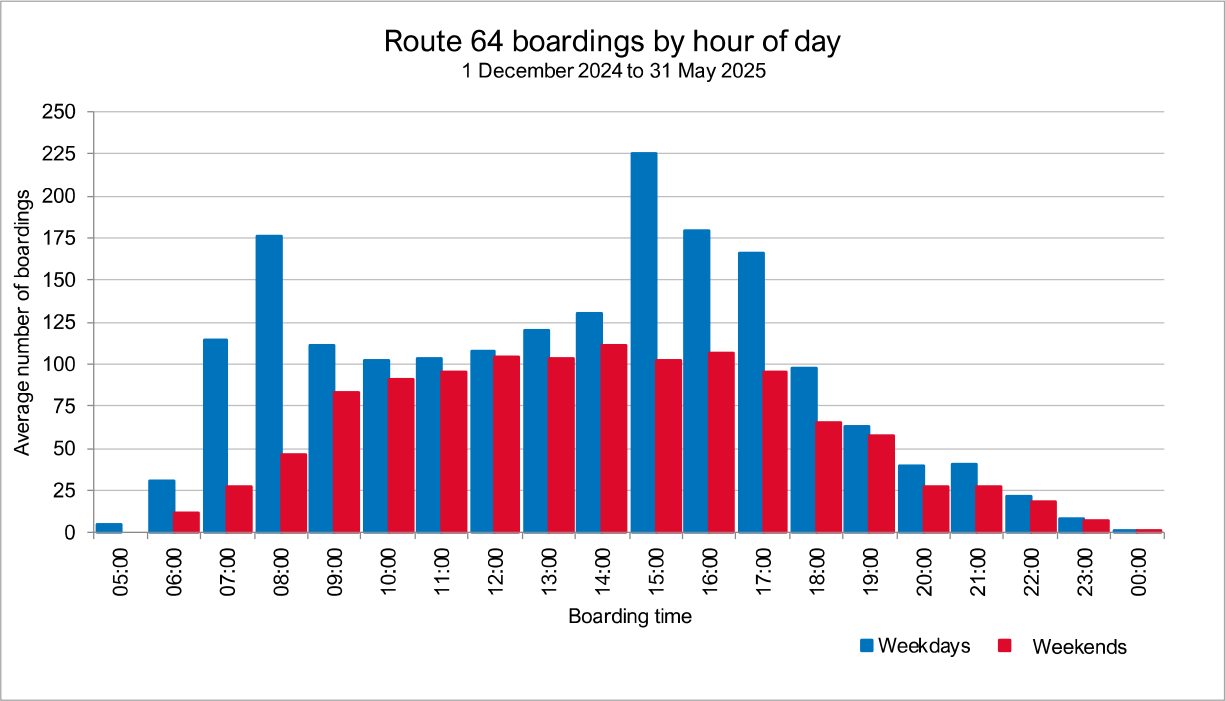


Figure 6: Route 64 average number of boardings by hour of day from 1 December 2024 to 31 May 2025.

Some notable trends from this data:

Weekdays:

- Boardings are lowest at 5am but begin to increase after 6am – peaking in the morning between 8-9am, when there are nearly 3 boardings per minute across the route.
- Boardings are highest in afternoon school peak times when there are nearly 4 boardings per minute. Demand begins to decrease again from 4pm.
- Boardings are still relatively high until 7pm. Through the later evening demand tapers off, similar to most other routes. However, it still serves many people up until midnight, with around a boarding every 90 seconds between 9pm and 10pm.

Weekends:

- There are no boardings prior to 6am on weekend days, because there are no 64 services running prior to 6am
- Demand is much more consistent across the day than on weekdays, with a smooth peak in the mid-afternoon, consistent with most routes across Auckland. There's generally little variation between 10am and around 6pm, within which there are between 1.5 and 2 boardings per minute on average.

Alighting (people getting off the bus) data is very similar, shown in Figure 7, with no notable difference in patterns.

Maintaining a good level of service through the evening, despite lower usage, is important for several reasons, including:

- Many late evening users also contribute to bus usage earlier in the day and are able to do that because there is a return services for them to get home in the evening.
- People have confidence to use the bus service because there is continuation and consistency through the evening, providing flexibility for users changing plans.
- Low frequency, or reliance on the last service of the evening, contributes to user anxiety that they will get 'stuck' alone late at night, and leads people to choose other options than public transport.
- Compared to many Auckland routes, boardings throughout the day are quite consistently high, not far below the peak.

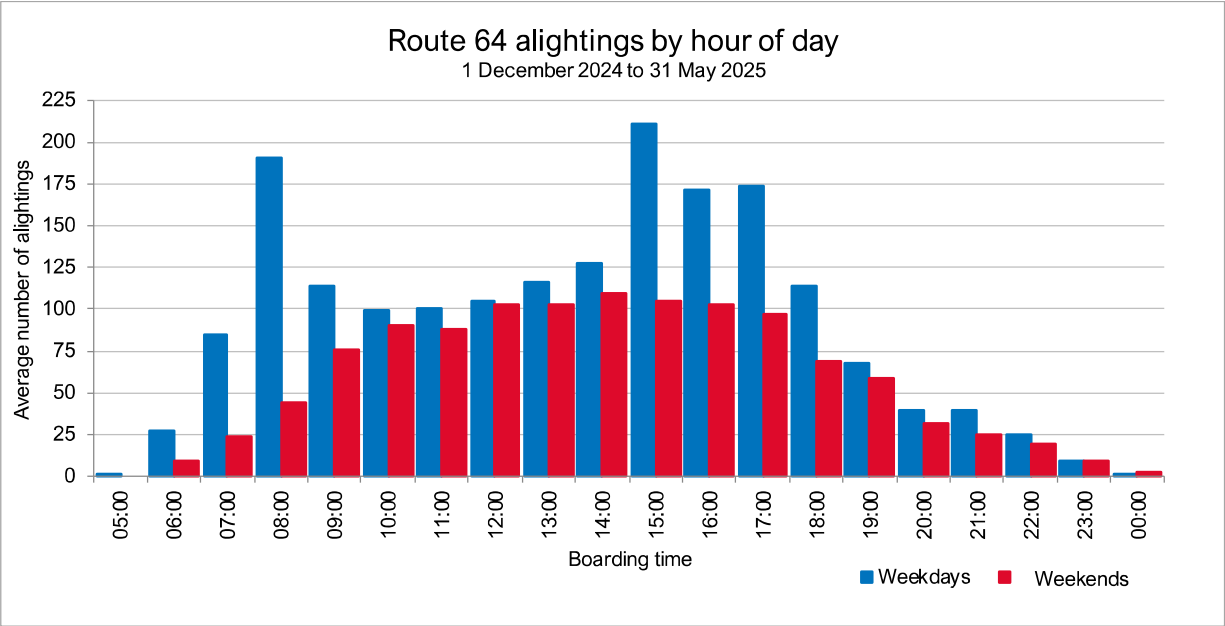


Figure 7: Route 64 average number of alightings by hour of day from 1 December 2024 to 31 May 2025.

### Boardings by day of week

Figure 8 shows the average boardings by day of week. Consistent with most of Auckland's network, weekdays are somewhat busier than weekend days. Note that these figures include several public holidays and public holiday weekends, which likely reduces averages somewhat.

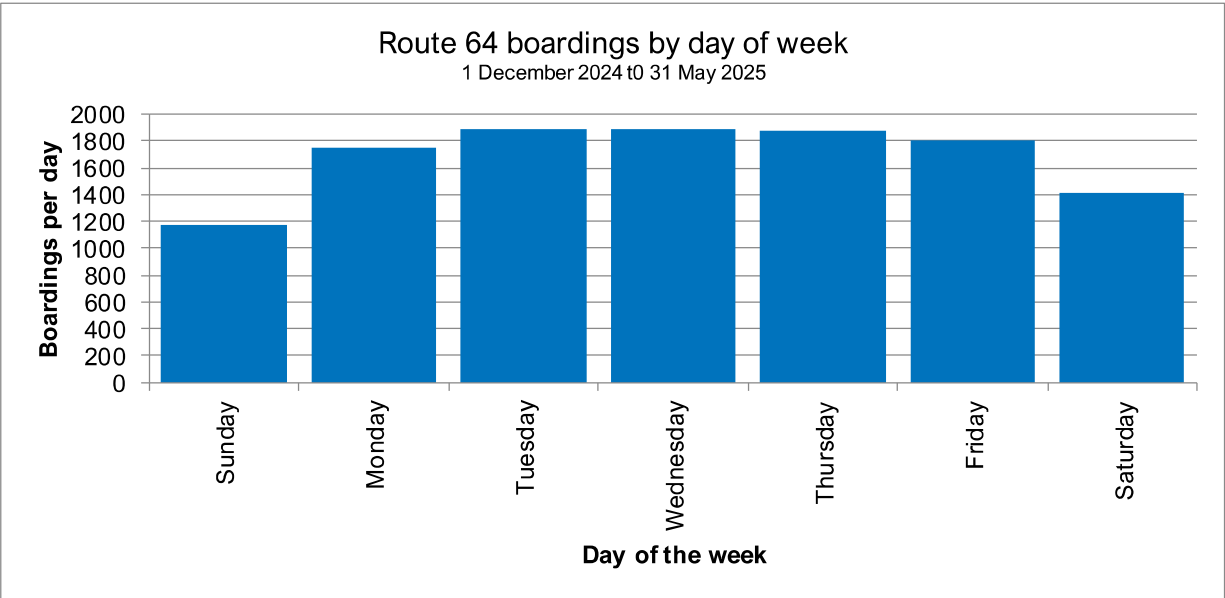


Figure 8: Route 64 average number of boardings by day of week for 1 December 2024 to 31 May 2025.



**Boardings by stop**

Figure 9, below, illustrates the total number of boardings at each stop across Route 64 between December 2024 and May 2025 for passengers travelling from Newmarket to St Lukes, via Mt Eden.

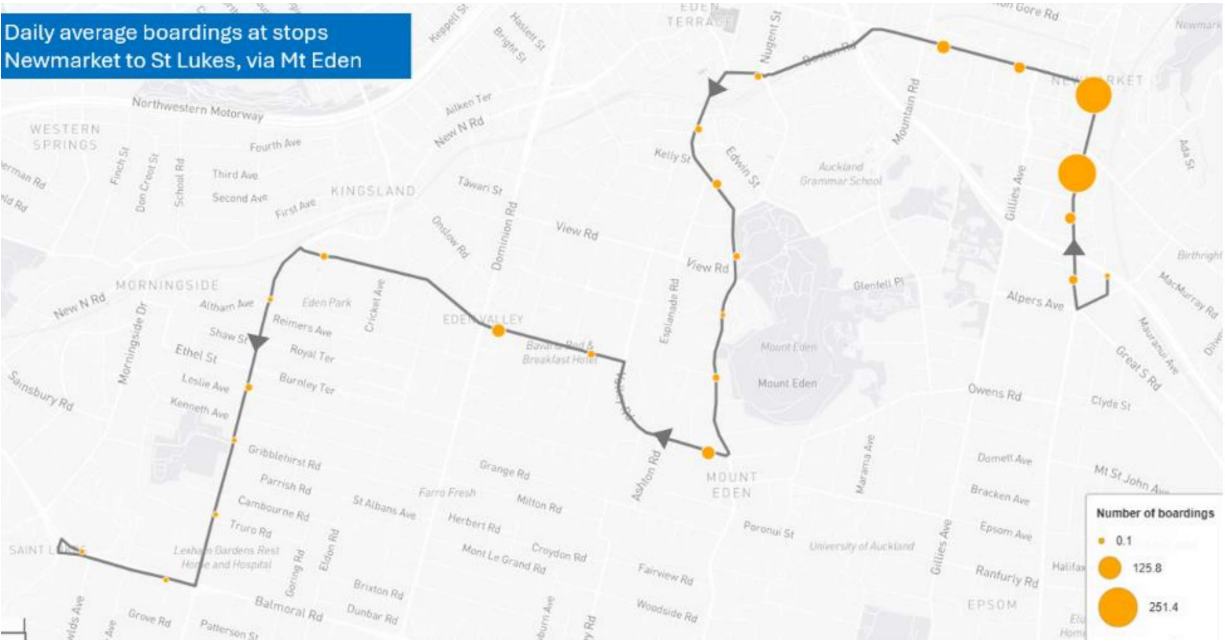


Figure 9: Route 64 average daily number of boardings by stops on weekdays, Newmarket to St Lukes via Mt Eden for 1 December 2024 to 31 May 2025.

Figure 10 below, illustrates the total number of boardings at each stop across Route 64 between December 2024 and May 2025 for passengers travelling from St Lukes to Newmarket, via Mt Eden.

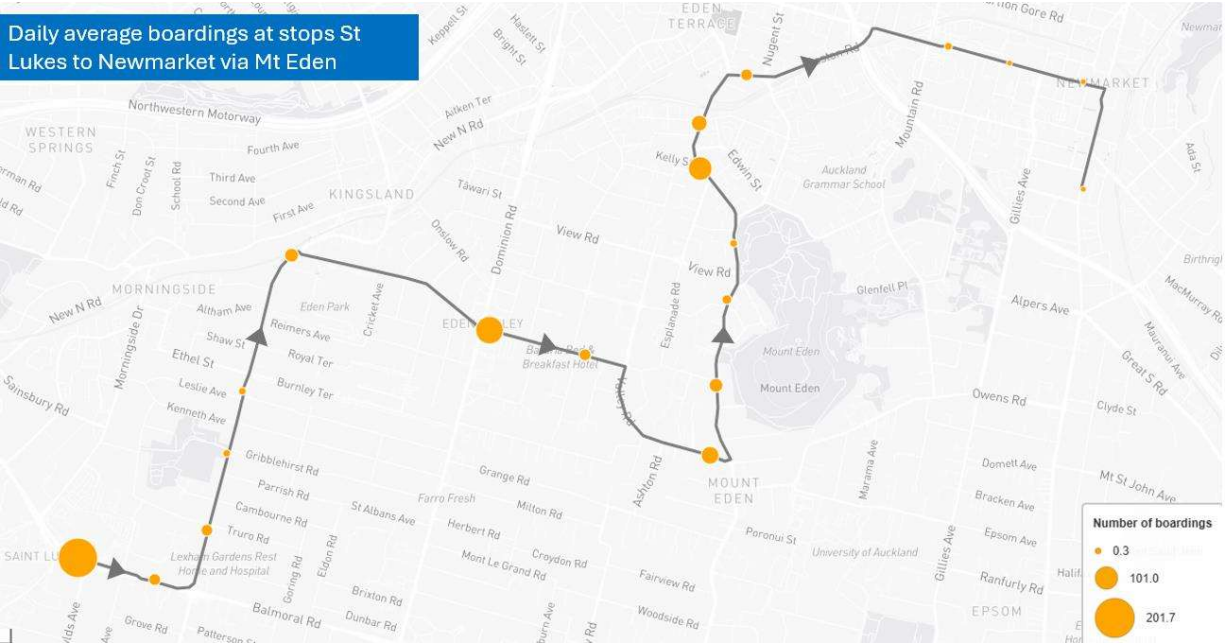


Figure 10: Route 64 average daily number of boardings by stops on weekdays, St Lukes to Newmarket via Mt Eden, for 1 December 2024 to 31 May 2025.

The busiest stops are at:

- **Major intersections** with arterials and other frequent bus routes. Many passengers transfer to or from other routes, as detailed in the section *Connections with other services*. These locations are:
  - Dominion Road, where there are connections to route 25
  - Mt Eden Road, where there are connections to route 27.
- **Train stations:** Newmarket, and, to a lesser extent, Kingsland and Grafton.
- **Key destinations:** St Lukes Shopping Centre and Newmarket. These stops are also key transfer locations to various routes.

## Boardings and alightings by stop

Figure 11 shows average daily boardings by stop, on weekdays.

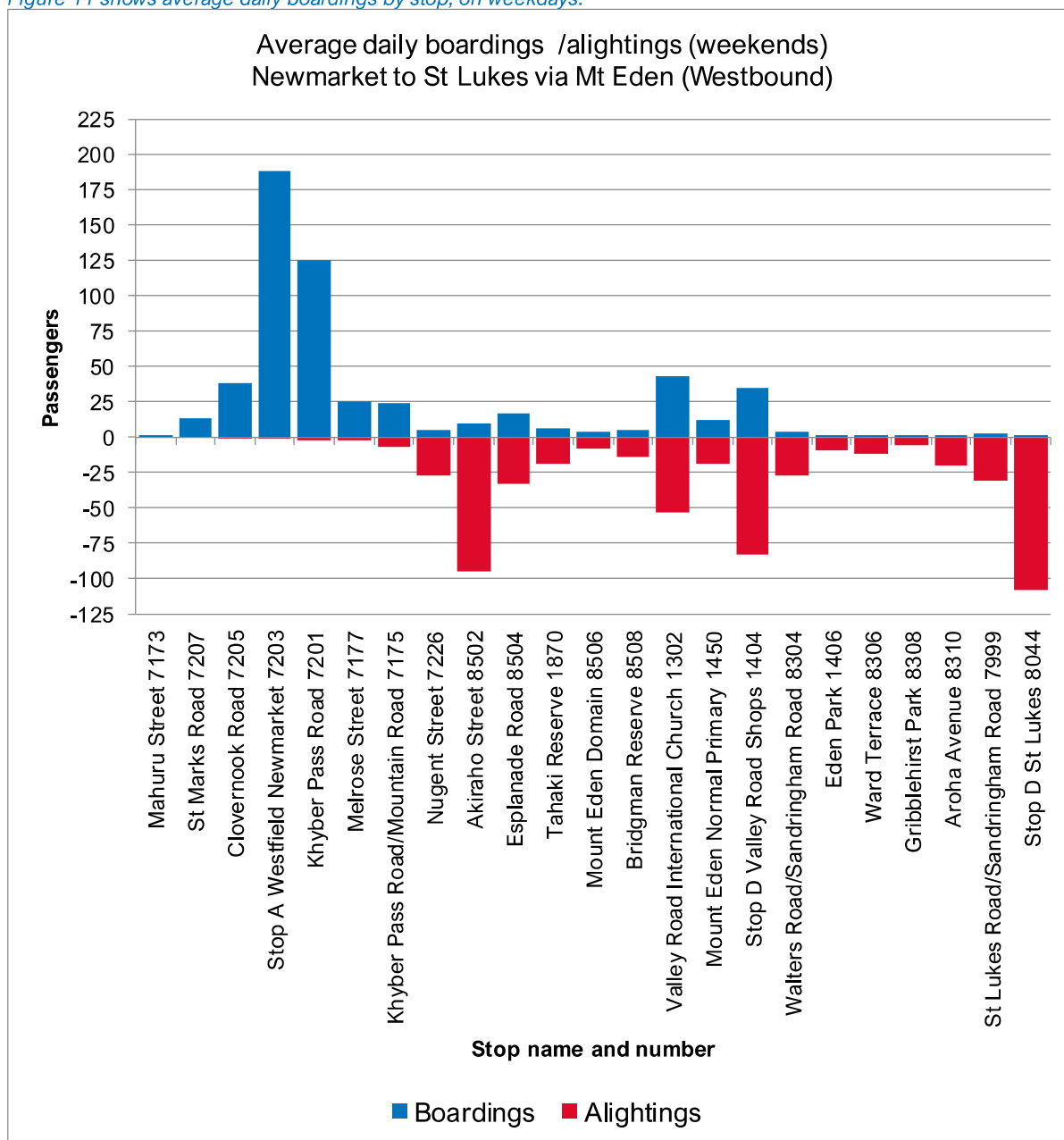


Figure 12 shows average daily boardings by stops, on weekends. The stops are shown for the services running Westbound, from Newmarket (on the left of the graph) to St Lukes (on the right).

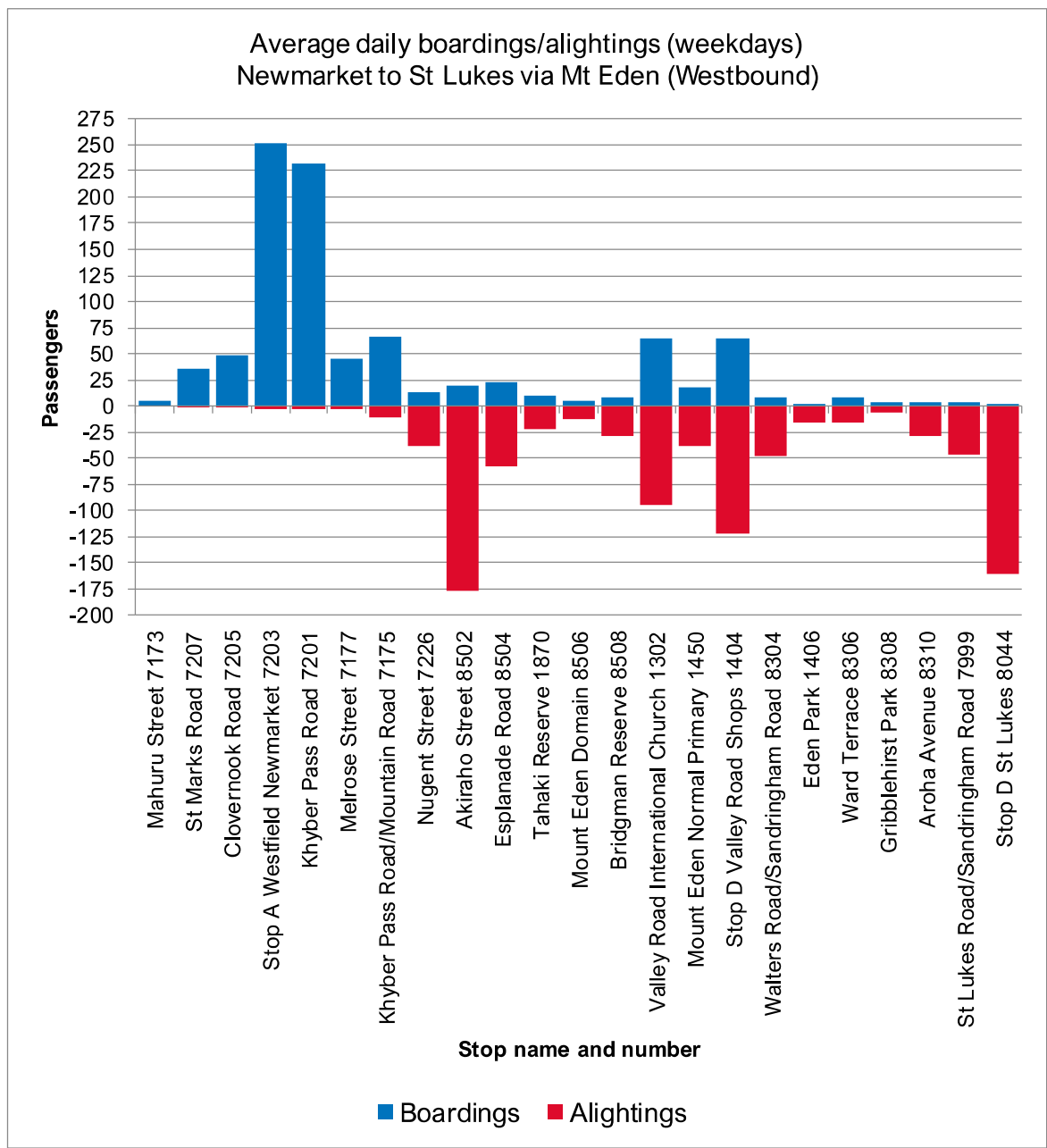


Figure 11: Route 64 average daily number of boardings and alightings, weekdays Newmarket to St Lukes via Mt Eden 1 December 2024 to 31 May 2025.

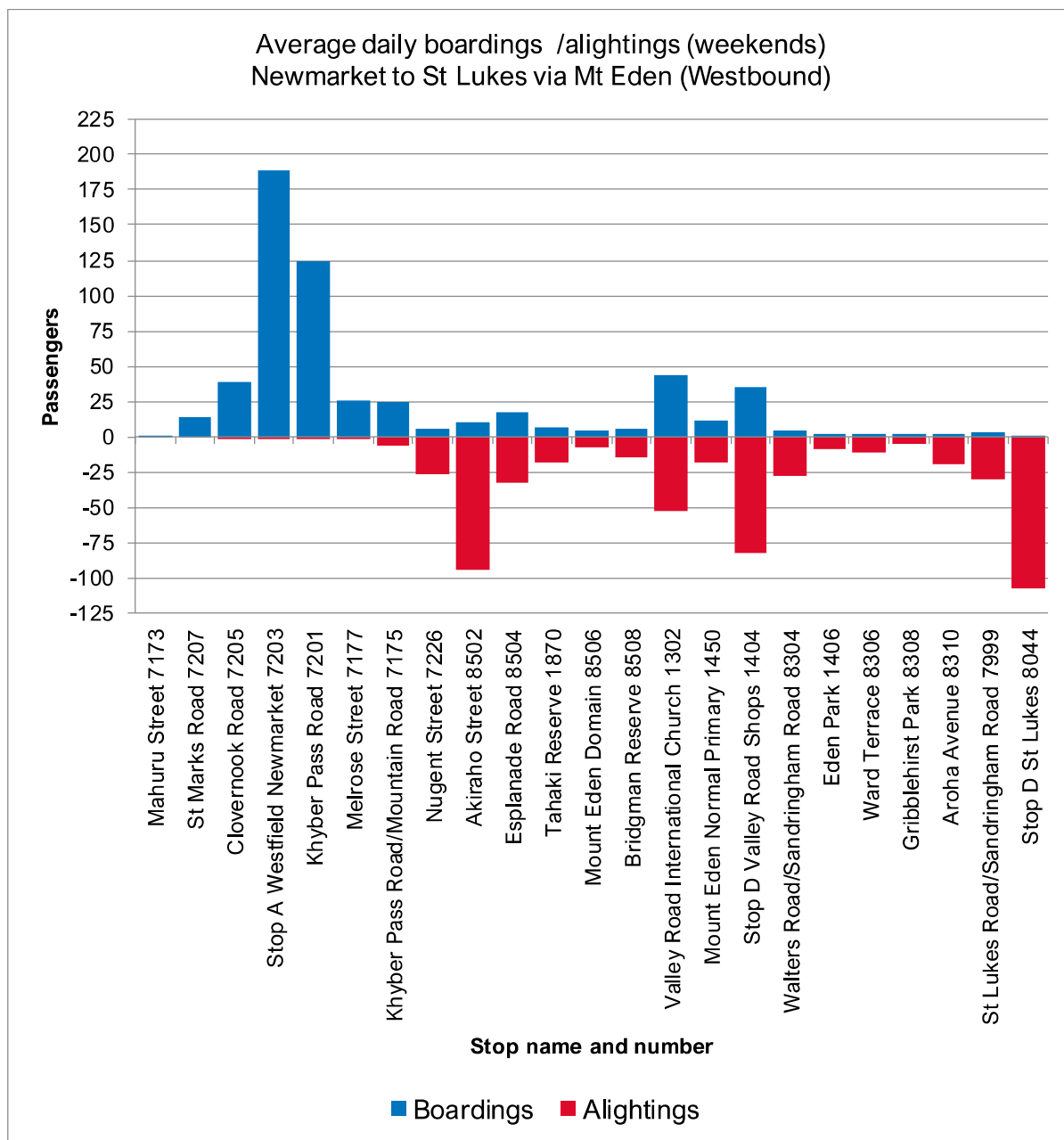


Figure 12: Route 64 average daily number of boardings and alightings, weekends Newmarket to St Lukes via Mt Eden, 1 December 2024 to 31 May 2025.

Figure 13 includes the same data, but for trips on weekdays in the Eastbound direction: starting at St Lukes and terminating at Newmarket. Figure 14 shows the same information but for weekends.

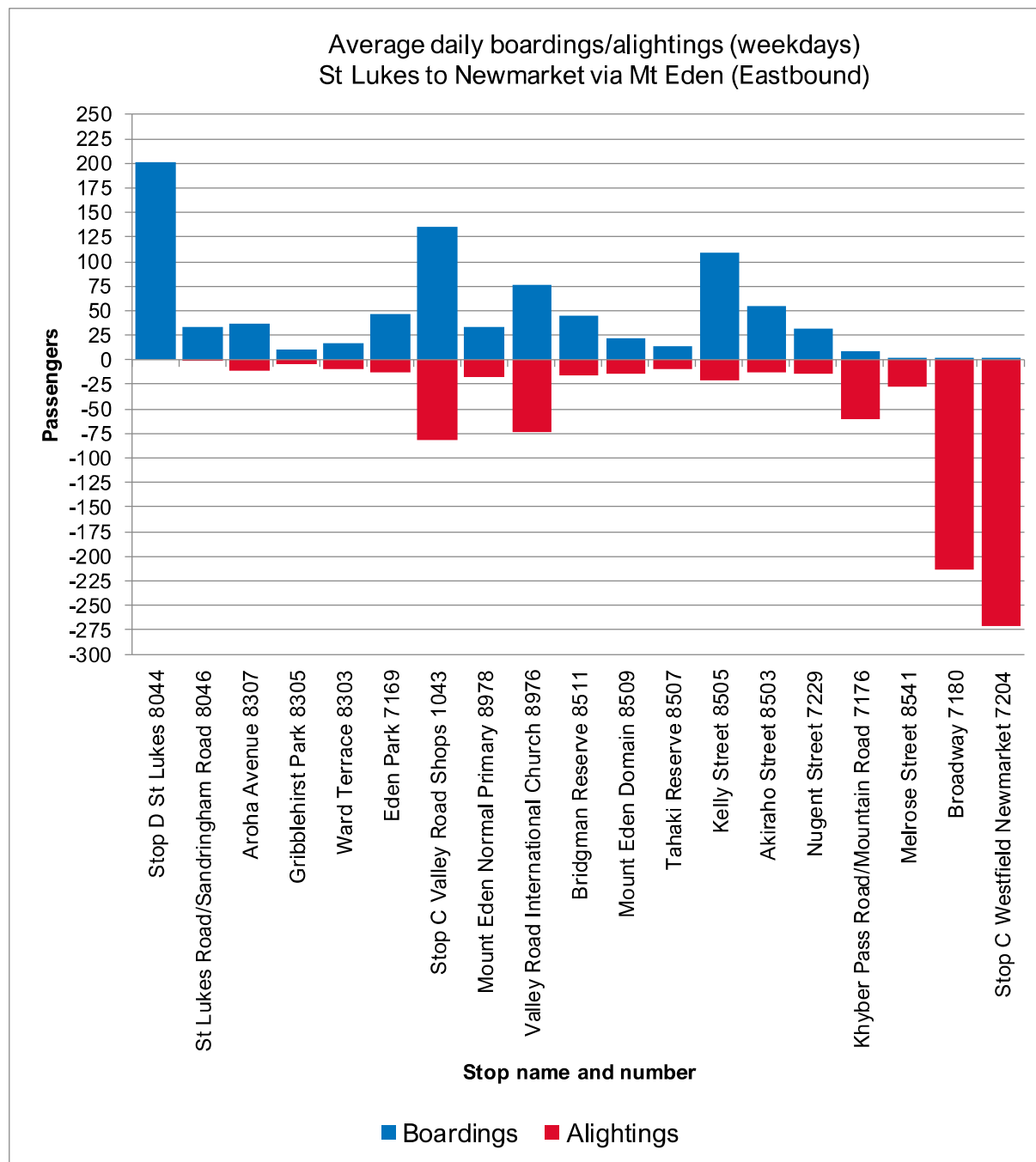


Figure 13: Route 64 average daily number of boardings and alightings, weekdays St Lukes to Newmarket via Mt Eden for 1 December 2024 to 31 May 2025.



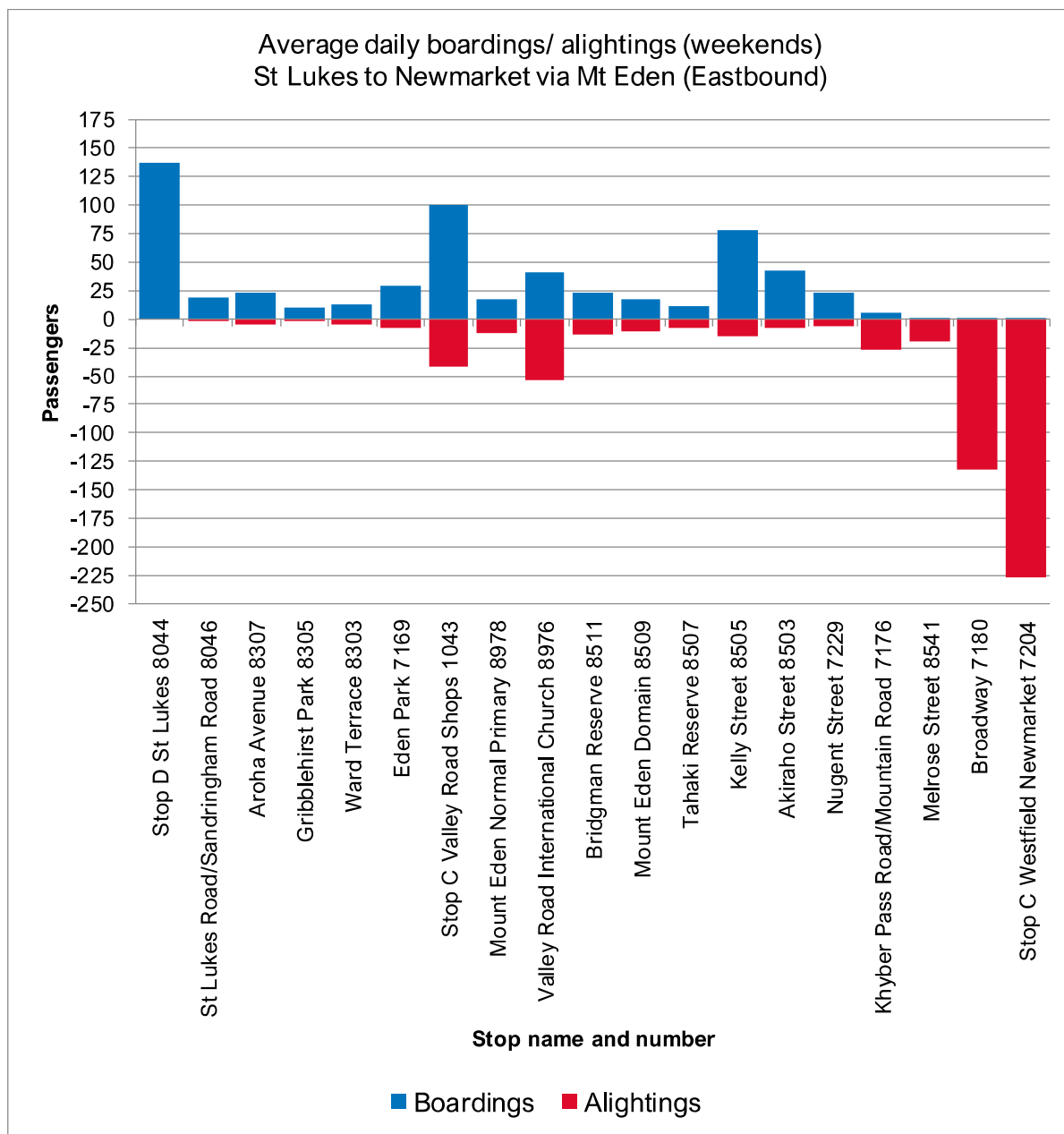


Figure 14: Route 64 average daily number of boardings and alightings, weekends St Lukes to Newmarket via Mt Eden, 1 December 2024 to 31 May 2025.

Usage of most stops along Route 64 are destination driven with a marked pattern towards passengers boarding at either St Lukes or Newmarket and alighting at the other end of the route. Other aspects to note are:

- In both directions the stop usage is more proportional between boardings and alightings at the Mt Eden shops by Dominion Road and Mt Eden Village by Mt Eden Road.
- At the two stops on Mt Eden Road outside the train station (stops 8502 and 8503) there are much higher numbers of people alighting in the westbound direction and more people boarding in the eastbound direction. This is likely to reflect a key transfer location to other more radial routes including the 27's and 25's, noting that there are several more opportunities along the route to do this.

- The boardings and alightings are similar across weekdays and weekends in either direction with no notable differences.

## User demographics

Figure 15, below, shows the split of trips by ticket type. The largest group of users is adults at 41%. The proportion of younger users is also high; with around 41% of boardings being either children, secondary students, youth (16-24) or tertiary concessions.

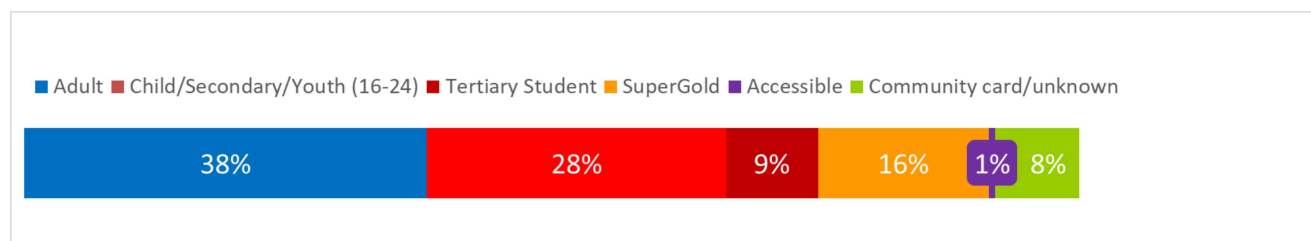


Figure 15: Route 64 percentage of boardings by fare type for 1 December 2024 to 31 May 2025.

## Occupancy

The data in this section looks at the level of crowding on the route. We measure the occupancy on the bus through looking at 'utilisation' which is the maximum number of people at any one time on the bus each trip, divided by the capacity on the bus. Below, we use the 'total' utilisation which is the maximum space available for passengers on the bus, both seated and standing. Table 1 includes the average occupancy on buses for the three time periods below:

- AM peak – 7am-9am
- Interpeak – 9am-3pm
- PM peak – 3pm-6pm

The average seated utilisation and average number of passengers on the bus are also captured in the table. This allows us to see if there is sufficient capacity on the route throughout the day, particularly at the busiest times in the day.

Overall, only 0.09% of the total trips between 1 December 2024 and 31 May 2025 were over 90% total capacity on the bus, 26 of a total 28,412 trips. There are no critical issues with capacity on this route.

Table 1: Average utilisation of buses on the 65 by peak period

Peak period	Average of Total Utilisation	Average of Seated Utilisation	Average number of passengers on bus
AM Peak	25.0%	37.1%	13.8
Interpeak	18.1%	26.8%	10.0
PM Peak	29.0%	43%	15.9

As a crosstown route that provides important connections between a range of other routes (such as trains, and other frequent arterial routes), we don't expect utilisation to be very high. This is because the route is often used in smaller sections, with less of an expectation for end-to-end trips. Frequency is very important for crosstown routes to enable easy and convenient trips across the network, and this results in a typically lower utilisation rate.

Boardings per service hour

Boardings per service hour is a measure AT uses to monitor performance of a route. Scheduled service hours are the sum of the scheduled duration of all trips (weekdays, excluding holidays). Targets are set in the *Regional Public Transport Plan*. The targets for Frequent routes are between 15 and 33 boardings per service hour per vehicle. Note that AT makes all of this data publicly available on our website at – <https://at.govt.nz/about-us/reports-publications/how-many-people-are-taking-buses-trains-and-ferries>.

As shown in Table 2, Route 64 has had relatively consistent boardings over time ranging between 22.7 to 31.8 per hour. Currently there is no RPTP target tied to Route 64. However, based upon RPTP targets for other Frequent crosstown routes in the central area which are between 17-27, it sits comfortably within that range and at times exceeds those targets.

Table 2: Route 64 number of boarding per service hour for 1 December 2024 to 31 May 2025. Source: AT Metro bus performance report.

2024												2025				
Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May
64																
22.7	27.6	28.5	26.7	27.9	27.7	26.1	28.8	28.3	27.2	28.7	26	26.3	31.8	31.8	28.7	25.8

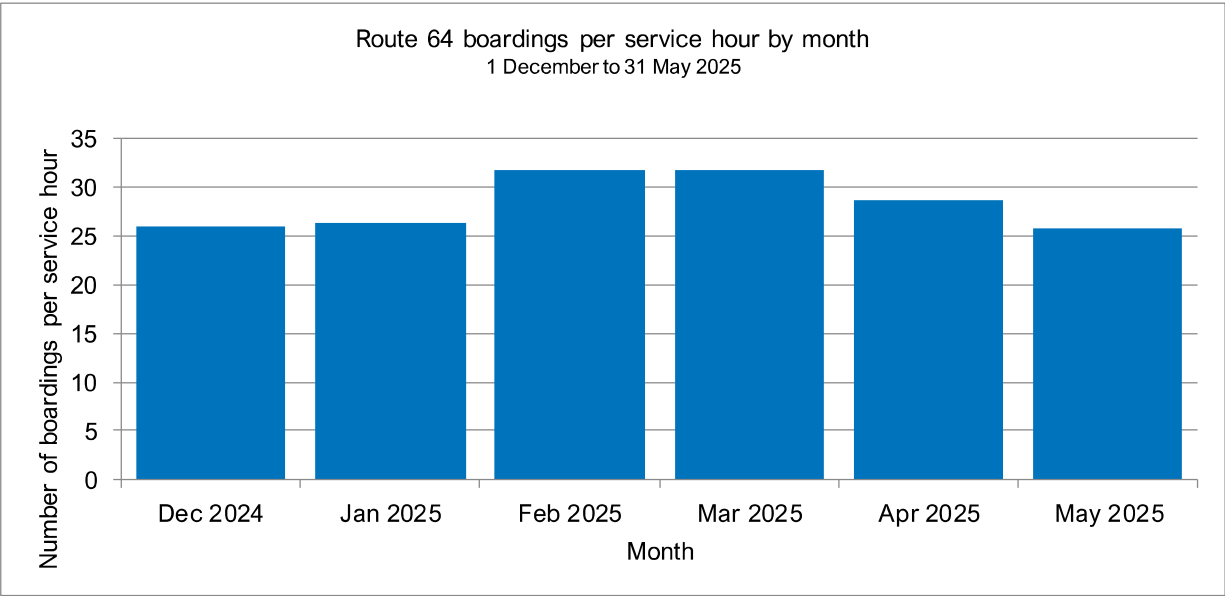


Figure 16: Route 64 boardings per service hour by month from 1 December 2024 to 31 May 2025.

## Connections with other services

This section looks more closely at the transfers that are occurring. During the period of 1 December 2024 and 31 May 2025, there were on average around 950 transfers between Route 64 and other services each weekday, and 790 each weekend-day. In total, 51% of trips on Route 64 involved transferring to or transferring from another service. Figure 17 illustrates these daily transfers by location along the route.



Figure 17: Route 64 average daily number of transfers for weekdays of 1 December 2024 to 31 May 2025.

Figure 18 provides more detail on the connecting services that users of the 64 are transferring to. It shows both boarding and alighting transfers for users of Route 64. Most transfers are completed to connect to and from arterial routes as the main services, as well as trains. Newmarket is a key destination for people transferring to and from Route 64.

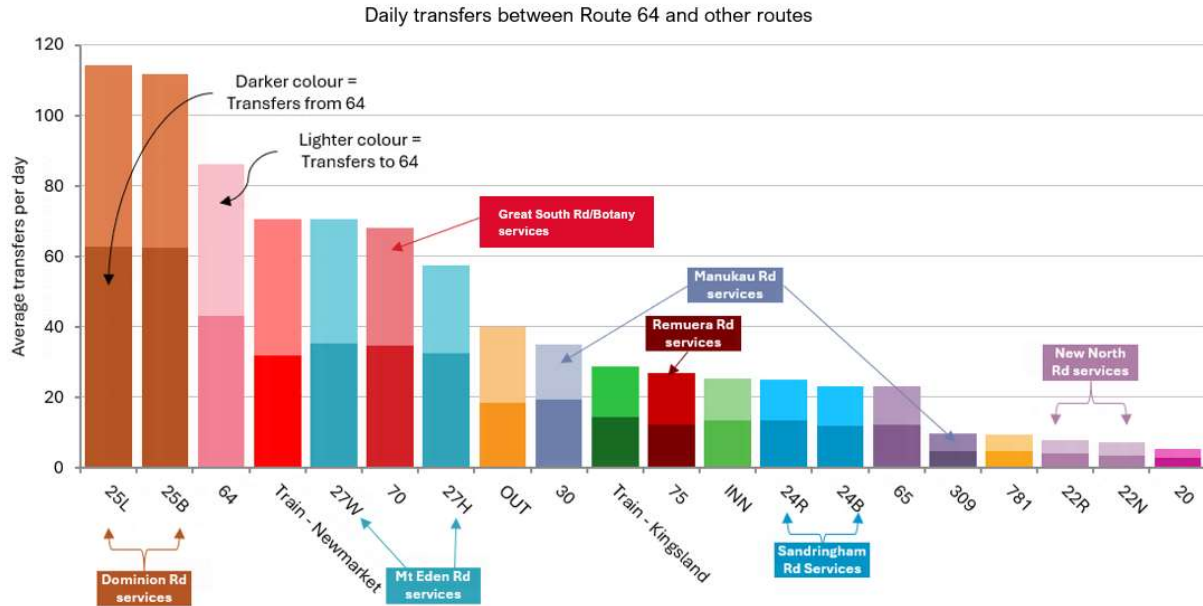


Figure 18: Route 64 percentage of total transfers split by route and transfer type for 1 December 2024 to 31 May 2025. 20 routes with the highest number of transfers shown.

## Punctuality and reliability

This section looks at the punctuality and reliability of Route 64 over the past 6 months. It should be noted that AT makes all of this data publicly available on our website at <https://at.govt.nz/about-us/reports-publications/how-many-people-are-taking-buses-trains-and-ferries>.

For Route 64, Figure 12 and Figure 13, below, shows data from December 2024 to May 2025.

Definitions	
<b>Punctuality</b>	<p>These statistics show proportion of operated services that both depart the first stop within -0:59 min and +4:59 min of scheduled start time and arrive at the last stop no later than +4:59 min of the scheduled arrival time. Punctuality figures are calculated using “sighted” only data. If the trip does not run, it will not be counted in this measure.</p> <p><b>The target range for Punctuality is <math>\geq 87\%</math></b></p>
<b>Reliability</b>	<p>These statistics show the proportion of scheduled services that depart the first stop within -0:59 min and +9:59 min of scheduled start time.</p> <p><b>The target range for Reliability is <math>\geq 95\%</math>.</b></p>



As shown in Figure 19 Monthly Punctuality, Route 64 has been regularly exceeding its punctuality by month. Between December 2024 and May 2025, the punctuality for Route 64 was consistently above target, for all months consistently above 90%.

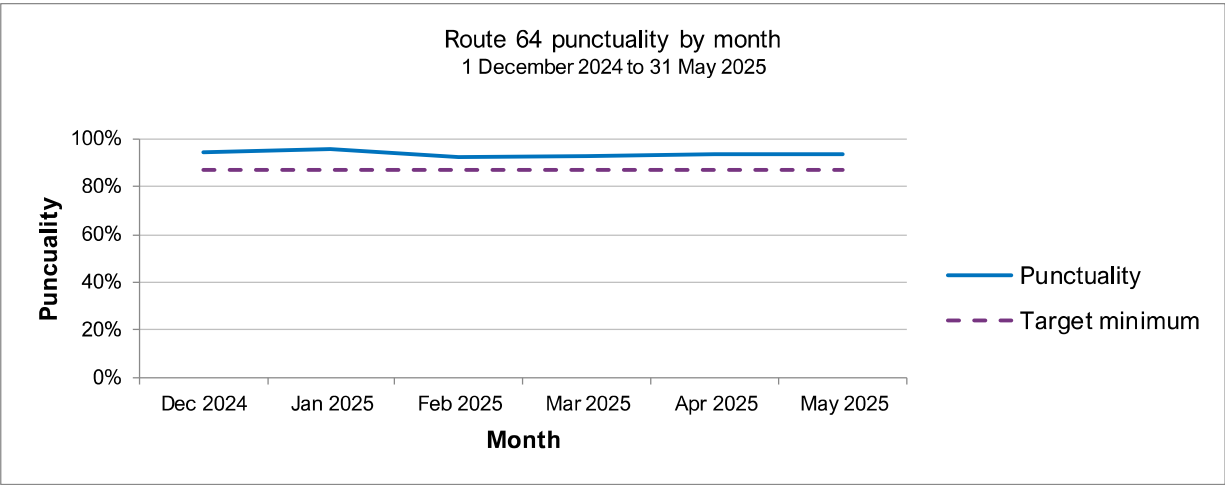


Figure 19: Route 64 punctuality by month for 1 December 2024 to 31 May 2025. Source: AT Metro bus performance report.

Figure 20 shows that Route 64 has been meeting reliability targets since December 2024 and is consistently above the target minimum of 95%.

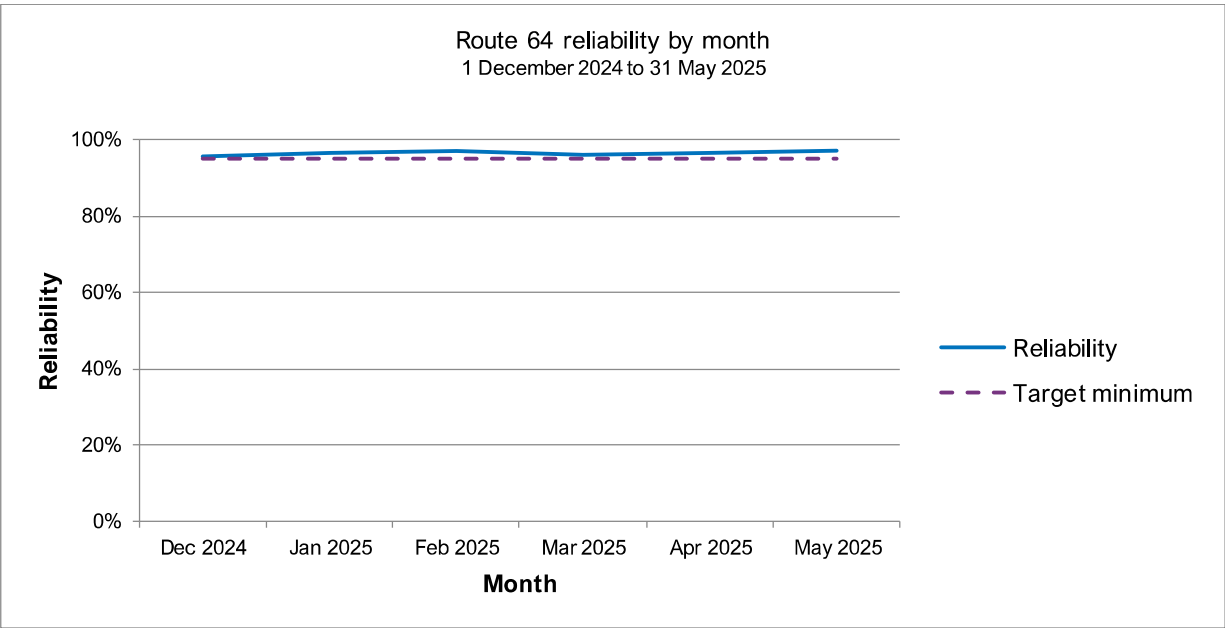


Figure 20: Route 64 reliability by month for 1 December 2025 – 31 May 2025.. Source: AT Metro bus performance report.

# Community concerns about Route 64

This section details the main community concerns that have been raised, these involve:

- The presence of buses running in both directions on Walters Road as a result of the November 2024 changes.
- The fare change to full fare trips in April 2025.

## Walters Road – bus routing

In August and September 2024, we consulted on changes to Route 64 as part of the November 2024 Central Crosstown Bus Changes package. As previously outlined, the changes involved moving Route 64 from Onslow Road to Walters Road. This change was made because the extension of the route to St Lukes meant buses no longer needed to turn around at Kingsland. The route change included the provision of two new bus stops to cater for connections to the Kingsland shops and train station and Kowhai Intermediate. These stops were located on:

- The southern side of Walters Avenue at the Sandringham Road end – Stop 8304 Walters Road/Sandringham Road.
- On the western side of Sandringham Road just south of the Walters Road intersection for buses travelling from St Lukes – Stop 7169 Eden park.

All of these changes are illustrated in Figure 21 below. The figure also indicates the future route changes to Dominion Road mentioned previously and discussed below.

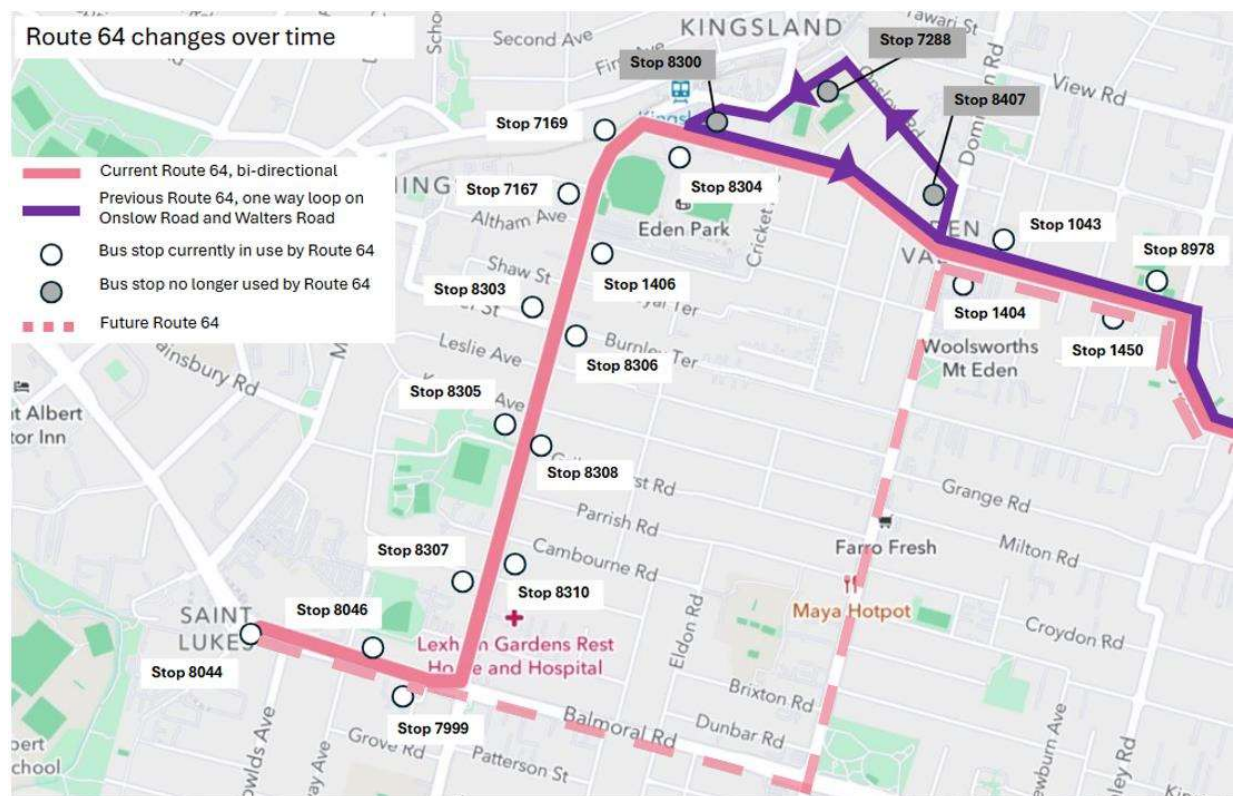


Figure 21: Route 64 past, current and future state

At the time of consultation, we received 11 online submissions as well as feedback from the Albert-Eden Local Board. Eden Park management advised that they would support the views of the neighbours and had no formal feedback to provide, although they suggested we put both bus stops on Sandringham Road.

The majority of the online submissions (64%) told us the change would not benefit the community and were particularly concerned with the proposal to put buses along Walters Road. The feedback included a range of concerns and some alternative suggestions. The majority of the concerns related to buses running both ways on Walters Road, making it difficult for parking, increasing traffic and noise, and concerns about road safety. Most suggestions related to removing the bus route from Walters Road entirely, with others suggesting alternative locations for the bus stops including use the existing Papa's Pizza bus stop further south of the station.

In addition to the feedback on the bus stops, we received seven letters opposing the bus route changes happening in November 2024. The opposition to the bus changes was due to:

- Noise and vibration
- Loss of parking
- Cost to ratepayers
- Effect on Dominion Road businesses
- Safety for children
- Congestion
- Lack of consultation.

All of this information is summarised in our Eden Park Bus Stop Consultation and Decisions Report which can be found on this page <https://haveyoursay.at.govt.nz/eden-park-bus-stops>. At the time, the decision was made to proceed with the changes to Route 64, including the establishment of the two new bus stops on a temporary basis until the Maungawhau train station opens. This was also done to serve the Kingsland train station while the Mt Eden one was closed. When Maungawhau Station opens Route 64 will be re-routed to Dominion Road, removing it from Walters Road and Sandringham Road.

In the interim, the additional stops for Route 64 on Sandringham Road and Walters Road provide an important connection for people using Kingsland Station to travel further east towards Mt Eden Village. To enable short, efficient, connections for public transport users, including those people with accessibility needs who rely on public transport, we need a stop as close to the station as possible. For this reason the Papa's Pizza stop was not considered suitable. The stop locations were designed to minimise parking loss, and by providing this bus service to Kingsland Station it was expected that the demand for on-street parking would be reduced.

We also received subsequent feedback concerned about the permanent appearance of the two new bus stops given their temporary status. However, because accessibility to the public transport network is important, installing elements such as tactile surface ground indicators for people with visibility issues is critical, regardless of the length of time the bus stop is in place.

## Walters Road – stop patronage

In this section we look more closely at how the two stops installed as part of the November changes (Stop 8304 Walters Road/Sandringham Road, and Stop 7169 Eden Park on Sandringham Road) have been used since their installation.

Below is a breakdown of boardings and alightings by these stops by time of day: early morning, during the day, and in the evening. Table 3 covers this for the eastbound direction towards Newmarket, while Table 4 covers westbound trips towards St Lukes.

*Table 3: Stops 7169 and 8304 boardings by part of day Eastbound towards Newmarket, 1 December 2024 to 31 May 2025*

Average daily boardings Eastbound towards Newmarket	Weekday boardings			Weekend boardings		
	Before 7am	7am - 7pm	After 7pm	Before 7am	7am - 7pm	After 7pm
<b>7169 Eden Park (Walters Road)</b>	1.85	40.37	4.64	0.22	27.46	4.65
<b>8304 Walters Rd / Sandringham Rd</b>	0.05	7.68	0.48	0.71	3.87	0.55

*Table 4: Stops 7169 and 8304 alightings by part of day Westbound towards St Lukes, 1 December 2024 to 31 May 2025*

Average daily alightings Westbound towards St Lukes	Weekday alightings			Weekend alightings		
	Before 7am	7am - 7pm	After 7pm	Before 7am	7am - 7pm	After 7pm
<b>7169 Eden Park (Walters Rd)</b>	0.40	12.17	0.67	0.87	7.77	0.85
<b>8304 Walters Rd / Sandringham Rd</b>	1.18	40.22	7.83	0.71	31.06	7.76

Summarising the key points:

- Stop 7169 Eden Park on Walters Road, has a high number of boardings throughout the day both during the week and on the weekends. A lot of these passengers are travelling to Mt Eden shops, Mt Eden Village and Newmarket as shown in Table 4. Noticeably fewer passengers board at Stop 8304 Walters Rd/Sandringham Rd.
- The reverse pattern is evident for alightings with higher numbers alighting at Stop 8304 during the day than Stop 7169. This is likely to reflect transfers to the train network at Kingsland to travel further west as shown by the transfer data in Figure 18.
- More passengers alight at Stop 8304 in the evenings which again is likely to reflect onward journeys using the Western Line and also to access the Kingsland shops.

Once the Maungawhau train station opens, Route 64 will be relocated to Dominion Road, as illustrated in Figure 21 and discussed further in the next section. This will mean passengers at ten stop locations along Sandringham Road and Walters Road will no longer have access to Route 64. The number of people affected by this change is illustrated in Table 5 below. This table summarises the total average daily boardings/alightings for these ten stops in either direction by weekday and weekend.

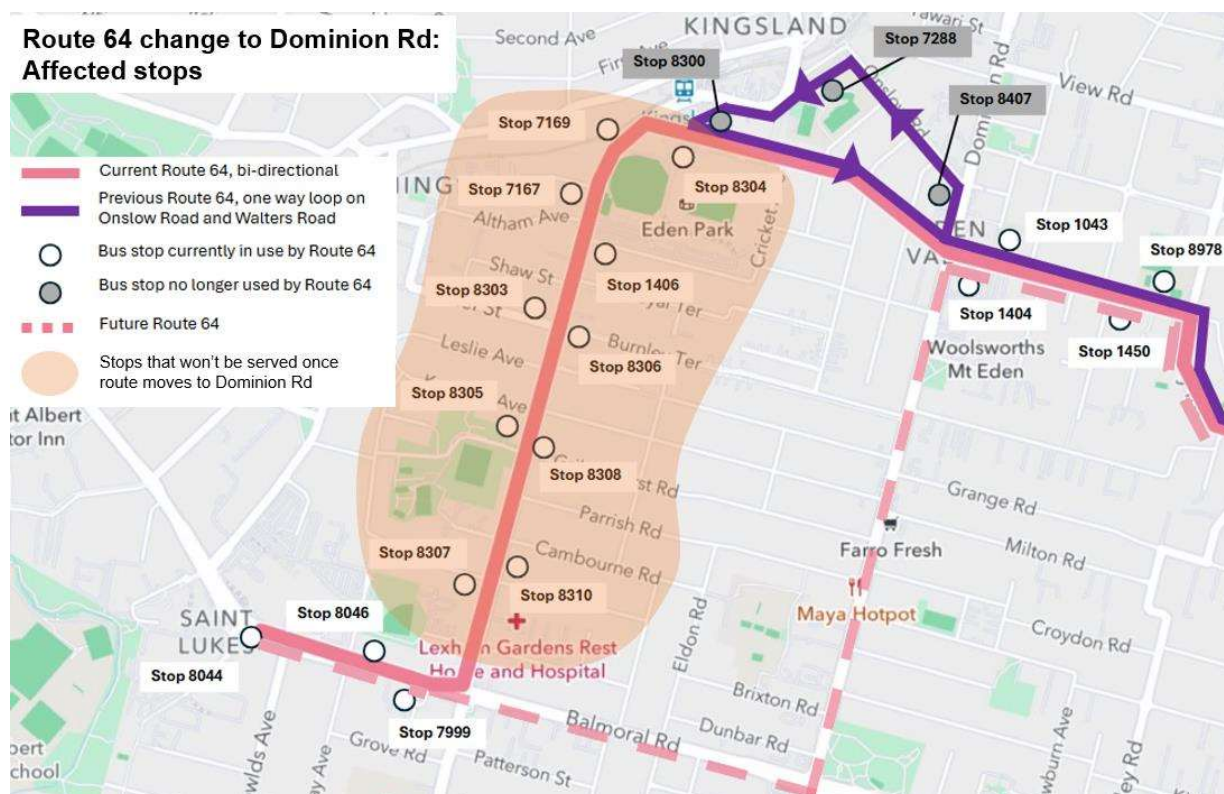


Table 5: The total average daily boardings and alightings by direction along the Walters Road and Sandringham Road section of Route 64 between 1 December 2024 to 31 May 2025

Direction	Time period	Average daily boardings along Walters Rd and Sandringham Rd	Average daily alightings along Walters Rd and Sandringham Rd
Westbound towards St Lukes	Weekday	23.5	114.8
	Weekend	11.1	72.3
Eastbound towards Newmarket	Weekday	109	38.7
	Weekend	76.6	19.2



## Fare change

As outlined previously in the report, in recognition of the inconvenience caused by the closure of the Mt Eden train station, the initial fare for Route 64 was effectively free, at only \$0.01. However, after operating for five years with a \$0.01 fare AT began charging the full fare from 27 April 2025.

This fare change was based on the significant increase in passengers after the November 2024 changes, when the route was extended to St Lukes and made more frequent later into the evening. Passenger numbers almost doubled as a result of these changes. We recognise that, in the interest of rate payers, it had become more appropriate to charge a full fare for this service, given Route 64 had become a key crosstown service rather than a rail replacement. Consequently, there was no real justification for continuing to subsidise the service.

Media attention at the time reflected the sentiments that the “free” service had been highly valued but that it was an inevitable change and not unexpected. As illustrated in Figure 5 it is unclear if the fare change had much impact on overall patronage given numbers are typically lower after “March madness”.

## Discussion and recommendations

### Span of service and frequency

The data shows that Route 64 is well utilised, and boardings throughout the day are consistently high when compared to many Auckland routes. On average, between 25 and 32 people board per hour, which is particularly high given the route’s short length.

Patronage is lower in the early morning and after 7pm overall, which is common on comparable routes across Auckland. However, in the evenings, Route 64 still plays an important role in many peoples’ journeys, by contributing to a frequent connected network of routes running later in the evenings. Boardings in late evening are still relatively high. For example, between 9pm and 10pm on weeknights, someone boards a Route 64 service approximately every 90 seconds.

A key contributor to patronage is the attractiveness of simple and consistent, high frequency, long-span, connected services. Since 17 August 2025, we have increased the frequency of several services across Central Auckland later into the evening, please see [August bus improvements](#) for more details. These included the services along Sandringham Rd, Dominion Rd, Mt Eden Rd, New North Road, Great North Road, Remuera Rd and Manukau Rd. These routes joined the 64, 65 and OuterLink, which already met that standard.

Together, these routes now form a connected, frequent network, all day until midnight, where people can have confidence that without pre-planning or referring to timetables, they can catch a bus, or two connecting buses, without having to wait long. Data since these changes isn’t yet available, but it’s expected these changes will further improve the attractiveness and patronage of Route 64, because, as covered in the section *Connections with other services*, over half of all trips on Route 64 involve transferring from or to another service.

The two stops added as part of the November 2024 changes on Sandringham Road and Walters Road (Stop 7169 and Stop 8304) have been well used since implementation. Notably there are a relatively high number of boardings and alightings after 7pm. This is likely indicative of the role this part of Route 64 plays in connecting people with Western Line trains at Kingsland Station. People

use these two stops to access a number of attractions along Route 64, in particular St Lukes mall and Newmarket, where they are also able to connect to both the southern and Onehunga train lines.

## **Recommendations**

Based on this 6-month route review the following recommendations are proposed for Route 64:

- The existing operating hours for Route 64 should be retained. The route is well utilised throughout the day demonstrating the value of a crosstown services with key destinations at either end.
- Given the route is well used after 5pm we recommend retaining the current evening frequency, particularly as it is in line with the recent August changes outlined above.
- The future route change, referred to above and summarised below, will mean a number of passengers along Walters and Sandringham roads, will no longer have the crosstown access provided by Route 64. It will be important to include a travel planning element to the future engagement material to help these passengers understand their alternative transport choices.

## **Future plans**

Once Maungawhau Station opens in 2026, we will relocate Route 64 to run between St Lukes and Valley Road via Dominion Road, rather than on Sandringham Road and Walters Road. This is the same approach we outlined (discussed above) in our response to the concerns raised regarding the bus operations on Walters Road during the wider Central Crosstown Bus Changes. Note, the location of future bus stops as part of that route change are subject to future engagement with key stakeholders and the community.

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## Appendix 1: Walters Rd stops

Trips from Stop 8304 Walters Road/Sandringham Road (on Walters Rd), are detailed in Table 6. Passengers who use these stops are mostly travelling to St Lukes Shopping Centre, Stop 8044, with an average of around 6 daily passengers on the weekdays, and 3 on the weekends alighting at that stop. There are some passengers who travel to the St Lukes Road/Sandringham Road Stop 7999, accounting for slightly more weekend trips than weekday trips.

*Table 6: Destination of passengers boarding at Stop 8304 Walters Road/Sandringham Road 1 December 2024 to 31 May 2025*

Destination stops of passengers boarding at Stop 8304 Walters Road/Sandringham Road	Weekday daily average passengers alighting	Weekend daily average passengers alighting
Aroha Avenue 8310	0.5	0
St Lukes Road/Sandringham Road 7999	1.4	1.3
Stop D St Lukes 8044	5.6	2.6

Trips to Stop 8304 during the week, as seen in Table 6 show a reasonably even spread of people getting on the bus throughout the route. Some more popular stops are:

- Stop 1302, Valley Road International Church is the most popular stop for people to board at when travelling to Walters Road/Sandringham Road. This stop is closest to Mt Eden Village, and it is reasonable to assume that passengers are transferring from other routes such as the 27W and 27H.
- Stop 1404, Valley Road Shops, has around 9 passengers boarding per weekday.
- Stop 7207, St Marks Road towards the start of the route, has around 8 passengers boarding per weekday.

Trips to Stop 8304 at the weekend, are detailed below:

- Stop 7203, Westfield Newmarket, is the most popular weekend boarding stop for passengers with around 5 passengers per weekend day and is positioned towards the start of the route.
- Stop 1302 Valley Road International Church has around 4 passengers per weekend day.
- Stop 1404 Valley Road Shops also has around 5 passengers per weekend day boarding.

The number of passengers who use Route 64 to travel to Stop 8304 is lower on the weekends than the weekdays, but it still provides an important connection to key destinations.

*Table 7: Origin of passengers travelling to Stop 8304 Walters Road/Sandringham Road 1 December 2024 - 31 May 2025*

Origin stop name and number travelling to Stop 8304 Walters Road/Sandringham Road	Weekday daily average number of passengers that alight at 8304	Weekend daily average number of passengers that alight at 8304
Mahuru Street 7173	0.2	0
St Marks Road 7207	8.6	0.3
Clovernook Road 7205	1	0.5
Stop A Westfield Newmarket 7203	5.9	5.3

Khyber Pass Road 7201	3.7	2.7
Melrose Street 7177	2.3	0.5
Khyber Pass Road/Mountain Road 7175	1.2	0.5
Nugent Street 7226	1.4	0.4
Akiraho Street 8502	2.2	0.4
Esplanade Road 850	2.5	0.7
Takaki Reserve 1870	2.2	1.6
Mount Eden Domain 8506	0.6	0.5
Bridgman Reserve 8505	1.3	0.4
Valley Road International Church 1302	11.4	4.6
Mount Eden Normal Primary 1450	2.3	3
Stop D Valley Road Shops 1404	9.2	5.7

Trips from Stop 7169 Eden Park (on Sandringham Rd), travel to a range of destinations along Route 64, as shown below in Table 8.

For residents on and around Walters Road, Route 64 provides an important cross-town connection for people connecting to the following stops with the highest usage:

- Mt Eden Village at the Valley Road International Church stop 8976
- Valley Road Shops stop 1043, which connects to Dominion Road and is also next to Woolworths supermarket
- Westfield Newmarket stop 7204

*Table 8: Route 64, destination stops of passengers boarding at Stop 7169 for 1 December 2024 to 31 May 2025*

<b>Destination stops of passengers boarding at Stop 7169 Eden Park</b>	<b>Weekday daily average passengers alighting</b>	<b>Weekend daily average passengers alighting</b>
Stop C Valley Road Shops 1043	10.5	6
Mount Eden Normal Primary 8978	2.3	2
Valley Road International Church 8978	9	6.1
Bridgman Reserve 8511	1.4	0.8
Mount Eden Domain 8509	2.4	1.8
Tahaki Reserve 8507	0.8	0.7
Kelly Street 8505	2.9	0.6
Akiraho Street 8503	1.3	0.2
Nugent Street 7229	0.6	0.3
Khyber Pass Road/Mountain Road 7176	1.3	0.8
Melrose Street 8541	2.3	1
Broadway 7180	4	3.3
Stop C Westfield Newmarket 7204	7	6.2

Table 9: Origin of passengers travelling to Stop 7169 Eden Park for 1 December 2024 – 31 May 2025

Origin stop name and number travelling to Stop 7169 Eden Park	Weekday daily average number of passengers boarding that alight at 7169	Weekend daily average number of passengers boarding that alight at 7169
Stop D St Lukes 8044	8.6	4.4
St Lukes Road/Sandringham Road 8046	1.7	1.1
Aroha Avenue 8307	1.8	0.5
Gribblehirst Park 8305	0.4	0.4
Ward Terrace 8303	0.6	0.03

## Appendix 2: Route 64 timetables

FREQUENT >>>

# 64

St Lukes Interchange to Newmarket  
via Mt Eden and Valley Rd

	Stop D St Lukes (stop 8044)	Eden Park (stop 7169)	Stop C Valley Road Shops (stop 1043)	Stop C Westfield Newmarket (stop 7204)
Monday to Friday	05:45	05:50	05:53	06:09
	06:00	06:05	06:08	06:24
	06:15	06:20	06:23	06:39
	06:30	06:35	06:38	06:54
	06:47	06:52	06:55	07:11
	07:02	07:07	07:10	07:26
	07:14	07:20	07:23	07:43
	07:26	07:32	07:35	07:55
	07:38	07:44	07:47	08:07
	07:50	07:56	07:59	08:19
	08:02	08:08	08:11	08:31
	08:14	08:20	08:23	08:43
	08:26	08:32	08:35	08:55
	08:38	08:44	08:47	09:07
	08:50	08:55	08:58	09:14
	09:02	09:07	09:10	09:26
	09:14	09:19	09:22	09:38
	09:26	09:31	09:34	09:50
	09:38	09:43	09:46	10:02
	09:50	09:55	09:58	10:14
	10:06	10:11	10:14	10:30
	10:18	10:23	10:26	10:42
	10:31	10:36	10:39	10:55
	10:43	10:48	10:51	11:07
	10:55	11:00	11:03	11:19
	11:07	11:12	11:15	11:31
	11:19	11:24	11:27	11:43
	11:31	11:36	11:39	11:55
	11:43	11:48	11:51	12:07
	11:55	12:00	12:03	12:19
	12:07	12:12	12:15	12:31
	12:19	12:24	12:27	12:43
	12:30	12:35	12:38	12:54
	12:42	12:47	12:50	13:06
	12:54	12:59	13:02	13:18
	13:06	13:11	13:14	13:30
	13:18	13:23	13:26	13:42
	13:30	13:35	13:38	13:54
	13:42	13:47	13:50	14:06
	13:54	13:59	14:02	14:18
	14:06	14:11	14:14	14:30
	14:18	14:23	14:26	14:42
	14:30	14:36	14:39	14:59
	14:42	14:48	14:51	15:11
	14:54	15:00	15:03	15:23

FREQUENT >>>

# 64

St Lukes Interchange to Newmarket  
via Mt Eden and Valley Rd

	Stop D St Lukes (stop 8044)	Eden Park (stop 7169)	Stop C Valley Road Shops (stop 1043)	Stop C Westfield Newmarket (stop 7204)
Monday to Friday cont..	15:07	15:13	15:16	15:36
	15:19	15:25	15:28	15:48
	15:31	15:37	15:40	16:00
	15:43	15:49	15:52	16:12
	15:55	16:01	16:04	16:24
	16:07	16:13	16:16	16:36
	16:19	16:25	16:28	16:48
	16:31	16:37	16:40	17:00
	16:43	16:49	16:52	17:12
	16:55	17:01	17:04	17:24
	17:07	17:13	17:16	17:36
	17:19	17:25	17:28	17:45
	17:31	17:37	17:40	17:57
	17:43	17:49	17:52	18:09
	17:55	18:01	18:04	18:21
	18:07	18:11	18:14	18:30
	18:19	18:23	18:26	18:42
	18:29	18:33	18:36	18:52
	18:41	18:45	18:48	19:04
	18:53	18:57	19:00	19:16
	19:05	19:09	19:12	19:28
	19:17	19:21	19:23	19:36
	19:27	19:31	19:33	19:46
	19:39	19:43	19:45	19:58
	19:51	19:55	19:57	20:10
	20:03	20:07	20:09	20:22
	20:15	20:19	20:21	20:34
	20:27	20:31	20:33	20:46
	20:39	20:43	20:45	20:58
	20:51	20:55	20:57	21:10
	21:03	21:07	21:09	21:22
	21:18	21:22	21:24	21:37
	21:33	21:37	21:39	21:52
	21:48	21:52	21:54	22:07
	22:03	22:07	22:09	22:22
	22:18	22:22	22:24	22:37
	22:33	22:37	22:39	22:52
	22:48	22:52	22:54	23:07
	23:03	23:07	23:09	23:22
	23:18	23:22	23:24	23:37
	23:33	23:37	23:39	23:52
	23:48	23:52	23:54	00:07

Times in bold are scheduled, all other times are approximate



FREQUENT >>>

64

St Lukes Interchange to Newmarket  
via Mt Eden and Valley Rd

	Stop D St Lukes (stop 804)	Eden Park (stop 7169)	Stop C Valley Road Shops (stop 1043)	Stop C Westfield Newmarket (stop 7204)
Saturday, Sunday and Public Holidays	06:00	06:04	06:07	06:19
	06:15	06:19	06:22	06:34
	06:30	06:34	06:37	06:49
	06:45	06:49	06:52	07:04
	07:00	07:04	07:07	07:19
	07:12	07:16	07:19	07:31
	07:24	07:28	07:31	07:43
	07:38	07:42	07:45	07:59
	07:50	07:54	07:57	08:11
	08:02	08:06	08:09	08:23
	08:14	08:18	08:21	08:35
	08:26	08:30	08:33	08:47
	08:38	08:42	08:45	08:59
	08:50	08:54	08:57	09:11
	09:02	09:06	09:09	09:23
	09:14	09:18	09:21	09:35
	09:26	09:30	09:33	09:47
	09:38	09:42	09:45	09:59
	09:50	09:54	09:57	10:11
	10:02	10:06	10:09	10:23
	10:14	10:19	10:22	10:38
	10:26	10:31	10:34	10:50
	10:38	10:43	10:46	11:02
	10:50	10:55	10:58	11:14
	11:02	11:07	11:10	11:26
	11:14	11:19	11:22	11:38
	11:26	11:31	11:34	11:50
	11:40	11:45	11:48	12:04
	11:52	11:57	12:00	12:16
	12:04	12:09	12:12	12:28
	12:16	12:21	12:24	12:40
	12:28	12:33	12:36	12:52
	12:40	12:45	12:48	13:04
	12:52	12:57	13:00	13:16
	13:04	13:09	13:12	13:28
	13:16	13:21	13:24	13:40
	13:28	13:33	13:36	13:52
	13:40	13:45	13:48	14:04
	13:52	13:57	14:00	14:16
	14:04	14:09	14:12	14:28
	14:16	14:21	14:24	14:40
	14:28	14:33	14:36	14:52
	14:40	14:45	14:48	15:04
	14:52	14:57	15:00	15:16
	15:04	15:09	15:12	15:28

FREQUENT >>>

64

St Lukes Interchange to Newmarket  
via Mt Eden and Valley Rd

	Stop D St Lukes (stop 804)	Eden Park (stop 7169)	Stop C Valley Road Shops (stop 1043)	Stop C Westfield Newmarket (stop 7204)
Saturday, Sunday and Public Holidays cont..	15:16	15:21	15:24	15:40
	15:28	15:33	15:36	15:52
	15:40	15:45	15:48	16:04
	15:52	15:57	16:00	16:16
	16:04	16:09	16:12	16:28
	16:16	16:21	16:24	16:40
	16:28	16:33	16:36	16:52
	16:40	16:45	16:48	17:04
	16:52	16:57	17:00	17:16
	17:04	17:08	17:11	17:26
	17:16	17:20	17:23	17:38
	17:28	17:32	17:35	17:50
	17:38	17:42	17:45	18:00
	17:50	17:54	17:57	18:12
	18:02	18:06	18:09	18:24
	18:14	18:18	18:21	18:36
	18:26	18:30	18:32	18:45
	18:38	18:42	18:44	18:57
	18:48	18:52	18:54	19:07
	19:00	19:04	19:06	19:19
	19:12	19:16	19:18	19:31
	19:24	19:28	19:30	19:43
	19:36	19:40	19:42	19:55
	19:48	19:52	19:54	20:07
	20:00	20:04	20:06	20:19
	20:12	20:16	20:18	20:31
	20:24	20:28	20:30	20:43
	20:36	20:40	20:42	20:55
	20:48	20:52	20:54	21:07
	21:00	21:04	21:06	21:19
	21:12	21:16	21:18	21:31
	21:27	21:31	21:33	21:46
	21:42	21:46	21:48	22:01
	21:57	22:01	22:03	22:16
	22:12	22:16	22:18	22:31
	22:27	22:31	22:33	22:46
	22:42	22:46	22:48	23:01
	22:57	23:01	23:03	23:16
	23:12	23:16	23:18	23:31
	23:27	23:31	23:33	23:46
	23:42	23:46	23:48	00:01

Times in bold are scheduled, all other times are approximate

FREQUENT >>>

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Newmarket to St Lukes Interchange

via Valley Rd and Mt Eden

	Mahuru Street (stop 7173)	Stop A Westfield Newmarket (stop 7203)	Stop D Valley Road Shops (stop 1404)	Eden Park (stop 1406)	Stop D St Lukes (stop 8044)
Monday to Friday	05:45	05:50	05:53	06:09	06:10
	06:00	06:05	06:08	06:24	06:25
	06:15	06:20	06:23	06:39	06:40
	06:30	06:35	06:38	06:54	06:55
	06:47	06:52	06:55	07:11	07:09
	07:02	07:07	07:10	07:26	07:21
	07:14	07:20	07:23	07:43	07:33
	07:26	07:32	07:35	07:55	07:45
	07:38	07:44	07:47	08:07	07:57
	07:50	07:56	07:59	08:19	08:09
	08:02	08:08	08:11	08:31	08:21
	08:14	08:20	08:23	08:43	08:33
	08:26	08:32	08:35	08:55	08:45
	08:38	08:44	08:47	09:07	08:57
	08:50	08:55	08:58	09:14	09:09
	09:02	09:07	09:10	09:26	09:21
	09:14	09:19	09:22	09:38	09:33
	09:26	09:31	09:34	09:50	09:45
	09:38	09:43	09:46	10:02	10:01
	09:50	09:55	09:58	10:14	10:13
	10:06	10:11	10:14	10:30	10:25
	10:18	10:23	10:26	10:42	10:37
	10:31	10:36	10:39	10:55	10:49
	10:43	10:48	10:51	11:07	11:01
	10:55	11:00	11:03	11:19	11:13
	11:07	11:12	11:15	11:31	11:25
	11:19	11:24	11:27	11:43	11:37
	11:31	11:36	11:39	11:55	11:49
	11:43	11:48	11:51	12:07	12:01
	11:55	12:00	12:03	12:19	12:13
	12:07	12:12	12:15	12:31	12:25
	12:19	12:24	12:27	12:43	12:37
	12:30	12:35	12:38	12:54	12:49
	12:42	12:47	12:50	13:06	13:01
	12:54	12:59	13:02	13:18	13:13
	13:06	13:11	13:14	13:30	13:25
	13:18	13:23	13:26	13:42	13:37
	13:30	13:35	13:38	13:54	13:49
	13:42	13:47	13:50	14:06	14:01
	13:54	13:59	14:02	14:18	14:13
	14:06	14:11	14:14	14:30	14:25
	14:18	14:23	14:26	14:42	14:37
	14:30	14:36	14:39	14:59	14:49
	14:42	14:48	14:51	15:11	15:03
	14:54	15:00	15:03	15:23	15:15

FREQUENT >>>

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Newmarket to St Lukes Interchange

via Valley Rd and Mt Eden

	Mahuru Street (stop 7173)	Stop A Westfield Newmarket (stop 7203)	Stop D Valley Road Shops (stop 1404)	Eden Park (stop 1406)	Stop D St Lukes (stop 8044)
Monday to Friday cont..	14:55	14:58	15:16	15:20	15:27
	15:07	15:10	15:28	15:32	15:39
	15:19	15:22	15:40	15:44	15:51
	15:31	15:34	15:52	15:56	16:03
	15:43	15:46	16:04	16:08	16:15
	15:55	15:58	16:16	16:20	16:27
	16:07	16:10	16:28	16:32	16:39
	16:19	16:22	16:40	16:44	16:51
	16:31	16:34	16:52	16:56	17:03
	16:43	16:46	17:04	17:08	17:15
	16:55	16:58	17:16	17:20	17:27
	17:07	17:10	17:28	17:32	17:39
	17:19	17:22	17:40	17:44	17:51
	17:31	17:34	17:52	17:56	18:03
	17:43	17:46	18:04	18:08	18:15
	17:55	17:57	18:15	18:18	18:25
	18:07	18:09	18:27	18:30	18:37
	18:19	18:21	18:39	18:42	18:49
	18:31	18:33	18:51	18:54	19:01
	18:43	18:45	19:03	19:06	19:13
	18:57	18:59	19:13	19:16	19:23
	19:09	19:11	19:25	19:28	19:35
	19:21	19:23	19:37	19:40	19:47
	19:33	19:35	19:49	19:52	19:59
	19:45	19:47	20:01	20:04	20:11
	19:57	19:59	20:13	20:16	20:23
	20:09	20:11	20:25	20:28	20:35
	20:21	20:23	20:37	20:40	20:47
	20:33	20:35	20:49	20:52	20:59
	20:48	20:50	21:04	21:07	21:14
	21:03	21:05	21:19	21:22	21:29
	21:18	21:20	21:34	21:37	21:44
	21:33	21:35	21:49	21:52	21:59
	21:48	21:50	22:04	22:07	22:14
	22:03	22:05	22:19	22:22	22:29
	22:18	22:20	22:34	22:37	22:44
	22:33	22:35	22:49	22:52	22:59
	22:48	22:50	23:04	23:07	23:14
	23:03	23:05	23:19	23:22	23:29
	23:18	23:20	23:34	23:37	23:44
	23:33	23:35	23:49	23:52	23:59
	23:48	23:50	00:04	00:07	00:14

Times in bold are scheduled, all other times are approximate



FREQUENT >>>

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Newmarket to St Lukes Interchange  
via Valley Rd and Mt Eden

	Mahurangi Street (stop 7173)	Stop A Westfield Newmarket (stop 7203)	Stop D Valley Road Shops (stop 1404)	Eden Park (stop 1406)	Stop D St Lukes (stop 8044)
Saturday, Sunday and Public Holidays	06:04	06:05	06:17	06:20	06:26
	06:19	06:20	06:32	06:35	06:41
	06:34	06:35	06:47	06:50	06:56
	06:46	06:47	06:59	07:02	07:08
	06:58	06:59	07:11	07:14	07:20
	07:08	07:10	07:24	07:27	07:34
	07:20	07:22	07:36	07:39	07:46
	07:32	07:34	07:48	07:51	07:58
	07:44	07:46	08:00	08:03	08:10
	07:56	07:58	08:12	08:15	08:22
	08:08	08:10	08:24	08:27	08:34
	08:20	08:22	08:36	08:39	08:46
	08:32	08:34	08:48	08:51	08:58
	08:44	08:46	09:00	09:03	09:10
	08:56	08:58	09:12	09:15	09:22
	09:08	09:10	09:24	09:27	09:34
	09:20	09:22	09:36	09:39	09:46
	09:32	09:34	09:48	09:51	09:58
	09:44	09:46	10:00	10:03	10:10
	09:56	09:58	10:12	10:15	10:22
	10:08	10:10	10:24	10:27	10:34
	10:20	10:22	10:36	10:39	10:46
	10:32	10:34	10:48	10:51	10:58
	10:44	10:46	11:00	11:03	11:10
	10:56	10:58	11:12	11:15	11:22
	11:06	11:08	11:26	11:29	11:36
	11:18	11:20	11:38	11:41	11:48
	11:30	11:32	11:50	11:53	12:00
	11:42	11:44	12:02	12:05	12:12
	11:54	11:56	12:14	12:17	12:24
	12:06	12:08	12:26	12:29	12:36
	12:18	12:20	12:38	12:41	12:48
	12:30	12:32	12:50	12:53	13:00
	12:42	12:44	13:02	13:05	13:12
	12:54	12:56	13:14	13:17	13:24
	13:06	13:08	13:26	13:29	13:36
	13:18	13:20	13:38	13:41	13:48
	13:30	13:32	13:50	13:53	14:00
	13:42	13:44	14:02	14:05	14:12
	13:54	13:56	14:14	14:17	14:24
	14:06	14:08	14:26	14:29	14:36
	14:18	14:20	14:38	14:41	14:48
	14:30	14:32	14:50	14:53	15:00
	14:42	14:44	15:02	15:05	15:12
	14:54	14:56	15:14	15:17	15:24

FREQUENT >>>

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Newmarket to St Lukes Interchange  
via Valley Rd and Mt Eden

	Mahurangi Street (stop 7173)	Stop A Westfield Newmarket (stop 7203)	Stop D Valley Road Shops (stop 1404)	Eden Park (stop 1406)	Stop D St Lukes (stop 8044)
Saturday, Sunday and Public Holidays cont..	15:06	15:08	15:26	15:29	15:36
	15:18	15:20	15:38	15:41	15:48
	15:30	15:32	15:50	15:53	16:00
	15:42	15:44	16:02	16:05	16:12
	15:54	15:56	16:14	16:17	16:24
	16:06	16:08	16:26	16:29	16:36
	16:18	16:20	16:38	16:41	16:48
	16:30	16:32	16:50	16:53	17:00
	16:42	16:44	17:02	17:05	17:12
	16:54	16:56	17:14	17:17	17:24
	17:06	17:08	17:24	17:27	17:34
	17:18	17:20	17:36	17:39	17:46
	17:30	17:32	17:48	17:51	17:58
	17:42	17:44	18:00	18:03	18:10
	17:54	17:56	18:12	18:15	18:22
	18:06	18:08	18:24	18:27	18:34
	18:18	18:20	18:34	18:37	18:44
	18:30	18:32	18:46	18:49	18:56
	18:42	18:44	18:58	19:01	19:08
	18:54	18:56	19:10	19:13	19:20
	19:06	19:08	19:22	19:25	19:32
	19:18	19:20	19:34	19:37	19:44
	19:30	19:32	19:46	19:49	19:56
	19:42	19:44	19:58	20:01	20:08
	19:54	19:56	20:10	20:13	20:20
	20:06	20:08	20:22	20:25	20:32
	20:18	20:20	20:34	20:37	20:44
	20:30	20:32	20:46	20:49	20:56
	20:42	20:44	20:58	21:01	21:08
	20:54	20:56	21:10	21:13	21:20
	21:06	21:08	21:22	21:25	21:32
	21:18	21:20	21:34	21:37	21:44
	21:30	21:32	21:46	21:49	21:56
	21:42	21:44	21:58	22:01	22:08
	21:54	21:56	22:10	22:13	22:20
	22:06	22:08	22:22	22:25	22:32
	22:18	22:20	22:34	22:37	22:44
	22:30	22:32	22:46	22:49	22:56
	22:42	22:44	22:58	23:01	23:08
	22:54	22:56	23:10	23:13	23:20
	23:06	23:08	23:22	23:25	23:32
	23:18	23:20	23:34	23:37	23:44
	23:30	23:32	23:46	23:49	23:56
	23:42	23:44	23:58	00:01	00:08

Times in bold are scheduled, all other times are approximate