

**PASSENGER
SERVICES
PROCEDURES**
2003 Edition (amended 2008)

Otago Regional Council

ISBN 1-877265-16-0

TABLE OF CONTENTS

1. Contracting	1
1.1 Introduction	1
1.2 Contract Packaging	1
1.2.1 Review of Specified Services	1
1.3 Types of Contracts	7
1.4 Size of Contracts	7
1.4.1 Method of Determining Size of Tenders	7
1.4.2 Combined Tenders	8
1.4.3 Group Tenders	8
1.4.4 Alternative Tenders	8
1.5 Patronage and Revenue Information	9
1.6 Submission of Tenders	10
1.7 Tender Evaluation	10
1.8 Competence	11
1.9 Optional Evaluation Factors	12
1.10 Contract Duration	13
1.11 Emergency Services	13
1.12 Abandoned Contract	13
1.13 Experimental Services	14
1.14 Bond Policy	14
1.15 Monitoring by the Otago Regional Council	15
1.15.1 Complaints	15
1.15.2 Key Factor Reports	15
1.15.3 Vehicle Assessment Forms	15
1.15.4 Vehicle Suitability and a Consistently High Standard	15
1.15.5 Additional Requirements	16
1.15.6 Penalties for Non-Compliance	16
1.16 Service Level Variations	16
1.17 Contract Price Adjustments	16
1.17.1 Fare Changes	17
1.17.2 Applying Adjustments	17
1.17.3 Service Level Changes	17
1.17.4 Inflation Indexation	17
1.18 Health and Safety in Employment Act	17
1.19 Passenger Transfers	17
1.20 Passenger Transport Information	18
1.20.2 Information at the Bus Stop and on the Bus	19
1.20.3 Destination Signs	20
1.21 Passenger Transport Infrastructure	21
1.21.1 Dunedin City Area	21
1.21.2 Other Areas	21
2. Transport Licensing	22
2.1 Introduction	22

2.2	Registration Procedures	22
2.2.1	Duty to Register	23
2.2.2	Registration Forms	23
2.2.3	Register of Services	23
2.3	Reasons to Decline a Registration	24
2.3.1	Compete with Contracted Services	24
2.3.2	Traffic Management	24
2.3.3	Environmental Factors	25
2.4	Contracting and Commercial Services	25
2.5	Taxi Service Exemptions	25
	Appendix 1 –	27
	Quality Standards for	27
	Urban Passenger Transport Services –	27
	Large Passenger Services Vehicles	27
	Appendix 1 - Quality Standards for Urban Passenger Transport Services – Large Passenger Service Vehicles	28
	<i>Definitions</i>	28
A.	<i>Vehicle Quality Standards</i>	29
1.	Introduction	29
2.	Graded Features – All Buses	29
3.	Compulsory Features – All Vehicles	30
4.	Minimum Standard For Vehicles Entering the Fleet for the First Time	31
5.	Fleet Profiles [<i>note: previously section 4</i>]	34
6.	System Maintenance	35
7.	Pre-contract Fleet Inspection [<i>new sub-section</i>]	35
8.	Disputes	35
B.	<i>Parameters for individual vehicles</i>	36
1.	Individual Vehicles	36
	Appendix 2 -	47
	Maximum Fare Levels	47
	Appendix 2-- Maximum Fare Levels on Contracted Services	48
	Appendix 3 –	50
	Location of Bus Stops	50
	within the	50
	Dunedin Urban Area	50
	Appendix 3 - Location Of Bus Stops Within The Dunedin Urban Area	51

1. Contracting

1.1 Introduction

The **Land Transport Management Act 2003** requires that for any payment by the Otago Regional Council in respect of passenger services, the amount must be determined in accordance with approved Procurement Procedures (PPs). The New Zealand Transport Agency is responsible for approving PPs and is developing a revised manual to ensure the Government's public transport objectives and requirements are met through a competitive process. Individual authorities can develop their own detailed Procurement Procedure within the requirements contained in the Manual. Prospective tenderers and other interested people are recommended to read the PP manual. The policies set out in this section are subject to PPs as approved by the New Zealand Transport Agency.

1.2 Contract Packaging

Between 1994 and 2001, the Otago Regional Council carried out a programme of amalgamating contracts into more appropriate sized packages, rather than letting contracts on an individual route basis. This has resulted in more efficient use of resources and lead to efficient tender pricing. The 2001 tender round completed this process of contract amalgamation, resulting in all routes in the system being covered by six contracts on a rolling tendering programme. Commercial registrations of Balaclava Weekday services in July 2004 and Port Chalmers in July 2005 changed two of the six contract packages. The subsequent re-tendering of both these routes in September 2005 resulted in number of contracts increasing to eight. However, the contracts for these two former commercial services were timed to allow Balaclava's amalgamation into the City Routes Weekdays #3 package in 2008 and for Port Chalmers to be combined with Peninsula & Waverley Weekdays in an enlarged contract package to be called "Harbourside Routes" in 2009.

The modelling work carried out as part of the 2005-06 comprehensive review of Dunedin bus services identified several new routes that have potential. Namely, a central city circulatory service, a Concord/Kaikorai Valley/University service, a loop service within Mosgiel and new Bradford/Roslyn/City Rise/University route. Their introduction led to result in an increase the number of contract packages.

The tender packages completed to date and those proposed for 2009 and the following years are outlined in Table 1:

These are discrete packages designed to minimise competition between contracted services.

1.2.1 Review of Specified Services

Prior to tendering services, the Otago Regional Council may review existing services and consider new passenger services proposed for inclusion in the Schedule of Specified Services in terms of the Service Level Guidelines.

Table 1 Tender Packages

Tender Package Name	Routes	Contract Length	Expiry Date
1998 Tender Round (Completed) City Routes Weekdays # 2 Southern Routes City Routes Evenings, Weekends & Public Holidays #4	<ul style="list-style-type: none"> • Lookout Point/Caversham • Opoho • Pine Hill • Shiel Hill <ul style="list-style-type: none"> • Wingatui - Mosgiel – Fairfield • Green Island - Brighton- Abbotsford <ul style="list-style-type: none"> • Brockville - Halfway Bush • Wakari - Maori Hill – Roslyn • Corstorphine - Lookout Point • Balaclava – Kenmure • St Kilda - Shiel Hill – Waverley • Opoho - Pine Hill • Normanby - St Clair (Sundays & Public Holidays only) 	4 years 3 years 2 years	2002 2001 2000
1999 Tender Round (Completed) City Routes Weekdays # 3 Peninsula	<ul style="list-style-type: none"> • Corstorphine • Helensburgh/Wakari • Kenmure/Belleknowes <ul style="list-style-type: none"> • Peninsula 	4 years 2 years	2003 2001
2000 Tender Round (Completed) City Routes Weekdays # 1 City Routes Evenings, Weekends & Public Holidays # 4	<ul style="list-style-type: none"> • Balaclava • Bay Cemetery/Ocean Grove • Garden Village • Maori Hill/Prospect Park <ul style="list-style-type: none"> • Balaclava – Kenmure • Brockville-Halfway Bush • Corstorphine-Lookout Point • Pine Hill-Opoho • St Kilda-Shiel Hill-Waverley • Wakari-Maori Hill-Roslyn • Normanby - St Clair (Sundays & Public Holidays only) Normanby - St Clair (Sundays & Public Holidays only) 	4 years 2 years	2004 2002
2001 Tender Round (Completed) Southern Routes/Port Chalmers Peninsula/Waverley Weekdays	<ul style="list-style-type: none"> • Wingatui – Mosgiel – Fairfield • Green Island - Brighton- Abbotsford • Port Chalmers <ul style="list-style-type: none"> • Peninsula (all services) • Waverley (weekday services only) 	4 years 3 year	2005 2004

<p>2002 Tender Round (Completed) City Routes Weekdays # 2</p> <p>City Routes Evenings, Weekends & Public Holidays # 4</p> <p>City Routes Weekdays #1</p>	<ul style="list-style-type: none"> • Lookout Point/Caversham • Opoho • Pine Hill • Shiel Hill <ul style="list-style-type: none"> • Balaclava –Kenmure • Brockville-Halfway Bush • Corstorphine - Lookout Point • Pine Hill-Opoho • St Kilda – Shiel Hill – Waverley • Roslyn-Helensburgh-Wakari-Maori Hill-University • Normanby - St Clair (Sundays & Public Holidays only) <p>Commenced 3 May 2002 (two months earlier than scheduled) to cover services under the previous contract relinquished on 2 May 2002.</p> <ul style="list-style-type: none"> • Balaclava • Bay Cemetery/Ocean Grove • Garden Village • Maori Hill/Prospect Park <p>Re-tender of contract that was relinquished on 2 May 2002 which was originally scheduled to expiry in June 2004</p>	<p>4 years</p> <p>3 years 2months</p> <p>2 years</p>	<p>2006</p> <p>2005</p> <p>2004</p>
<p>2003 Tender Round (completed) City Routes Weekdays #3</p>	<ul style="list-style-type: none"> • Corstorphine • Helensburgh/Wakari • Kenmure/Belleknowes 	<p>5 years</p>	<p>2008</p>
<p>2004 Tender Round (completed) City Routes Weekdays #1</p> <p>Peninsula/Waverley Weekdays</p>	<ul style="list-style-type: none"> • Bay Cemetery/Ocean Grove • Garden Village • Maori Hill/Prospect Park <ul style="list-style-type: none"> • Peninsula (all services) • Waverley (weekday services only) 	<p>5 years</p> <p>5 years</p>	<p>2009</p> <p>2009</p>
<p>2005 Tender Round (completed) Southern Routes Port Chalmers services were registered commercially on 14 April 2005 so “Southern Routes” re-tendered as a new RFT</p> <p>City Routes Weekday Evenings/Weekends/Public Holidays #4 (completed)</p> <p><i>Re-tendered following contractor terminations</i> Peninsula/Waverley Weekdays (completed)</p> <p>Port Chalmers (completed)</p>	<ul style="list-style-type: none"> • Wingatui – Mosgiel – Fairfield • Green Island - Brighton- Abbotsford <ul style="list-style-type: none"> • Balaclava –Kenmure • Brockville-Halfway Bush • Corstorphine - Lookout Point • Pine Hill-Opoho • St Kilda – Shiel Hill – Waverley • Roslyn-Helensburgh-Wakari-Maori Hill-University • Normanby – St Clair (Sundays & Public Holidays only) <ul style="list-style-type: none"> • Peninsula (all services) • Waverley (weekday services only) <ul style="list-style-type: none"> • Port Chalmers – all services <ul style="list-style-type: none"> • Balaclava Monday-Friday weekday 	<p>5 years</p> <p>4 years</p> <p>3 years 10 months</p> <p>3 years 8 months</p>	<p>2010</p> <p>2009</p> <p>2009</p> <p>2009</p>

Balaclava Weekdays	services	2 years 8 months	2008
--------------------	----------	------------------	------

<p>2006 Tender Round (Completed) City Routes Weekdays #2</p> <p>Palmerston/Dunedin (commenced 3 April 2006)</p>	<ul style="list-style-type: none"> • Lookout Point/Caversham • Opoho • Pine Hill • Shiel Hill • • Monday to Friday services between Palmerston/Waikouaiti/Karitane & Dunedin 	<p>5 years</p> <p>3 years</p>	<p>2011</p> <p>2009</p>
<p>2007 Tender Round (completed)</p> <p>Campus Circuit</p> <p>Concord/Kaikorai/University</p> <p>Mosgiel Loop</p>	<ul style="list-style-type: none"> • Trial new Circulatory service linking Dunedin North, tertiary campus and Central Business area • Trial new service from Concord to University via Kaikorai Valley Road, and vice versa • New trial Mosgiel loop linking with Mosgiel/Dunedin service – 8 month trial in 2007-08 to be reviewed 	<p>17 months</p> <p>17 months</p> <p>3 years 8 months</p>	<p>2009</p> <p>2009</p> <p>2008-2010</p>
<p>2008 Tender Round (Completed) City Routes Weekdays #3</p>	<ul style="list-style-type: none"> • Corstorphine/St Clair Park • Kenmure/Belleknowes • Wakari/Helensburgh • Balaclava 	<p>5 years</p>	<p>2013</p>
<p>2009 Tender Round (Proposed) City Routes Weekdays #1</p> <p>Harbourside Routes</p> <p>City Routes Weekday Evenings/Weekends/Public Holidays #4</p>	<ul style="list-style-type: none"> • Bay Cemetery/Ocean Grove • Garden Village • Maori Hill/Prospect Park (new route configuration Belgrave Crescent to university via Maori Hill & Prospect Park) • Bradford/Roslyn/City Rise/University (New service linking Kenmure/Belleknowes/Roslyn with university via City Rise (incorporates the City Rise to University section of former Maori Hill circuit)) • Peninsula (all services) • Waverley (weekday services only) • Port Chalmers (all services) • Balaclava –Kenmure • Brockville-Halfway Bush • Corstorphine - Lookout Point • Pine Hill-Opoho • St Kilda – Shiel Hill – Waverley • Roslyn-Maori Hill/University • -Wakari-Helensburgh • Normanby – St Clair (Sundays & Public Holidays only) 	<p>5 years</p> <p>5 years</p> <p>3 years</p>	<p>2014</p> <p>2014</p> <p>2012</p>
<p>2010 Tender Round (Proposed)</p>	<ul style="list-style-type: none"> • Wingatui – Mosgiel – Fairfield 	<p>5 years</p>	<p>2015</p>

Southern Routes Mosgiel Loop (if trial successful))	<ul style="list-style-type: none"> • Green Island - Brighton- Abbotsford 	3 years	2013
--	---	---------	------

The grouping of weekday services on the inner city routes in the annual tender rounds since 1994 has offered the opportunity for operators to through-route services. To date all successful tenderers have continued to link up services thereby continuing to offer passenger the opportunity of through travel in a manner they are use to. It is proposed to continue packaging up the routes in such a fashion that the successful tenderer will similarly have the opportunity to offer through travel services, if appropriate.

Services for evening, weekend and public holidays for inner city routes have been combined into one contract to encourage efficient vehicle utilisation.

1.3 Types of Contracts

The Otago Regional Council will favour the use of a Net Cost Contract system.

Explanation

The two main types of contracts are net subsidy and gross cost contracts. Both treat the revenue component as the risk factor;

Net Cost Contract - a contract in which the operator takes the risk for passenger fares, tendering a price based on the difference between the operator's full cost of the service and the operator's fare revenue estimate, with the operator retaining the passenger fares.

Gross Cost Contract - a contract in which the operator takes no risk for passenger fares, tendering a price based on the full cost of the service, with the tendering authority retaining the passenger fares.

The Net Cost Contract provides the operator with an incentive to maximise revenue by improving performance. The Otago Regional Council can control its financial commitment and is not involved in revenue collection or subject to further audit as in the case of gross cost contracting.

1.4 Size of Contracts

The Otago Regional Council may vary the size of the tender, subject to Procurement Procedures (PPs) tendering requirements, to encourage competition.

Explanation

Operators of various sizes should have an opportunity to tender for services. Legislation and the PPs recognises the desirability of ensuring competition and therefore the Otago Regional Council must ensure that operators of various sizes are given the opportunity to tender for public transport services. Competition should allow the total costs of contracted services to be kept to a minimum.

1.4.1 Method of Determining Size of Tenders

The Otago Regional Council signals its intent to use the existing through-routes or single route services as a basis for determining the size of tenders in the Dunedin urban area.

Explanation

As a general requirement, New Zealand Transport Agency's PPs state that no single RFT may exceed 1,000 seats in service at any one time. However, an RFT may exceed this limit if necessary to provide the entire service required on routes or groups of routes that are logically a single entity. The Otago Regional Council retains some flexibility in determining the size of tenders subject to the above requirements. In some cases, where 2 routes have been operated successfully on a through-route basis then this operational arrangement should be recognised in tender specifications. Although some tenders may be specified on a through-route basis and others on a single route basis, the intention is to allow operator flexibility to investigate linking services as required which best meets their operational requirements. The practice of through-routing under these circumstances is encouraged by the Council as it allows for cross-city travel opportunities without the inconvenience of transferring bus, and is available at less cost to passengers (i.e. requires only one fare instead of two).

The Otago Regional Council will consult with the Dunedin City Council where appropriate to ensure proposed contracted routes are not in breach of road carrying capacities and other traffic management considerations.

1.4.2 Combined Tenders

The Otago Regional Council shall consider whether combined tenders are required at the time of RFT preparation.

Explanation

A combined tender is where an operator submits a bid in response to a combined request for tender (RFT). A combined RFT is a request for tenders for a single route that includes more than one RFT. An example would be if the Otago Regional Council chose to issue separate RFTs for each half of a “through-routed” service and also one combined RFT incorporating both of the RFTs for each half of the through-routed. In this situation a combined RFT recognises the benefits to users and the Otago Regional Council from having coordinated services.

1.4.3 Group Tenders

The Otago Regional Council shall only accept group tenders in cases where the RFT states that the RFT may be included in a group tender.

Explanation

A group tender is submitted on the initiative of the tenderer and includes more than one RFT. The Otago Regional Council has a wide discretion of either permitting group tenders without restriction or of not permitting them. However, the Otago Regional Council is mindful of the Court of Appeal Judgement (*Ritchies Transport Holdings v Otago Regional Council*).

In summary the Court of Appeal commented that while permitting group tenders would allow lower overall costs due to economies of scale in the short term, in the longer term the big operators would eventually drive out competition from smaller operators. If group tenders are permitted then special conditions will need to be imposed to ensure that competition is not discouraged. Large contracts exceeding 500 seats in service at any one time are not permitted for inclusion in any group tenders (NB now maximum permitted is 1,000 seats or more on special New Zealand Transport Agency approval e.g. where it is necessary to provide the entire service on routes or groups of routes which are logically entity. If this provision is used, tendering authorities shall be able to demonstrate that a range of differing size contracts are available for potential operators of all sizes).

1.4.4 Alternative Tenders

The Otago Regional Council shall only accept alternative tenders where the RFT states that alternative tenders may be submitted in respect of that RFT and where accompanied by a conforming tender for that RFT.

Explanation

The following definitions for conforming and alternative tenders apply:

“Conforming Tender” - a conforming tender is a tender that complies in all respects with the Service Specification in the RFT.

“Alternative Tender” - an Alternative Tender is a tender that

- (a) offers a different timetable and/or route to the Service Specification in the RFT, but
- (b) in all other respects complies with the Service Specification in the RFT.

The Council regards Alternative Tenders as the best opportunity for tenderers to benefit from their "good ideas" for providing services that offer better frequency and different routes that they believe will increase patronage and revenue return, or provide services in a more economic, cost effective or efficient manner.

An Alternative tender may therefore offer alternative timetables and/or route proposals. However, the Otago Regional Council believes that the Service Specification is the appropriate level of service required to meet the minimum needs of the travelling public and therefore encourages Alternative Tenders that offer a higher level of service in terms of frequency and additional destinations.

The PPs allow for Alternative Tenders to be submitted that offer a lesser level of service than required in the RFT for a conforming tender, and in this case any public dis-benefit will be taken into consideration in the tender evaluation.

However the Council may at its sole discretion determine that an alternative tender is not in the public interest. In such case, no further consideration will be given to the alternative tender.

Council will not accept any tender that, in its opinion, proposes an alternative route or routes that significantly duplicate or encroach upon the route of any other bus route in the Regional Passenger Transport Plan to the extent it is considered likely by the Council to have an adverse financial impact on another contracted service.

To avoid traffic management problems it shall be the responsibility of the tenderer to produce evidence of prior approval of the proposed route by the road controlling authority.

Tenderers may not propose bus transfers on services specified as direct services in the RFT.

1.5 Patronage and Revenue Information

The Otago Regional Council shall require, as a condition of contracts, that the contractors provide patronage and/or revenue information. The Otago Regional Council shall only publish this information in aggregate form unless, in the Otago Regional Council’s view:

- 1. ongoing levels of competition remain comparatively low, and**
- 2. efficient tender pricing is not received (even through negotiation), and**
- 3. publication of that patronage and/or revenue information for individual RFTs is likely to achieve the Otago Regional Council’s goal and objectives for public transport.**

Explanation

The prime responsibility for undertaking pre-tendering research lies with each prospective tenderer; such tenderers should rely on their own information rather than that collected by another party. However the Otago Regional Council does accept that there is a correlation between the amount of competition (perceived or actual) and efficient tender pricing.

1.6 Submission of Tenders

Tenders will be submitted in two parts, in separate sealed envelopes:

Part A envelope will contain documentation of operator conformity with mandatory tender requirements, including the service requirements of the RFT;

Part B envelope will contain the operator's price.

Details of alternative tenders will be submitted in a separate set of envelopes from those containing the conforming tender.

No notification of a commercial registration for whole or part of the tendered service shall be submitted in any tender.

1.7 Tender Evaluation

In considering tenders received, the Otago Regional Council will separate the evaluation process into two stages:

Eligibility for further consideration is limited to those tenders for which the Part A envelope submission satisfies all the mandatory requirements. If the Part A envelope does not conform to all mandatory requirements then the Part B envelope will be returned unopened to the tenderer.

The Part B envelope will contain the tender price. The conforming tender with the lowest tender price shall be the preferred tender.

Alternative tenders received in Part C envelopes are then examined. Any Alternative Tender judged not to be in the public interest at the sole discretion of the Council will be rejected.

Eligible alternative tenders will be evaluated in terms of their benefits and dis-benefits compared with the lowest priced conforming tender. The Tender Evaluation team using their professional judgement, supported by Council patronage trend information will then determine a positive or negative public benefit for the alternative tender. The positive, neutral or negative public benefit of any alternative tender will be determined on the basis of:

- (a) An assessment of the likely increase or decrease in patronage that may result from the alternative
- (b) Determining the cost per passenger by dividing the lowest priced conforming tender by the existing total patronage number for the RFT route(s). This equates to the level of funding required per passenger if the lowest priced conforming tender is accepted.
- (c) Deriving the public benefit of each alternative by multiplying the assessed patronage increase or decrease by the cost per passenger expressed in dollar terms.

This analysis will be undertaken before the Alternative Tender Price Proposal envelope (Envelope D) is opened. Once Envelope D is opened the prices offered in Part D are "adjusted" by the positive or negative public benefit they were given and this "adjusted price" is compared against the lowest priced conforming tender. Preference for the lowest-

priced conforming tender will only be overridden where the Council in its sole discretion determines that the selection of an Alternative Tender is in the public interest. Such determination may be made only if one of the three following conditions is met, but none of these conditions shall oblige the Council to select a tender other than the lowest priced conforming tender:

- (a) The demonstrable public benefit from the Alternative Tender's features exceeds the difference in price between the selected higher-priced alternative tender and the lowest-priced conforming tender; or
- (b) The difference in price between the selected lower-priced Alternative Tender and the lowest-priced conforming tender exceeds the demonstrable loss in public benefit associated with the selected lower-priced Alternative Tender; or
- (c) The Alternative Tenders is judged by the Council to have a higher demonstrable public benefit than the lowest priced conforming tender and is offered at a lower price than the lowest-priced conforming tender

If the Council judges that an Alternative Tender, that meets the above conditions, offers better public benefit than the lowest priced conforming tender, the Council may, at its discretion, now treat that alternative tender as the preferred tenderer. Otherwise the lowest conforming tender will be the preferred tender. The Council is not obliged to offer the contract to any alternative tenderer and may, in its absolute discretion, offer the contract to the lowest conforming tenderer, irrespective of any alternative tenderer satisfying the conditions for an alternative tenderer to be selected as the preferred tenderer.

Where the Otago Regional Council decides to award the contract, it shall be first offered to the preferred tenderer.

Where only one tenderer submits a conforming tender, the Regional Council may negotiate with that tenderer and may accept a negotiated price not exceeding the tender price. Where more than one tenderer submits a tender, no tender negotiation will be permitted, unless all the tenderers are related (a tenderer is related to another tenderer if one tenderer is able directly or indirectly to exert a substantial degree of control over the activities of the other).

Explanation:

Consistent with the Council's objective of commercialisation wherever possible, and where this can not be achieved, minimising subsidy, once all mandatory requirements are satisfied, the *public interest* in tender evaluation is taken in the narrow context of the public cost of replacing expiring contracts at the lowest possible public cost through tendering. In which case the Lowest Priced Conforming Tender approach for evaluating alternative tenders against the lowest price tendered for the level of service specified by the Council (which in most cases is the status quo) is considered appropriate. Furthermore, since 1996 the Transport Rate for Dunedin city has been based upon Transport Rating Areas so the costs of each contract are borne by the ratepayers of the areas receiving those services. Areas with a high level of commercial services are consequently rated less than those with heavily subsidised services. Consequently, in Dunedin with a significant level of commercial service provision a citywide, or regionwide, *willingness to pay* approach is considered inequitable, and therefore inappropriate.

1.8 Competence

The New Zealand Transport Agency's PPs allow regional councils to consider the

prospective tenderer's relevant experience (the tenderer's previous experience in service operations comparable to the tendered contract) and track record (the tenderer's record of satisfactorily fulfilling previous contract obligations to the quality standards and service levels required) as part of the conformance requirements.

The tenderer's Part A envelope must contain details of qualifications, experience and expertise. The Council will decline to further consider tenders from tenderers who it considers lack the necessary experience to perform the contract being tendered or who have an unsatisfactory track record.

The Council may, in its discretion, decline to consider any tender submitted by an operator who has withdrawn a commercial registration on an urban route within 12 months of that registration being approved by any regional council.

1.9 Optional Evaluation Factors

The Otago Regional Council will only adopt one or more optional evaluation factors for tender evaluation to achieve a desired strategic outcome (e.g. high quality vehicles). Any optional factor that may be adopted for specific periods or tenders will be specified in the Request for Tenders, as appropriate.

Explanation.

The PPs allow for optional evaluation factors in tender evaluation to recognise the benefits of, for example, operators providing higher levels of service than those required in the RFT.

However, the use of optional evaluation factors requires that the weighting fairly reflects the benefit of the additional feature. This calculation is itself a complicated and uncertain 'science'. Certainly in the past weightings for optional factors have generally been very low and insufficient in themselves to encourage operators to offer 'higher than minimum' service quality.

The adoption of optional evaluation factors makes both tendering and tender evaluation more complex than would otherwise be the case, and where the weightings associated with the factors are so small as not to alter the result (as was the case in the 1991 tender round in the Otago region) this becomes an unnecessary complexity.

Where a regional council adopts appropriate minimum standards, then the rationale for spending public money on higher-than-required service levels is open to question. If, for example, a regional council considers that a 20-minute frequency is appropriate for a given route or area, then there may be little justification in paying a greater sum to achieve a higher frequency. This is not to suggest that a tenderer could not offer a higher frequency; it would simply mean that in doing so the operator was taking the commercial decision that the increased revenues would exceed the increased costs to result in a more competitive tender price.

As a result, the tendering and tender evaluation process will be much simplified, with the successful tenderer being the tenderer who can provide a service of a given quality at the lowest price.

For these reasons, the Otago Regional Council proposes to adopt one or more optional evaluation factors for tender evaluation when this will help Council achieve a desired strategic outcome (e.g. high quality vehicles). Any optional factor that may be adopted for specific periods or tenders will be specified in the Request for Tenders, as appropriate.

1.10 Contract Duration

The Otago Regional Council's passenger transport contracts will generally be between three and five years duration with shorter durations specified in the following cases:

- for seasonal, trial, special events and emergency replacement of services;
- where the Otago Regional Council considers that the passenger transport needs of an area are likely to alter considerably within five years and that shorter contract durations are therefore more appropriate;
- where shorter contract durations are necessary to maintain a rolling programme of contract expiry dates and tendering opportunities.

Explanation

The New Zealand Transport Agency's PPs for Passenger Transport Services states that the maximum length of any fixed term contract is 5 years (except where tendering authorities have encountered unexpected difficulties in completing the retendering process prior to expiry of the existing contracts, in which case the contract may be extended for a maximum of 3 months). Fixed term contracts may be extended by two years, up to a maximum of seven years, by mutual agreement between the operator and the tendering authority but only to bring together contract expiry dates on services where it is planned to significantly change the service structure or to allow regional councils to respond to New Zealand Transport Agency's patronage funding policies or where changes have been made to service quality or frequency in the last two years of the contract.

The maximum total duration for a contract containing a built-in rollover provision shall be eight years, with a first review before the end of year 4. The continuation of the contract will be subject to the achievement of pre-determined performance measures and the negotiation of a mutually acceptable price taking into account any variations and adjustments for inflation and any significant changes in patronage experienced during the initial period.

The PPs guidelines also recommend that contract expiry dates are reasonably spaced so that a similar number of contracts expire each year. The Otago Regional Council has a rolling contracting programme that leads to a similar number of contracts expire each year.

1.11 Emergency Services

The Otago Regional Council may, where a contract service agreement is broken or for any reason a contract for service is not let, use emergency powers to secure an immediate short-term alternative without being subject to Procurement Procedures requirements

Explanation

This process is only permitted as a short-term measure and then a normal tendering practice must be followed. The maximum emergency contract length is six months.

1.12 Abandoned Contract

Where a contractor does not operate the contracted service for a period of 24 hours or more, without good cause, the Council may regard the contract as having been abandoned by the contractor and cancel the contract. In such circumstances the Council will offer the whole or part of the abandoned service for the balance of the contracted term to the lowest conforming tender determined through an appropriate competitive tendering process.

Explanation

The Council may treat a contracted service as abandoned by the contractor if the contractor fails to operate a service without good cause for a period of 24 hours or more.

Good cause will exist if the service cannot be operated because of matters entirely beyond the control of the contractor. Examples of good cause are climatic conditions, which make it impossible or unsafe to operate the contracted service. Good cause may also exist if fuel supplies for the contractor's fleet become unavailable for reasons entirely beyond the control of the contractor.

Industrial action involving the contractor or the contractor's employees is not a good reason for not operating the contracted service.

If the Council exercises the power to terminate the contract for abandonment, it will temporarily engage another contractor to provide the service for a period of up to six months. During this interim period, the Council will call for tenders to take over the contracted service for the balance of the contract term. No alternative tenders will be accepted. The successful tender will be the lowest-priced conforming tender.

1.13 Experimental Services

The Otago Regional Council may consider tendering a new service on an experimental basis if it is convinced there is a clearly defined need for such a service and where patronage records and revenue estimates are unavailable

Explanation

The Otago Regional Council may conduct investigations into the need for new or varied passenger services as part of the on-going monitoring programme of subsidised passenger services within the region. Such an experimental service tender may allow the Otago Regional Council to test support for a new or varied passenger service for up to two years which contains uncertain elements such as expected patronage levels and revenue return. This information can be collected then provided to prospective tenderers.

1.14 Bond Policy

The Otago Regional Council requires that the Contractor shall, within 14 days of the Date of Acceptance of Tender, provide the Otago Regional Council with the required security. The bond shall be executed by the Contractor and the surety named in the Tender submission, and approved by the Otago Regional Council.

Explanation

To reflect the cost to the Otago Regional Council of retendering in the event that an operator fails to adequately provide the contracted service, the Otago Regional Council may require security in the form of a bond from each contracted operator. For each Contractor the bond shall be a single sum calculated in accordance with the formula contained in the RFT

documentation.

1.15 Monitoring by the Otago Regional Council

The Otago Regional Council will monitor ‘on-street’ performance of services at a minimum of 6 month intervals.

Explanation

The Otago Regional Council monitors service quality on contracted services in terms of “on-time” performance, trip completion, driver courtesy, vehicle quality and passenger complaints. In all instances the contracted operators will be advised of the results of the monitoring programme. The Otago Regional Council also monitors patronage and revenue levels by requiring contracted operators to provide quarterly key-factor reports.

1.15.1 Complaints

The Contractor is required to maintain a complaints register in which are kept details of any complaints received with respect to services operated under the contract, and of any action taken in relation to the complaints. The Otago Regional Council maintains the right at any time to inspect the register and to pursue independent enquiries should it deem necessary.

The Contractor is required to forward a copy of complaints not later than 24 hours after the event and the action taken forwarded to the Otago Regional Council as soon as reasonably practicable. Contractors are required to deal with complaints to the satisfaction of the Otago Regional Council.

1.15.2 Key Factor Reports

Throughout the duration of a contract, the Contractor is required to provide a quarterly key factor report. The key factor report will contain a breakdown of patronage and revenue information to be specified by the Otago Regional Council. The Otago Regional Council will issue blank key factor report forms to the successful tenderers, for their completion and return by the required dates.

1.15.3 Vehicle Assessment Forms

Operators will be required to complete vehicle assessment forms within the specified time after accepting a contract offer for the provision of passenger services from the Council and the designated fleet will be inspected by Council staff, or their agent, no later than five working days prior to the commencement of the contract.

1.15.4 Vehicle Suitability and a Consistently High Standard

From the date of adoption of this plan change, all vehicles (new or secondhand) that enter contracted services for the first time (either at the commencement of a new contract or during an existing contract) must comply with the Minimum Standard For New Vehicles.

All vehicles must be approved by Council before they enter contracted service for the first time. Council approval of all vehicles in the entire fleet must be obtained no later than five working days before the commencement of any contract. From previous unfavourable public reaction, some types of vehicles (primarily imported ones) are unacceptable and will not be approved. Consequently, operators are strongly advised to discuss any planned vehicle purchases with Council, especially if the type of vehicle has not already been introduced into the Dunedin market.

Operators will be required to ensure that vehicles used on contracted services which involve operating over roads on hilly or steep topography are sufficiently powered to meet the timetable requirements under peak period loadings.

1.15.5 Additional Requirements

Operators will always present vehicles for service in a condition that is clean, tidy and safe for use by the public. It is the responsibility of the operators to ensure that their vehicles meet their obligations under the Health and Safety in Employment Act 1992.

It will also be the responsibility of the operator to ensure that the vehicles are swept clean during the period in service and are wet mopped or otherwise cleaned as may be appropriate at daily intervals. Damage to upholstery, floorings, bodywork and paintwork not threatening to health and safety shall be repaired within a period of three working days. Graffiti must be removed as necessary on a daily basis.

All buses running contracted services in the integrated Dunedin public transport system are required to share a visible common identity. Vehicles are to display the GoBus logo in a format and location approved by the Council.

The colour scheme and company identification logo used on the exterior of the vehicle fleet will be uniform to readily identify any vehicle as belonging to the Contractor. Any variations will be at the discretion and with the approval of the Council. Vehicles to be used by an operator must be clearly identified with the name of the operator and any “brand name” if operating under a trading name differing from the company’s legal name.

1.15.6 .Penalties for Non-Compliance

Operators who fail to meet their obligations in respect of vehicle quality standards shall be subject to the penalties specified in the Standard Conditions of Contract.

1.16 Service Level Variations

From time to time, the Otago Regional Council or the Contractor may request adjustments to the route, frequency and/or timings to meet changing circumstances (for example, summer holiday season timetables, passenger requirement etc.). The adjustment may be up to plus or minus 50 percent as measured by the gross contract amount at the start of the contract adjusted for price inflation. This will be done by agreement between the Contractor and the Council and the variation will be carried out in accordance with the variable price proposal as submitted in the Tender Submission forms.

The opportunity also exists for the Otago Regional Council and/or contractors to introduce innovations which are considered beneficial to the service and which can be accommodated within the service level variation provisions.

1.17 Contract Price Adjustments

There are a number of cases where contract price adjustments will be considered. These are:

- for changes in fare levels imposed by the Otago Regional Council with respect to net contracts;
- for changes in service levels imposed by the Otago Regional Council;
- inflation.

1.17.1 Fare Changes

To ensure the operator is neither better nor worse off in the event of a fare level change, a variation may be applied to the contract payment to adjust for the assessed impact of the fare change in terms of patronage levels and revenue return to the operator.

1.17.2 Applying Adjustments

In applying any such adjustment the Council will compare the patronage and the revenue received by the operator prior to the fare increase against patronage and revenue levels following the fare change. Any such contract payment adjustment will not be made until at least six months after the fare change to allow sufficient time for the impact of the fare change to become realistically measurable.

1.17.3 Service Level Changes

There will be no contract price adjustments for changes in patronage levels unless caused by service level changes imposed by the Otago Regional Council.

The change in patronage as a result of a service level change cannot be readily calculated by application of a general formula; the extent of the change in patronage will depend on the type of service level change.

In these cases contract price adjustments to account for the change in revenues can only sensibly be done through negotiation with the operator concerned. This will be done by agreement between the Contractor and the Council and the variation will be carried out in accordance with the variable price proposal as submitted in the Tender Submission forms.

1.17.4 Inflation Indexation

For contracts of more than 12 months duration, an inflation price adjustment based on the New Zealand Transport Agency's standard passenger transport indexation formula will not be made more frequently than once for each 12 months during the duration of the contract. The adjustment will apply from the anniversary of the contract.

1.18 Health and Safety in Employment Act

Contractors and prospective tenderers are reminded of the obligation to comply with the requirements of the Health and Safety in Employment Act 1992.

1.19 Passenger Transfers

In November 2007, the Otago Regional Council introduced an integrated, electronic ticketing system for Dunedin public transport network, including the Palmerston service, allowing passengers to purchase travel from any operator on the network with a GoCard smartcard or cash. The GoCard changes the way in which concession fares are offered, providing access to the mandatory concessions specified in this plan and making paper multi-trip tickets redundant.

The Council requires all operators of services contracted in the Dunedin public transport network to participate in its integrated ticketing system, and encourages operators of commercial services to do so. Existing operators agreed to participate in the scheme from its inception. Entry to the Council's integrated ticketing system is open and equitable to all operators, including any new operators who

may wish to enter the Dunedin public transport marketplace.

If a commercial operator seeks to register a service which will be outside the integrated ticketing system in competition with a contracted service engaged in the ticketing system, the Council may choose to decline the registration if it is satisfied that the proposed service is likely to either have a material adverse effect on the financial viability of a contracted service or increase the net cost of the Council's contracted service.

1.20 Passenger Transport Information

The provision of timetable information is important as a means of encouraging use of public transport services. In June 1996 the Otago Regional Council prepared a comprehensive timetable and information booklet covering all public transport routes within Dunedin and distributed them to households. It is proposed to update the booklet on an annual basis and include any routes that have been registered as commercial to commence from 1 July each year.

The Council also requires the contractors of these services to be responsible for the provision of timetable information for each route they are contracted to provide services for. It shall be provided free of charge and kept up to date.

1.20.1 Timetable Design

The Otago Regional Council requires that all route timetables for contracted public transport services are published according to a ~~standard~~ **an agreed** format and design and distributed by contracted bus operators.

Explanation

The Otago Regional Council requires that the printing and distribution of timetables to the public be part of a contract requirement for contracted services.

1.20.2 Information at the Bus Stop and on the Bus

The Otago Regional Council will be responsible for providing timetable information at main bus stops along contracted routes.

Explanation

Timetable information at bus stops acts as a reassurance for regular bus users and is also vital to attract the patronage of new users. This information needs to be clearly set out and preferably relate to the times the service departs from the previous major stop or terminal. Timetable information will be provided at major pick-up/set-down points along routes.

Where several contracted and commercial services operate on a common route, information at bus stops should be co-ordinated into a standard format by the Otago Regional Council.

The Otago Regional Council will require contracted operators to meet certain minimum standards in terms of the information to be displayed on the bus. These will be outlined in the standard conditions of contract.

1.20.3 Destination Signs

The Otago Regional Council requires that the Contractor display clearly on the front and the left side of the road vehicles operating under contract, an appropriate destination and route indicator to inform intending passengers of the destination and route of the journey being operated in accordance with the service specification. The main front display must be a fixed destination display unit mounted at top of front windscreen. Dismountable cardboard signage is unacceptable for the main front destination display. Vehicles entering Dunedin service for first time after the date of adoption of this proposed plan change must be fitted with electronic destination signage in both front and left-hand side of vehicle.

The destinations should be shown in a mix of capital and lowercase letters for ease of reading.

Explanation

The Otago Regional Council is seeking uniformity in the way destination information is displayed to passengers, with information in an easy-to-read format. In recent years electronic destination signage has become the norm in other centres and is usually standard equipment with newly-built buses.

The Contractor must display on the inside of the vehicles any information provided by the Council which relates to the public transport activities of the Council and which may include publicity or other relevant information leaflets. The Council will meet the cost of providing any such material, and the Contractor will meet the costs of erecting or displaying such material.

Every vehicle operating under contract will be required to display a sign (with the Council's logo) to the effect "This service is contracted to the Otago Regional Council" in a prominent position within the vehicle.

The Contractor will also display on the inside of the vehicles any information provided by the Council which relates to the public transport activities of the Council and which may include publicity or other relevant information leaflets.

The Council will meet the cost of providing any such material, and the Contractor will meet the costs of erecting or displaying such material.

Every vehicle operating under contract will be required to display a sign (with the Council's logo) to the effect "This service is contracted to the Otago Regional Council" in a prominent position within the vehicle.

1.21 Passenger Transport Infrastructure

Passenger transport infrastructure refers to fixed physical parts of the total transport operation such as bus stops and taxi stands (markings, signs and shelters). Passenger transport infrastructure is not the responsibility of any one individual passenger service operator but comes under the jurisdiction of the road controlling authority.

1.21.1 Dunedin City Area

The Otago Regional Council is the planning and funding authority for the provision of bus shelters. Under a joint agreement with the Dunedin City Council (DCC), the DCC has accepted the ownership of infrastructure while the Otago Regional Council provides funding for the maintenance and construction of bus shelters, and the provision and maintenance of bus stop signs and markings on public transport routes contracted to the Otago Regional Council. The programme for maintenance and construction of infrastructure will be agreed annually between the Otago Regional Council and the DCC. The level of infrastructure provided will be subject to the Otago Regional Council's service guidelines (refer Regional Passenger Transport Plan for Otago, 2003 Edition, Section 3.2 Table 1).

1.21.2 Other Areas

The responsibility for providing passenger transport infrastructure in other parts of the region rests with territorial local authorities, which is consistent with their road controlling responsibilities.

2. Transport Licensing

2.1 Introduction

Transport services licensing is required to ensure that persons providing passenger services conform to pre-determined standards. They must satisfy the Secretary of Transport that they are “fit and proper” persons. A demerit points system results in persistent offenders losing their passenger service license or their right to be employed in the industry. These requirements are set out in the Transport Services Licensing (TSL) Act 1989.

Regional Councils have a number of responsibilities under the TSL Act. They include:

- registration of notified commercial passenger services. These services include operators of both large passenger services vehicles and small passenger service vehicles. Small passenger service vehicles carry 12 or fewer people (including the driver).
- granting taxi service exemptions from the 24 hours a day and 7 days a week operating rule.
- the range of commercial passenger services currently registered in the Otago region are indicated in Appendix 4.

2.2 Registration Procedures

Section 48 of the Transport Services Licensing Act 1989 requires that every passenger service be notified to the appropriate regional council. The registration must state the details of the service, including routes or areas of operation, timetables or operating hours, fares, and other matters as may be required by the Secretary of Transport or the Otago Regional Council.

Operators applying to register commercial services within Dunedin City must consult with the Dunedin City Council (as road controlling authority) prior to the registration being lodged with the Regional Council. This consultation will cover technical issues relating to the proposed route and vehicles used (for example, the ability of the vehicle to make safe stops and turns, and the route’s pavement loading capability in relation to vehicle specification to minimise the risk of costly road maintenance). Confirmation of appropriate consultation will be a pre-requisite for lodging an application for registration with the Regional Council.

No service may operate unless the Regional Council has registered it. Registration is not required where the service does not pick up or set down passengers within the region, is not available to the public generally, or is a charter of a large passenger service vehicle. For the purposes of this plan, a "charter" is defined as the "hiring of a passenger service vehicle for a special purpose and only available to those persons travelling for this special purpose". There must be an identifiable person or organisation who is the designated charterer and passenger transport operators may not charter themselves, or associated person or organisation. Charters may not compete with contracted timetabled services.

The Regional Council also requires registrations of passenger services that are proposed to cater for special events such as rugby matches, firework displays, concerts, shows and celebrations where these services are available to the public generally, irrespective of whether a fare is charged or not.

The Regional Council is required to register services notified to it within 21 days. Abandonment or variation of the service is also required to be notified to the Regional Council and registered. No service may operate unless the Regional Council has registered it. Similarly, registered services must be operated unless there is “reasonable excuse”. Failure to comply can lead to a maximum fine of \$20,000.

In cases where the Council has evidence to prove that service has consistently failed to be performed to its registered timetable and/or route it may be treated as if it is an unregistered service or as a non-notified variation to the service under S.51 of the Transport Services Licensing Act.

In cases where a service has been notified but fails to start on the notified date the Council may regard this service as having been abandoned without notification on or after the 21st day following the registered commencement date.

2.2.1 Duty to Register

It is an offence carrying a maximum fine of \$20,000 under Section 51 of the Transport Licensing Act 1989 for any passenger service licence holder to operate a service that has not been registered or to abandon a service or vary any registered service without giving the required notice to the Otago Regional Council.

2.2.2 Registration Forms

Intending operators of scheduled or non-scheduled commercial passenger transport services in the Otago region are required to complete one or other of the following registration forms:

- Application to register a scheduled passenger vehicle service;
- Application to vary a scheduled passenger vehicle service;
- Application to withdraw a scheduled passenger vehicle service;
- Application to register a non-scheduled passenger service;
- Application to withdraw a non-scheduled passenger service;
- Application to register a service within the region by an approved taxi organisation;
- Application to register a service to and from the region by an approved taxi organisation.

2.2.3 Register of Services

The Otago Regional Council will ensure that information about registered passenger transport services is readily available to the public.

Explanation

The Otago Regional Council is required to maintain a register of all passenger transport services operated in the Otago region. Operators intending to operate a commercial service in the region must notify details of the service to the Council. Any variations or withdrawals of services must also be notified. This information will then be added to the register and made available to the public during normal office hours.

2.3 Reasons to Decline a Registration

The Otago Regional Council may decline registration of a service in only limited circumstances. These are where the service:

- a) Is likely to have a material adverse effect on the financial viability of any contracted service; or
- b) Is likely to increase the net cost to the Otago Regional Council of any contracted service; or
- c) Is contrary to sound traffic management or any other environmental factor identified by the Otago Regional Council as being of importance to its region.

The Otago Regional Council favours the provision where possible of services by commercial operators. In terms of the assessed adverse effect of any commercial service on any contracted service, a commercial service that operates on Princes and George Streets between the corner of Andersons Bay Road and Princes Street (to the south) and Albany Street (to the north) will be considered to have a neutral effect as these streets are common to most bus services. The Otago Regional Council will consult with appropriate territorial local authorities on any proposed registration that may cause traffic management problems.

2.3.1 Compete with Contracted Services

The Otago Regional Council may decline to register notifications of commercial services that are likely to have a material adverse effect on the financial viability of any contracted service; or is likely to increase the net cost to the Otago Regional Council of any contracted service.

Explanation

If, in the Otago Regional Council's opinion, the existence of the proposed commercial service would increase the public cost of obtaining the services specified in the Regional Passenger Transport Plan then the Otago Regional Council may decide to decline to register the commercial service.

2.3.2 Traffic Management

The Otago Regional Council may decline to register passenger transport services where they are contrary to sound traffic management

Explanation

In cases where a commercial registration has already been accepted for a route, further applications for commercial registration on that route will be favourably considered where the timetable and/or route variations are complementary to the service already registered.

The registration of additional commercial services with similar or identical timetables and routes may result in traffic management problems (eg, jostling for bus stops, buses competing for patronage at the same time). In those cases where the traffic management problems are clearly identified and considered significant, the registration may be declined.

2.3.3 Environmental Factors

The Otago Regional Council may decline to register passenger transport services where the services proposed are contrary to environmental factors.

Explanation

In terms of environmental factors, the Otago Regional Council considers that buses, which are of unsuitable type, poor appearance, or are noisy or emit obvious diesel smoke may be environmentally unacceptable, when compared against the standards required for buses on services contracted to the Otago Regional Council.

2.4 Contracting and Commercial Services

Whenever a commercial notification is received proposing services that may compete with contracted services it will be considered in terms of S.49 (2) of the TSL Act. Any such commercial notification will also be taken into account by the Council in deciding whether to tender at all, and if tendered to award contract, or retender.

The Otago Regional Council may contract over a commercial service where the commercial service does not provide the required service levels specified in the Regional Passenger Transport Plan. The Otago Regional Council may also contract over a commercial service where vehicle quality is incompatible with the vehicle quality standards for contracted services, specified in the Regional Passenger Transport Plan.

However, where in the opinion of the Otago Regional Council, a commercial registration provides sufficient services within the clearly defined area and/or time period to substantially meet the requirements of the Regional Passenger Transport Plan or provides services outside those in the Schedule of Specified Services, the Otago Regional Council is not obliged to tender and award a contract to bridge any service 'gaps'.

The contracting over option is not to be taken lightly, as it could be expensive to support a contracted service in competition with a non-subsidised commercial service. However by being prepared to take this course, the Otago Regional Council should be able to encourage compliance.

2.5 Taxi Service Exemptions

Section 22 of the Transport Services Licensing Act requires that all taxi organisations ensure that a service is available 24 hours a day and 7 days a week unless an exemption has been granted by the Otago Regional Council. The Otago Regional Council may grant an exemption from this requirement and allow a lesser period if “in the opinion of the Regional Council public demand does not require such a level of service”.

Such an exemption:

- a) may be subject to such conditions as the Otago Regional Council may specify;
- b) may be granted, revoked or modified by the Otago Regional Council at any time, after giving such notice and such opportunity to make submissions on the matter as may be reasonable in all the circumstances to both:
 - the approved taxi organisation concerned; and
 - any other approved taxi organisation that may be affected by the proposed grant, revocation or modification of the exemption.

In considering an application for an exemption the Otago Regional Council must be satisfied on two main points:

- i. The Otago Regional Council must be satisfied that public demand does not warrant a particular level of service.
- ii. The Otago Regional Council must be sure that its decision is within the spirit of the Transport Services Licensing Act 1989.

In most situations where a taxi service is currently provided, the Otago Regional Council will generally require that the minimum level of service for new operators will be that provided by existing operators. Where there is presently no taxi operation the Otago Regional Council will approve exemptions if applied for by new operators. In all cases applications for exemptions will be considered on their merits.

Appendix 1 – Quality Standards for Urban Passenger Transport Services – Large Passenger Services Vehicles

Appendix 1 - Quality Standards for Urban Passenger Transport Services – Large Passenger Service Vehicles

Definitions

In this document the following definitions apply:

Urban Passenger Transport Service (or service):	Any service that a Regional Council may be prepared to fund if not provided commercially and which is specified as such in the Regional Passenger Transport Plan for Otago.
Fleet:	All vehicles required by one operator to provide urban passenger services operating within the Otago Regional Council’s contract system, including reasonable allowance for spare vehicles that are “qualifying vehicles” and scoring sufficient points to ensure the fleet profile is conformed with at all times.
Qualifying Fleet:	That part of an operator’s fleet which meets the fleet profile standards.
Operator:	The company or organisation providing the urban passenger transport services.
Large Passenger Service Vehicle (LPSV):	Any passenger service vehicle other than a small passenger service vehicle.
Vehicle(s):	The term vehicle refers to a large passenger service vehicle.
Qualifying Vehicle:	A vehicle in the fleet which meets the individual vehicle standards.
New Vehicle:	A vehicle that is entering contracted services for the first time (either at the commencement of a new contract or during an existing contract). The vehicle may be new or secondhand.

Re-built Vehicle: A re-built vehicle is a large passenger service vehicle which was re-built and approved by the Council as being a “Rebuilt” vehicle prior to the date of public notification of this proposed plan change in accordance with the process and certification procedure specified in Appendix 1 of the “Passenger Services Procedures 2003 Edition”.

A. *Vehicle Quality Standards*

1. **Introduction**

This Appendix sets out the Vehicle Quality Standards (VQS) that will be applied to bus services contracted to the Otago Regional Council and should be read in conjunction with the Regional Passenger Transport Plan. Each vehicle is graded individually and assigned points in terms of defined parameters. The individual scores for an operator's vehicles are then amalgamated into a "fleet profile". An operator's fleet must fall within predetermined levels. The Plan states objectives and policies; this appendix sets out the vehicle parameters, fleet profile levels, and the system maintenance mechanism.

Phasing-in of revised standards. With the exception of the change to the definition of a rebuilt bus, the vehicle quality policies and standards set out in the Regional Passenger Transport Plan and in these Procedures will apply to all contracts for which a Request for Tender is issued subsequent to the date of adoption of the proposed change to the Plan and Procedures. These revised policies will not apply to any contracts for which a Request for Tender was issued prior to the adoption date; those are covered by the 2003 Plan and Procedures. The new definition for a rebuilt bus in Appendix 1 of the Procedures applies from the date this plan change is publicly notified.

2. **Graded Features – All Buses**

Each vehicle used on contracted services will be graded on a number of features. The features that are graded are summarised in Table 1 below and detailed in Part B. All vehicles must score at least one point in each category (with the exception of “modern style windows”), and a minimum of 40 points.

Table 1: Passenger Service Vehicles		
Parameter	Description	Max Points
Age	Age of vehicle	48
External appearance	Quality of external finish	5
Internal appearance	Quality of upholstery etc.	5
Modern style windows	Bonded glass or other ORC-approved style of modern window	4
Floor height	Height of floor above ground	8
First step height	Distance from ground to 1st step	5
Subsequent step height	Distance from 1st step to 2nd step and so on	5
Step depth	Amount of space to place foot	3
Step visibility	Means of highlighting step for visually impaired	1
Door width	Width of entrance/exit	5
Aisle Width	Width of aisle	4
Between Seats	Distance between backrests	4
Leg Room	Distance between seat and backrest of seat in front	4
Grab Rails - Entrance	Grab rails at door	2
Grab Rails - Inside	Rails used by standing passengers	2
Signalling Device	Means of indicating wish to disembark bus	3
Luggage & Pram Facilities	Means of carrying prams, ways of carrying packs, parcels etc.	2
Destination displays	Identifies where the bus is going	4
Transmission	Whether automatic or manual	3
Suspension	Air bags, steel springs etc.	3
Total		120

3. Compulsory Features – All Vehicles

In addition to the graded features, the following features will be a mandatory requirement on all contracted services from 1 July 1997 and will be part of the Standard Conditions of Contract:

1. *Certificate of Fitness.* All vehicles must be maintained to Certificate of Fitness Standard at all times.
2. *Heating.* All vehicles must be fitted with sufficient heating to provide a reasonable level of comfort for passengers. This will generally mean two underseat heaters for vehicles with more than 30 seats, and one underseat heater for vehicles with less than 30 seats.
3. *Radio contact.* All vehicles will be required to have a facility to enable radio contact between the depot, office or "base" at all times of operation. This includes cell phones, radio telephones and other forms of wireless communication.
4. *Fleet livery.* All vehicles shall be in an Otago Regional Council approved livery (which includes company or brand logo) and any advertising subject to the Standard Conditions of Contract.
5. *Level of vehicle emissions,* which comply with regulation 28, Traffic Regulations 1976.
6. *Number of doors.* All vehicles over 30 seats used on urban services require two doors. Exemptions from this compulsory feature will apply on the following services (at the discretion of the Regional Council): the Southern routes and Peninsula -
7. *Loading Platform.* The depth of the step on which the passenger stands whilst paying

their fare must be over 500mm. Exemptions from this compulsory feature will apply on the following services (at the discretion of the Regional Council): the Southern routes and Peninsula.

8. *Vehicle Power.* Vehicles must be sufficiently powered to be able to cope with hilly terrain and mixed traffic conditions where applicable.
9. *Exhaust Pipe* Exhaust pipes that discharge to the right side of the vehicle are preferred. Exhaust pipes that point directly down on to the roadway and discharge to the rear of the bus to the right of centre, or at the centre or left of centre of the vehicle are acceptable. No vehicle will be permitted with an exhaust pipe that discharges from the left-hand side or to the left of centre at the rear of the vehicle, or pointing curb-side from the centre. [*Note: this section reworded more clearly, with original intent retained.*]
10. *Passenger Information.* Information on standard fares and the concession fares applicable to the service and the tickets available for use on that service shall be prominently displayed in vehicles.

All wheelchair-accessible vehicles shall display the international symbol for accessibility on the front of the bus, and shall display alongside each door, directions about which door to use when entering and existing the bus.

Information on the number and location of wheelchair spaces, and their priority of use for those in wheelchairs, with mobility aids, prams or strollers shall be prominently displayed in the appropriate locations, including the wheelchair bay, in all vehicles with wheelchair accessibility.

4. Minimum Standard For Vehicles Entering the Fleet for the First Time

From the date of adoption of this plan change, all vehicles (new or secondhand) that enter contracted services for the first time (either at the commencement of a new contract or during and existing contract) must comply with the Minimum Standard For New Vehicles.

The Minimum Standard for New Vehicles comprises the following:

1. *Compulsory Features – All Vehicles.* New vehicles shall include all Compulsory Features – All Vehicles, as detailed in Section 3 above.
2. *Standards and Regulations.* Vehicles shall be capable of being registered as a passenger bus in New Zealand. Vehicles shall comply with the latest versions of legislation, regulations and standards, including all relevant Land Transport Rules. Vehicles shall be maintained in accordance with manufacturer's specifications/manual and records kept of all maintenance.
3. *Body Configuration.* Vehicles shall have a two door layout, with passenger entrance and exit doors on the nearside (left hand side as viewed from the rear looking forward). The front door shall be ahead of the front wheels and the rear door shall be ahead of the rear wheels. The front door shall be a double door with a minimum effective width of 1,100 mm. The minimum effective width of the rear door shall be 625 mm. The front door shall be the entrance to the vehicle and the rear door shall be the exit, however both doors shall be capable of being used for entry and exit as required.

4. *Dimensions.* Vehicle dimensions shall comply with the requirements of Land Transport Rule 41001 – Vehicle Dimensions and Mass 2002 and Land Transport Rule 41001/1 Vehicle Dimensions and Mass Amendment 2005.
5. *Low Floor.* The front door entrance shall be stepless and its height shall be no more than 330 mm above the road. For a kneeling vehicle, this front door entrance height shall be reduced by up to 110 mm when kneeling. The front edge of the step shall be highlighted, so it is visible for the visually impaired. The floor of the vehicle shall as a minimum shall be flat in the area between the front and rear doors of the vehicle. All vehicles with the capability of kneeling shall have a kneel-request call button on the exterior of the bus adjacent to the front door, prominently labelled.
6. *Wheelchair Accessible.* Wheelchair users or those using mobility aids should be able to enter and exit a vehicle via the front door preferably, and must be able to position their aids in the allocated space.
Facilities provided in a bus shall include:
 - Provision of a boarding ramp, 800 mm wide with non slip surface, capable of supporting up to 300 kg. The boarding ramp shall be available at any designated stop and shall have a slope of no more than 1 in 14 (unassisted access). Where the slope is greater than 1 in 14, operator assistance will be provided.
 - At least one allocated space shall be provided for passengers with disabilities of dimensions 800 mm by 1300 mm.
 - If wheelchair access is through the front door, clear access path of minimum width 800 mm from the front door of the vehicle to the allocated space. Between the front wheel arches of a bus, the minimum width of an access path may be reduced to 750 mm to a height of 300 mm above the floor.
 - The allocated space shall be outlined in a flush contrasting strip 25 mm wide and display the international symbol of accessibility.
 - The allocated space shall be fitted with a grab rail, next stop control accessible from one side of the wheelchair, and tactile indicators for the visually-impaired.
7. *Passenger Capacity.* New vehicles shall have a minimum capacity of 39 seated passengers. Standees shall be as per the Loading Certificate for each vehicle.
8. *Grab Rails.* Handrails should be accessible to a passenger standing in any location within the vehicle, designed and positioned to avoid passenger injury or compromising access to any part of the vehicle. This shall include:
 - Yellow stanchions and handrails shall be provided on both sides of the front and rear doors.
 - Vertical stanchions shall be fitted between the top of the seat and the ceiling of the bus, for every second inboard seat between front and rear doors.
 - Horizontal stanchions connected to the vertical stanchions, set at a height that can be comfortably reached by standing passengers.
9. *Destination Equipment.* Vehicles shall be fitted with an electronic destination sign and route number at the front of the bus, and at the side of the bus behind the front door readable by a passenger standing at a bus stop. Typeface used on destination signs shall be subject to approval by the Regional Council.
10. *Next Stop Controls.* Vehicles shall be fitted with next stop controls accessible throughout the passenger area of the bus by seated and standing passengers. Particular

care must be exercised when positioning these controls in wheelchair bays so they suit wheelchair users.

11. *Public Address System.* New vehicles shall be fitted with a public address system.
12. *Ventilation.* Vehicles must be adequately ventilated.
13. *Passenger Comfort.* New vehicles shall provide the following minimum levels of passenger comfort:
 - Minimum legroom (the distance from the front of the seat to back of back rest of next seat) of 230mm;
 - Minimum seat spacing (distance from the top of back rest to the top of back rest of next seat) of 701 mm;
 - Minimum aisle width 450mm past the allocated space.
14. *Fare Collection System.* All new vehicles shall be fitted with the power and communications wiring required for a complying fare collection system, installed during manufacture. All new vehicles shall be fitted with a complying fare collection system.
15. *Suspension.* New vehicles shall be capable of kneeling, to lower front step height by up to 110 mm.
16. *Emissions.* New vehicles shall comply with Land Transport Rule 33001/1 – Vehicle Exhaust Emissions 2006.
17. *Safety Systems.* New vehicles shall incorporate anti-lock braking systems (sometimes referred to as ABS brakes). Wherever possible, vehicles should incorporate all latest developments in braking systems and chassis stability controls.
18. *Door Safety.* Vehicles shall be fitted with a door safety system on the front and rear doors that prevents the doors closing on passengers entering or exiting the vehicle. The system shall hold the door open whilst passengers are entering or exiting the vehicle and re-open the door (without touching the passenger) if a passenger approaches the door from the inside of a vehicle before a door has completed its closing and locking sequence. Vehicle shall be fitted with interlocks to prevent:
 - Any door being opened whilst the vehicle is in motion, and
 - The vehicle from moving if any door is open
19. *Interior Fittings and Materials.* Wherever possible, interior fittings and materials used in new vehicles should be fire retardant.
20. *Fire Extinguisher.* All new vehicles shall be fitted with a fire extinguisher.
21. *Video Surveillance Systems.* New vehicles must incorporate wiring to accommodate a video surveillance system for on-board monitoring of passengers, consisting of a control/recording facility located in proximity of the driver's compartment and up to 8 cameras throughout the saloon.

22. *Vehicle Power.* Vehicles must be sufficiently powered to be able to cope with hilly terrain and capable of travelling at a speed reasonable for buses in those conditions.
23. *Transmission.* Vehicles must have automatic transmission. In exceptional circumstances the Regional Council may choose to approve a bus with manual transmission provided approval is sought before its introduction.

5. Fleet Profiles [*note: previously section 4*]

5.1 Definition of Fleet

For the purposes of the calculation of vehicle standards under the fleet profile system, an operator's fleet is defined as all those vehicles used to provide passenger services operating within the Otago Regional Council's contract system, including reasonable allowance for spare vehicles that are "qualifying vehicles" and scoring sufficient points to ensure the fleet profile is conformed with at all times.

5.2 Minimum Fleet Profile

Operators must maintain their fleet of vehicles within the fleet profile set out in Table 2 4 during the entire life of the contract. This fleet make-up allows all vehicles to be replaced within a fifteen-year period. As the fleet profile is set at minimum levels, operators have the flexibility within the system to have fleets with scores above the minimum.

Should vehicles need to be replaced either permanently or temporarily (e.g. for repairs and maintenance) the replacement vehicles must be "qualifying vehicles" scoring sufficient points to ensure the required fleet profile is maintained at all times.

Table 2 4: Minimum Fleet Profile			
Qualitative Fleet Profile: Minimum cumulative percentages of fleet which must obtain at least the following points			
Points Ranges	Minimum Cumulative % of fleet		
	2007 to 2009	2010 to 2014	2015 onwards
80 – 120	25%	60%	75%
60 – 79	60%	85%	100%
40 – 59	100%	100%	100%

5.3 Fleet Profile for Fleets of 10 or less Vehicles–~~Small Fleets~~

Where operators have small fleets (10 vehicles or less), the following fleet profile will be applied. This is set out in Table 32.

Table 32: Small Fleet Profile for Large Vehicles											
		Size of Fleet (Vehicles)									
		1	2	3	4	5	6	7	8	9	10
No. of vehicles in each points range	80-120	1	1	1	1	2	2	2	2	3	3
	60-79		1	1	2	1	2	3	3	3	3
	40-59			1	1	2	2	2	3	3	4

5.4 Date when Vehicle Quality Standards apply to new contracts

All contracts which commence on or after the date of adoption of this change to the

Regional Passenger Transport Plan and Procedures, 17 September 2008, will be subject to these Vehicle Quality Standards with respect to both individual vehicles and the Fleet Profile. Refer section B. *Parameters for Individual Vehicles* 1.1.1b v for transitional provisions with respect to application of VQS scoring and fleet profile requirements to new and existing contracts.

6. System Maintenance

Council will maintain a database of operator fleet profiles and will notify operators of intention to re-inspect vehicles. This shall be done at any time the Council believes the fleet profile will no longer be met. This will generally be done prior to the anniversary of the date the vehicle was first in service, or first in service following rebuilding. However if at any time Council believes other factors may affect the profile, eg. external or internal appearance, an inspection may be carried out. In addition operators may request an inspection if at any time they believe a vehicle warrants more points. At that time the three variable categories, age and internal and external appearance, can be reassessed.

Operators purchasing new or used buses should notify the Council at purchase. New buses would automatically score the maximum 5 points on appearance counts, simplifying notification and inspection procedures. Appearance of second hand buses would have to be assessed by a Council officer.

As vehicles are disposed of or no longer in use on Council services the Council must be notified.

7. Pre-contract Fleet Inspection [new sub-section]

The Council, or its designated agent, will carry out a fleet inspection no later than 10 working days prior to the start of a new contract(s). The inspection date and venue to be arranged between Council and contractor at a mutually convenient time to meet the pre-contract inspection deadline. If vehicles need to be inspected outside Dunedin, the contractor is to meet the Council's full cost in undertaking an out-of-town inspection.

Failure to present all the specified vehicles for inspection at the agreed date will be treated as a breach of the conditions of contract offer and the contract being discharged forthwith.

Council approval of all the vehicles to be included in the designated fleet must be obtained no later than five working days prior to the start of the contract.

8. Disputes

Any objection by the contractor regarding the application of these Vehicle Quality Standards should be referred to the Council's Contract Manager whose decision is final and binding.

B. Parameters for individual vehicles

1. Individual Vehicles

The vehicle evaluation system comprises a series of parameters for the assessment of vehicles against a set of minimum acceptable standards. From those vehicle assessments a fleet profile is derived, which can be tested against agreed age and quality fleet composition measures. The scoring system does not just relate to the standard of the vehicles on the start date of the contract. As each vehicle's score is to be adjusted at least once a year for age and condition, an operator's fleet profile must maintain an appropriate standard at all times during the life of a contract.

1.1 Minimum standards for large passenger vehicles

Each vehicle will be evaluated on twenty parameters, with a total score calculated. The newest, high quality bus could score a potential 120 points, while any vehicle failing to attain a minimum of at least one point for each parameter (with the exception of “modern style windows”) will be excluded from the list of acceptable vehicles to be considered as part of the operator's fleet. Vehicles that fail to score the minimum of 40 points at any stage of the contract may not be included in the operator's fleet or used on contracted services.

1.1.1 Vehicle Age (Score 0-48)

1.1.1a New Vehicles

The maximum age for a large passenger service vehicle is 15 years. A new vehicle scores 48 points and loses three points each financial year until its score reaches 3 at 15 (Note: that unless a bus has re-built in accordance with the approved process it would score 0 points for age at 16 years of age and therefore becomes ineligible for use on contracted services). Vehicle age accounts for 40% (48/120) of the total vehicle quality score for all buses.

Measurement:

Each vehicle will be assigned to a July to June financial year, depending on the date of first registration:

- 1(a) If first registered in the first half of a calendar year (1 January - 30 June inclusive), the vehicle will be treated as if it were first registered in the following financial year. For example, a vehicle first registered on 10 February 1990 will be assigned to the June financial year 1990/91.
- 1(b) If first registered in second half of a calendar year (1 July - 31 December inclusive), the vehicle is deemed to be first registered in that financial year. For example if first registered on 10 August 1990, the financial year of first registration is 1990/91.
2. The vehicle scores 48 points for age throughout the whole of the first financial year in which it is deemed to have been first registered.
3. At the commencement of each subsequent financial year (ie. on 1 July), the vehicle score drops by 3 points, until its score reaches 3 at the start of its fifteenth year (0 points at 16 years).

This system provides for a rounding of up to six months in favour of the operator. Each bus's score drops by 3 points at the start of each new financial year, making calculation and prediction of age scores simple and fair.

Operators will be able to calculate the number of points each vehicle scores on this scale at any given time and predict the date at which each vehicle drops below an acceptable score in the fleet profile.

Where vehicles have been stored for periods of more than a year, application can be made to the Council to have the effective age of those buses assessed. The Council's decision on such a matter will be final.

Table 6: New Vehicles																	
Years elapsed since new.																	
Year	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Points	48	45	42	39	36	33	30	27	24	21	18	15	12	9	6	3	0

1.1.1b Re-built vehicles

Note: this section is to be deleted and replaced by the following provision:

Operators may re-furbish or completely re-build vehicles but these vehicles will no longer receive any age-score credits for undergoing a “re-building” process. They will be scored solely on their chronological age since first registration with the maximum age for a large passenger service vehicle is 15 years. Vehicles could, however, be eligible for re-scoring on some other of the parameters (e.g. internal appearance) following a refurbishment of complete rebuild.

1.1.2 External appearance

(Scores 0-5)

This parameter reflects the general condition of the exterior of the vehicle.

Measurement:

The exterior condition of each vehicle will be visually assessed by a Council officer or agent. The scoring system takes into account the condition of the vehicle's paintwork, mouldings, bumpers etc. Assessment will take place on an annual basis initially, but this may be reviewed with experience. Random checks will also be made during the course of the contract.

An older vehicle, which is in immaculate condition, should score as highly as a new bus. The score will not be influenced by the standard of exterior cleanliness, which is an operational standard rather than a vehicle-standards issue. However vehicles which are observed to be cleaned infrequently may be marked down.

Scores

5: *Excellent condition*

Paintwork of good depth and shine, with no discolouration, no significant scratches, marks or paint chips. No visible rust. Bumpers, mouldings, door seals etc. in excellent condition. No damage to logos or signwriting. If advertising panels are fitted or if vehicle has all-over advertising, such advertising must be current and must not detract from overall excellent appearance of exterior of vehicle.

3: *Good condition*

Good general qualities of paintwork, but with reasonable degree of scratching, paint chips etc. Panel damage minor only. Overall effect of vehicle to be consistent with well-maintained fleet, even if vehicle is approaching a stage where refurbishment is required in the next two-three years.

1: *Fair condition*

Paintwork showing signs of wear and tear: lack of depth or shine, numerous small scratches, paint chips, minor dents etc. Advertising panels showing wear and tear or slight damage. All-over advertising dated. Minor panel and bumper damage consistent with reasonable wear and tear. Surface rust limited to occasional spots. Vehicle obviously approaching end of service life or time when complete refurbishment is required. Acceptable condition for peak-only vehicles but borderline for off-peak use.

0: *Unacceptable condition*

Panel or bumper damage exceeds COF limits. Obvious rust, large dents, paint-primer patches etc.

Inappropriate Signage

1 point may be deducted from the assessed External Appearance score for inappropriate signage (eg Japanese writing) visible from the outside of the vehicle.

1.1.3 Internal appearance

(Scores 0-5)

This parameter reflects the general condition of the interior of the vehicle.

Measurement:

The interior condition of each vehicle will be visually assessed by a Council officer or agent.

The scoring system will take into account condition of upholstery, floor coverings and wall and ceiling panels. Assessment will take place on an annual basis initially, but this may be reviewed with experience. Random checks will also be made during the course of the contract.

An older vehicle that is in immaculate internal condition should score as highly as a new bus. While the score will not be unduly influenced by the superficial standard of interior cleanliness, vehicles with upholstery or floor-coverings which are obviously stained or ingrained with dirt, or are noted to be infrequently cleaned, will obviously be marked down in this assessment.

Scores

5: *Excellent condition*

Floor coverings, upholstery, internal panels all in excellent condition, showing little sign of wear, staining etc. Superior standard of facilities, including cloth seats and good quality floor coverings.

3: *Good condition*

Interior shows reasonable level of wear but is maintained in good condition and provides an acceptable level of appearance and comfort. Possible evidence that some upholstery has been replaced (ie. not all upholstery in exactly the same shade). Reasonable level of amenities throughout. All interior lights etc. functional.

1: *Fair condition*

Interior shows considerable wear and tear but is maintained in tidy condition. Seat upholstery and floor coverings may be well worn or somewhat discoloured, but have a few very minor holes or tears. Interior advertising dated or slightly damaged. Vehicle condition is acceptable for peak-only services but borderline for off-peak service.

0: *Unacceptable condition*

Below COF standard. Obvious damage to floor coverings, upholstery etc.

Inappropriate Signage

1 point may be deducted from the assessed Internal Appearance score for inappropriate signage (eg Japanese writing) visible from the outside of the vehicle. Note: if the inappropriate signage is visible from both inside and outside of the vehicle the 1 point deduction may be made to both internal and external appearance scores.

1.1.4 Modern Style Windows

(Score 0-4)

A maximum of 4 points may be awarded if the vehicle has bonded glass windows or other Council-approved style of modern windows. Council will maintain a photographic file of “modern window style” it considers as qualifying for the four points on this parameter which may be reviewed in from time to time, as necessary. Note: unless a vehicle it is proposed to re-build is already fitted with bonded or Council-approved modern style windows then replacement of the existing windows with “modern style windows” is a pre-requisite requirement of the re-building process. Operators may replace older style windows in non-rebuilt vehicles with “modern style windows” and apply to Council to have the vehicle re-scored on this parameter.

Any sign writing or advertising on any part of any window except the window at the rear of a bus is prohibited.

1.1.5 Floor Height

(Score 0-8)

- (i) In this section, the term “height” refers to height above ground level.
- (ii) All measurements shall be made with the vehicle stationary and unloaded on level ground in a completely roadworthy condition.
- (iii) If a vehicle suspension automatically lowers when the front door is opened, or the vehicle suspension will lower at the control of the driver and,
 - the vehicle includes internal and external signage to the effect that the vehicle will lower upon request; and
 - the facility is fully operational at all times,then the aisle height can be measured with the suspension in its lowered position.
- (iv) For two door vehicles with a front door width of 900mm or more, and for single door vehicles, the aisle height shall be measured at the top of the front steps.
- (v) For two door vehicles with a front door width of less than 900mm the aisle height adjacent to the rear door shall also be measured, and the effective aisle height calculated by averaging this height and the height measured in Section 2.5 (iv) 2:1 in favour of the front door.
- (vi) Using aisle height measurements calculated in accordance with this section, vehicles shall be scored as follows:

Up to 400mm	8 points
401mm to 560mm	6 points

561mm to 650mm	5 points
651mm to 800mm	3 points
801mm to 1000mm	1 point
over 1000mm	0 points

1.1.6 First step height

(Scores 0-5)

This parameter is a simple measurement of the height of the first step above the road surface when the bus stands, unloaded, on level ground.

Measurement:

The score ranges from 5 for first step height up to 260mm, to 1 for 341-360mm. For two-door vehicles this measurement is made at the front door step; and the maximum bottom step height for the rear door step is 375mm.

If the vehicle kneels automatically when the front door is opened, or has a kneeling facility at the control of the driver, the bottom step height is taken in the kneeling position. Note that, as this accounts for some points (generally 1-2), the kneeling mechanism must remain operational throughout the period of the contract. For vehicles which do not kneel automatically, signs near the front door must state clearly that the vehicle kneels on request.

Scores

5:	Up to 260mm
4:	261mm - 300mm
3:	301mm - 320mm
2:	321mm - 340mm
1:	341mm - 360mm
0:	361mm and over

1.1.7 Subsequent steps heights

(Scores 0-5)

As the bottom step is usually reached from a kerb this step is generally higher than the rest. 370mm is totally unacceptable for higher steps.

Scores

5:	Up to 180mm
4:	180mm to 200mm
3:	201mm - 220mm
2:	221mm - 240mm
1:	241mm - 260mm
0:	Over 260mm

Where steps are different heights they will be averaged, except that no single step other than the bottom step shall be greater than 260mm. For two-door vehicles subsequent step heights are measured at the front door steps.

1.1.8 Step depth

(Scores 0-3)

- i. Step depth shall be based on the shortest distance from the top of one step riser to the bottom of the riser of the step above, measured from a point midway along the length of the step being measured.

- ii. All steps shall be measured and the score shall be based on the minimum step depth.
- iii. Notwithstanding clause (ii) above, for two door vehicles the minimum step depth shall be calculated by averaging the minimum front step depth and minimum rear step depth 2:1 in favour of the front door.
- iv. Using step depths calculated in accordance with the above, vehicles shall be scored as follows:
 - Over 400mm 3 points
 - 301mm to 400mm 2 points
 - 201mm to 300mm 1 point
 - Under 201mm 0 points

1.1.9 Step visibility

(Scores 0-1)

- 1: Front edge of step highlighted or diagonal strips across step risers.
0: No safety features on steps.

1.1.10 Door width

(Score 0-5)

This is a measurement of the total width available for passengers boarding and alighting. The door width is measured as the total width available for passengers when the door is in its normal fully opened position, but excluding reductions in width caused by handrails.

Two Door Vehicles

- (i) For two door vehicles, front door width and rear door width shall be measured, and the appropriate scores summed to derive a total vehicle score for this attribute.

(ii) The scores are as follows:

FD (Front Door)

RD (Rear Door)

- Over 1150mm FD 3
 RD 2
- 900mm to 1150mm FD 2
 RD 2
- 600mm to 899mm FD 1
 RD 1
- Under 600mm FD 0
 RD 0

Single Door Vehicles

For single door vehicles the scores are as follows:

- Over 1150mm 5 points
- 900mm to 1150mm 4 points
- 600mm to 899mm 2 points
- Under 600mm 0 points

1.1.11 Aisle Width

(Scores 0-4)

The scores are as follows:

- over 460mm 4 points
- 440mm-460mm 3 points
- 420mm-439mm 2 points
- 400mm-419mm 1 point
- less than 400mm 0 points

1.1.12 Between Seats

(Scores 0-4)

The scores are as follows:

- over 760mm 4 points
- 741mm-760mm 3 points
- 721mm-740mm 2 points
- 701mm-720mm 1 point
- less than 701mm 0 points

1.1.13 Leg Room

(Scores 0-4)

The scores are as follows:

- over 300mm 4 points
- 270mm-300mm 3 points
- 250mm-269mm 2 points
- 231mm-249mm 1 point
- less than 231mm 0 points

1.1.14 Grab rails

1.1.14a Entrance rails

(Scores 0-2)

The scores are as follows:

- Where, whilst boarding or alighting from any door, a passenger can reach two hand holds, one on either side of the doorway, at all times: 2 points.
- Where, whilst boarding or alighting from any door, a passenger can reach one but not two hand holds at all times: 1 point.
- Where the vehicle does not score at least 1 point on this attribute: 0 points.

Where a vehicle scores at least 1 point, one additional point will be awarded where the hand holds are designed in some special way to make them particularly helpful to disabled persons.

1.1.14b Inside grab rail

(Scores 0-2)

The scores are as follows:

- Where a passenger can walk the full length of the vehicle whilst being able to hold on to a suitable hand hold at all times: 2 points
- Where the vehicle does not score 2 points: 0 points.

1.1.15 Signalling devices

(Scores 0-3)

The scores are as follows:

- Where the majority of seated and standing passengers can easily reach a bell push or pull cord bus stopping device which is particularly suitable for use by disabled persons, and the vehicle is fitted with a ‘bus stopping’ display: 3 points.
- Where the majority of seated and standing passengers can easily reach a bell push or pull cord bus stopping device which is particularly suitable for use by disabled persons, but the vehicle is not fitted with a ‘bus stopping’ display: 2 points.
- Where the majority of seated and standing passengers can easily reach a bell push or pull cord bus stopping device but which is not particularly suitable for use by disabled persons, and the vehicle is not fitted with a ‘bus stopping’ display: 1 point.
- Below the above standards for this attribute: 0 points.

consisting of a gear lever connected to a mechanical linkage. **1.1.16 Luggage and Pram facilities**

(Score 0-2)

The scores are as follows:

- Provision for two or more pushchairs and at least one square metre of luggage space: 2 points.
- Provision for two or more pushchairs or at least one square metre of luggage space: 1 point.
- Below the above standard: 0 points.

1.1.17 Destination displays

(Score 0-4)

This parameter is a measurement of the adequacy of destination displays on vehicles.

Measurement:

The score ranges from 4 for electronic illuminated displays at front and left-hand side, to 1 for the minimum Council standards.

Score 0-4

- 4: Display front and side electronic illuminated, letters at least 110mm high.
- 3: Display front and side, front and side electronic illuminated, but letters less than 110mm high.
- 2: Fixed display panels front and side, front illuminated, display blind letters 100mm or more high.
- 1: Display panel front only, side display dismountable, letters at least 100mm high.
- 0: No destination blinds or display whatsoever. Dismountable front sign

No set of predetermined categories can cover the full range of combinations of destination displays on the region's existing bus fleet. Operators should take the categories above as a guide and assess vehicles accordingly. Council officers may reassess scores for individual buses or bus types if an operator's assessment is not in accord with similar vehicles elsewhere in the region.

1.1.18 Transmission

(Score 1-3)

Automatic transmission - uses a coupling member called a torque converter and planetary gear chain; gear change mechanism uses a series of hydraulic valves and actuators.

Semi-automatic transmission - either uses an automatic clutch or a preselector transmission where gear changing is performed automatically after the driver has predetermined the gear ratio and manually controls the clutch.

Manual transmission - uses a coupling member called a clutch, a gear train consisting of spur gears on parallel shafts, and a gear selection mechanism

Score

- 3: Automatic transmission
- 2: Semi-automatic transmission
- 1: Manual transmission.

1.1.19 Suspension

(Score 1-3)

- 3: Airbag
- 2: Coach steel springs
- 1. Standard (truck) springs.

Appendix 2 - Maximum Fare Levels on Contracted Services

Appendix 2-- Maximum Fare Levels on Contracted Services

In March 2008, as part of a change to the Regional Passenger Transport Plan for Otago, the Council included a provision allowing it, when preparing an annual plan, to delete the schedule of fares (Section 4.1.5, Appendix 2 of the Plan and Appendix 3 of the Passenger Services Procedures) from the Plan without publicly notifying this as a plan change when it resolves at the same time to include a new schedule of fares in that draft annual plan. The Council took this step when preparing the 2008/09 Annual Plan.

Appendix 3 – **Location of Bus Stops** **within the** **Dunedin Urban Area**

Appendix 3 - Location Of Bus Stops Within The Dunedin Urban Area

This appendix identifies the location of bus stops on routes contained in the Council's list of specified services (refer Regional Passenger Transport Plan for Otago, Appendix 1). The list was current at the adoption of the Plan. From time to time, the road controlling authority for traffic safety or other reasons may change the exact location of a bus stop.

- * Denotes that there is a bus shelter at the stop (or to be built in the current year).
- **Princes St, Evan Parry House (Stand 1)** denotes a Central City timetable stand at the stop.

Balaclava

Location of Bus Stop

Outwards

Forth St, outside University Executive Residence (terminus)
 Clyde St, opposite Commerce building*
 Albany St, outside Clubs & Societies building
 Albany St, outside Otago Real Estate
 George St, opposite Knox Church
George St, outside ASB
George St, outside Farmers
George St, between Moray Place & Bath Street (Stand 7)
Princes St, Evan Parry House (Stand 1)
 Princes St, Dowling St corner
 Rattray St, Southern Cross carpark
 High St, 249
 High St, 327
 High St, 403
 High St School (opp.)
 Eglinton Rd/High St intersection.
 Eglinton Rd, 154
 Mornington terminus* (END of ZONE)
 Glenpark Ave., 35
 Glenpark Ave. opp. 56
 Glenpark Ave, 71
 Glenpark, 129
 Mitchell Ave, 38
 Shands Dairy, 139 Elgin Rd
 Elgin Rd, 165
 Mornington Road, 5-7 (END of ZONE)
 Mornington Road, 71
 Mornington Road, just below 131
 Mornington Road, bus bay opposite 168-174 (Balaclava terminus)

Inwards

Terminus, bus bay in Mornington Road opposite 168-174*
 Mornington Road, 118
 Mornington Road, 50
 cnr of Mornington Rd and Raglan St* (END of ZONE)
 Elgin Rd, 170
 Mitchell Ave, 5
 Mitchell Ave, 41
 Glenpark Ave. 130
 Glenpark Ave, 72
 Glenpark Ave. 50
 Mornington Terminus (END of ZONE)*
 Eglinton Rd, opposite Peel St* (to be built 2005-06)
 High St, just below Queens Drive*
 High St, 440
 High St, 412
 High St, 382
 High St, 310
 High St, 246
 High St, 184
 Rattray Street, outside Philip Laing House
 Princes St, past Dowling Street
Princes St, outside entrance to Savoy Building (Stand 2)
George St, outside Civic Centre (Stand 8)
George St, outside State Insurance
George St, just before London Street
 George St, opposite Albany St
 Albany St, by Museum Reserve
 Albany St, outside university Central Library entrance
 Forth St, outside University Executive Residence (terminus)

Inward from University (evenings,
weekends, public holidays)
University Science Library, 720 Cumberland St

University Central Library, Cumberland St
then usual stops to Balaclava Terminus

Brockville

Location of Bus Stop

Outwards

Octagon, Hoyts Cinema (Stand 3)

Stuart Street, King Edward Court
 Stuart Street, OBHS Layby*
 Stuart Street, OBHS Tennis Courts
 Stuart Street, corner Strathmore Crescent
 Stuart Street, below Roslyn (END of ZONE)
 Taieri Road, 117*
 Kaikorai Valley Road, 47
 Kaikorai Valley Road, 93
 Kaikorai Valley Road, 115, Kramers Motors
 Brockville Road, 19
 Brockville Road, 47
 Brockville Road, opposite Charters Street
 (END of ZONE)
 Brockville Road, 165
 Brockville Road, 193
 Brockville Road, 247
 Brockville Road, 263
 Brockville Road, St Josephs Church
 Brockville Terminus *(END of ZONE)

Bradford

Outward

Kaikorai Valley Road, Valley Industry Ltd
 Kaikorai Valley Road, Caltex Services
 Station
 Kaikorai Valley Road, Roslyn Industrial.
 Estate

Inwards

Brockville Terminus*
 Brockville Rd, outside Community Hall near
 corner of Caldwell Street
 Brockville Rd, 248
 Brockville Rd, 224
 Brockville Rd, 162*
 Brockville Rd, 110 (END of ZONE)
 Brockville Rd, 48
 Kaikorai Valley Road, 150, outside Roslyn
 Mower Centre*
 Kaikorai Valley Road, KV Vet Clinic
 Kaikorai Valley Road, 70
 Taieri Road, opposite 117*
 Stuart Street, layby before Highgate* (END
 of ZONE)
 Stuart Street, opposite Strathmore Cres
 Stuart Street, Littlebourne Road
 Stuart Street, 330
 York Place, Jehovah Witness Church
 Filleul Street, outside 40
George Street, outside ASB
George Street, outside Farmers
George Street, between Moray Place &
Bath Street (Stand 7)
Octagon, Princes Street outside Evan
Parry House (Stand 1)

Inward

Kaikorai Valley Road, corner Glenelg Street*
 Kaikorai Valley Road, 232
 Kaikorai Valley Road, 200

From Brockville to Halfway Bush

Brockville Rd, 329
 Taieri Rd, outside Ashburn Hall main
 entrance

From Halfway Bush to Brockville

Taieri Rd, opposite Ashburn Hall entrance
 Taieri Rd, 20 metres prior to Dalziel Rd
 Dalziel Rd, 80
 Dalziel Rd, 197

Corstorphine / St Clair Park

Location of Bus Stop

Outwards

Via Corstorphine Road

Princes Street, Evan Parry House (Stand 1)

Princes Street, past Dowling Street

Princes Street, John Wickliffe House

Princes Street, past Jetty Street

Princes Street, 449

Princes Street, Salvation Army

Princes Street, opposite Citibus Depot*

South Road, past Princes Street

South Road, opposite 44

South Road, opposite Glen Road (END of ZONE)

South Road, 187

South Road, outside Baptist Church

South Road, outside Mitchell's Bar

Playfair Street, corner Pencarrow Street

Playfair Street, 75

Corstorphine Road, 31 (END of ZONE)*

Corstorphine Road, 81

Corstorphine Road, 143*

Corstorphine Road, 193

Middleton Road, by playing fields

Middleton Road, opposite Stenhope Crescent

Middleton Road, Corstorphine Terminus*

Via Middleton Road

Princes Street, Jean McLean Pavilion

King Edward Street, Underbridge

Hillside Road, 165 (END of ZONE)

Hillside Road, 247

Hillside Road, 319

Hillside Road, 379

Hillside Road, 469

Hillside Road, 557

Easther Crescent, 7

Easther Crescent, 33

Middleton Road, 11

Middleton Road, 47

Middleton Road, 61 (END of ZONE)

Middleton Road, 101

Middleton Road, 141

Middleton Road, 175

Middleton Road, by playing fields

Via David St, Murray Street to Middleton Rd

David St, 42

David Street, 76 Health Centre

South Road, outside Mitchells Bar

Playfair Street, corner Pencarrow Street

Playfair Street, 75

Murray Street, 33 (END of ZONE)

Murray Street, corner Skibo Street

Skibo Street, 51

Lockerbie Street, 3

Lockerbie Street, before Middleton Road

Inwards

Via Corstorphine Road

Middleton Road, Corstorphine Terminus*

Middleton Road before Corstorphine Road*

Corstorphine Road, 136*

Corstorphine Road, corner Sidey Street*

Corstorphine Road, 12 (END of ZONE)

Playfair Street, 66

Playfair Street, opposite Hazelhurst Pass

Playfair Street, 2

South Road, 252*

South Road, 226

South Road, 110 before Glen Road (END of ZONE) *

South Road, past Eglinton Road

South Road, top of Cemetery

Princes Street, outside Citibus*

Princes Street, Market Reserve*

Princes Street, outside James Wren

Princes Street, Clear House

Princes Street, past Dowling Street

Octagon, Princes St, entrance to Savoy Building (Stand 2)

Corstorphine / St Clair Park

Via Middleton Road

Middleton Road, corner Dovecote Avenue*
Middleton Road, corner Gilmerton Street
Middleton Road, corner Lockerbie Street
Middleton Road, corner Marewa Street (END
of ZONE)
Middleton Road, corner Bangor Terrace
Hillside Road, 618
Hillside Road, 530
Hillside Road, 482
Hillside Road, past Burns Street*
Hillside Road, outside Transtec
Hillside Road, 168 (END of ZONE)
King Edward Street, underbridge
Princes Street, opposite Pavilion

Via Murray Street to Hillside Rd

Skibo Street, 96
Skibo Street, 70
Murray Street, 62
Murray Street, 40 (END of ZONE)
Playfair Street, 66
Playfair Street, opposite Hazelhurst Pass
Playfair Street, 2
David St, 51
David St, 3

Via St Clair Park Variation

Isadore Road, opposite golf club
Isadore Road, 45
Aberdeen Road, 54
Aberdeen Road, 12
Earls Road, 39
Earls Road, 65
Hillhead Road, 151
Hillhead Road 173, cnr Isadore Road

Gardens Village / Glenleith

Location of Bus Stop

Outwards

**Princes Street, entrance to Savoy Building
(Stand 2)**

George Street, Civic Centre (Stand 8)

George Street, State Insurance

George Street, past Hanover Street

George Street, just before London Street

Albany St, Museum Reserve

Albany St, outside university Central Library

Clyde St, outside Commerce Building

Harbour Terrace, opposite Polytech Student
Centre

Dundas St, 153

Dundas St, 113

Dundas St, 67

Great King St, 686

Great King St, Leith Playcentre

Bank St, by traffic layby *

Bank St, opposite 30 Bank St*

Duke Street, outside Dairy (END of ZONE)*

Malvern Street, 1

Malvern Street, 3

Malvern Street, 31

Malvern Street, 65

Malvern Street, 79

Malvern Street, above Leith Stream bridge

Malvern Street, 145

Malvern Street, 180

Malvern Street, 218 (END of ZONE)

Malvern Street, 279

Malvern Street, 311

Fulton Street, 339

Fulton Street, 385

Glenmore Street, opposite 6

Glenmore Street, 39

Glenholm Street, 57

Tanner Road, 106

Garden Place, Garden Village Terminus

Inwards

Garden Place, Garden Village Terminus

Tanner Road, corner Glenholm

Glenholm Street, opposite 55

Glenmore Street, 38

Glenmore Street, 6

Fulton Street, corner Malvern Street*

Malvern Street, opposite 347

Malvern Street, opposite 311

Malvern Street, opposite 279

Malvern Street, 220 (END of ZONE)

Malvern Street, 182

Malvern Street, opposite 145

Malvern Street opposite Leith Street bridge

Malvern Street, opposite 63

Malvern Street, 28

Duke Street, 18 (END of ZONE)

George St, 1076 (by Woodhaugh Gardens)

Bank St, 30, Veterinary Clinic

Great King St North, outside Botanic Gardens

Cumberland St, Abbey Lodge

Dundas St, 62

Dundas St, 118

Dundas St, 158

Harbour Terrace, Student Centre

Clyde St, opposite Commerce Building*

Albany St, outside Clubs & Societies building

Albany St, outside Otago Real Estate

George Street, opposite Knox Church

George Street, outside ASB

George Street, outside Farmers

**George Street, between Moray Place &
Bath Street (Stand 7)**

Princes Street, Evan Parry House (Stand 1)

Green Island / Brighton / Abbotsford**Location of Bus Stop****Outwards**

Cumberland Street, Centre City New World *
(Stand 5)

George Street, outside Farmers

Princes Street, former Chief Post Office

Princes Street, Salvation Army

King Edward Street, outside Jean McLean
Pavilion

Wilkie Road, corner King Edward Street
(END of ZONE)*

Neville Street, before Burns Street

South Road, corner Baker Street

South Road, outside Mitchell's Bar (END of
ZONE)

Playfair Road, corner Pencarrow Street

Playfair Road, 75

Corstorphine Road, 31

Corstorphine Road, corner Traquair Street

Corstorphine Road, opposite Concord Garage

Stevenson Road, by Craig Henry Street steps

Stevenson Road, corner Orr Street

Stevenson Road, 29

Stevenson Road, corner Emerson Street by
Bottle store (END of ZONE)

Stevenson Road, corner Morton Street

Main South Road, corner Winifred Street

Main South Road, corner Koremata Street

Main South Road, corner Prosser Street

Main South Road, corner Scotland Terrace

Main South Road, 158 (middle of block)

Main South Road, corner Edinburgh Street

Main South Rd, before Church Street

Main South Road, outside Church Craft Shop,
Green Island Terminus

Main South Road, near entrance to Memorial
Park (END of ZONE)

Brighton Road, corner Burgess Street

Brighton Road, 28 (near Brooklyn Street)

Brighton Road, corner Allen Road

Brighton Road, corner Green Island Bush
Road

Brighton Road, just past Friendship Drive

Brighton Road, just past corner of Vulcan
Street

Brighton Road, 349

Brighton Road, corner Viscount Road by
shelter (END of ZONE)*

Brighton Road, over bridge opposite
Cemetery

Brighton Road, 487, Westwood

Brighton Road, 555, Westwood

Brighton Road, 587, Westwood opposite
shelter

Brighton Road, 723 Ocean View, shelter
opposite McColl Street*

Brighton Road opposite Creamery Road, 757
Ocean View

Brighton Road, 791 Ocean View

Brighton Road, 820

Brighton Road, opposite Edna Street

Brighton Road, opposite Scroggs Hill Road
(END of ZONE)

Brighton Road, opposite 980

Brighton Road, Brighton Dairy

Between Moray Place & Bath Street, opposite
shelter

Queen Street corner Pearce Street (opposite
shelter)

Pearce Street, corner Brighton Road

Trecastle Street, Brighton Terminus (END of
ZONE)

Inwards

Trecastle Street, Brighton Terminus

Queen Street corner Pearce Street*

Between Moray Place & Bath Street, 23*

Brighton Road, outside Brighton store, 1042

Brighton Road, 1014*

Brighton Road, 980*

Brighton Road, Scroggs Hill Road (END of
ZONE)*

Brighton Road, 944

Brighton Road corner Edna Street*

Brighton Road, outside Ocean View Store

Brighton Road, corner Creamery Road*

Brighton Rd, near McColl Road, opposite
shelter

Brighton Road, 590 Westwood*

Brighton Road, opposite 555

Brighton Road, opposite 487

Brighton Road, outside Cemetery

Brighton Road, opposite Viscount Road
(END of ZONE)

Green Island / Brighton / Abbotsford

Brighton Road, opposite 367
Brighton Road, by entrance to Island Park
Golf Course* (to be built 2005-06)

Brighton Road, just before Wavy Knowes
Drive
Brighton Road, opposite Green Island Bush
Road
Brighton Road, opposite Allen Road
Brighton Road, 45* (to be built 2005-06)
Brighton Road, corner Main South Road
Main South Road, outside Handyman store
Main South Road, opposite Otago Road
Services depot (END of ZONE)*
Main South Road, outside Green Island
Tennis Club
Main South Road, corner Harraway St*
Main South Road, outside Works
Consultancy* (to be built 2002-03)
Main South Road, just before 115*
Stevenson Road, opposite Morton Street
Stevenson Road, shelter, opposite Concord
Inn (END of ZONE)*
Stevenson Road, opposite 29*
Stevenson Road, opposite Orr Street*
Stevenson Road, opposite Craig Hendry
Street steps*
Corstorphine Road, corner Sidey Street*
Corstorphine Road, 12
Playfair Street, 66
Playfair Street, Caversham Video Store
South Road, opposite David Street (END of
ZONE)*
South Road, opposite Baker Street
Hillside Road, before King Edward Street
(END of ZONE)
King Edward Street, Underpass
Princes Street, outside Citibus Depot*

Princes Street, corner Manor Place (Market
Reserve)*
Princes Street, between Carroll & Stafford
Streets
Cumberland Street, outside Countdown
(Stand 4)
Cumberland Street, outside Centre City New
World* (END of ZONE) (Stand 5)

Abbotsford Outwards

Same as Green Island/Brighton to the END of
ZONE at Main South Road, Memorial Park
then:

Abbotsford Road, opposite 1
Abbotsford Road, corner Waldron Crescent
Abbotsford Road, corner Severn Street*
North Taieri Road, opposite 11
North Taieri Road, opposite 37
North Taieri Road, opposite 73 (No Exit
street)
North Taieri Road, corner McKinlay Road
(END of ZONE)

Inwards

North Taieri Road, 89
North Taieri Road, 73 (No Exit Street)
North Taieri Road, 51
North Taieri Road, 37
North Taieri Road, 11
Exmouth Street, before Torquay Street
Shulma Street, 2
Paterson Street, 16
Dall Street, 1a
Neill Street, 29
Neill Street, just before Abbotsford Road
Main South Road, outside Handyman Store
Main South Road, opposite Otago Road
Services (END of ZONE) depot*
then same as Green Island route to City

Halfway Bush

Location of Bus Stop

Outwards

Octagon, Hoyts Cinema (Stand 3)

Stuart Street, King Edward Court
 Stuart Street, OBHS Layby
 Stuart Street, OBHS Tennis Courts
 Stuart Street, corner Strathmore Crescent
 Stuart Street, below Roslyn (END of ZONE)
 Taieri Road, 117*
 Taieri Road, 155
 Taieri Road, 185
 Taieri Road, Fern Tree Reserve
 Taieri Road, 251
 Taieri Road, 269 (END of ZONE)
 Taieri Road, outside Lesley Groves Hospital*
 Taieri Road, 321, Wakari Hospital, entrance
 Taieri Road, 381
 Taieri Road, 425
 Taieri Road, 459
 Ashmore Street, Halfway Bush Terminus
 (END of ZONE)*

Via Ashmore Street

Ashmore Street, 7
 Ashmore Street, 27
 Ashmore Street, 97
 Ashmore Street, 111
 Ashmore Street, 163

Inwards

Ashmore Street, Halfway Bush Terminus*
 Taieri Road, 278 (END of ZONE)*
 Taieri Road, 240
 Taieri Road, corner Gilmore Street
 Taieri Road, 178
 Taieri Road, opposite 117
 Stuart Street, layby before Highgate (END of
 ZONE)

Stuart Street, opposite Strathmore Cres
 Stuart Street, Littlebourne Road
 Stuart Street, 330
 York Place, Jehovah Witness Church
 Filleul Street, outside 40

George Street, outside ASB

George Street, outside Farmers

George Street, between Moray Place & Bath Street (Stand 7)

Octagon, Princes Street outside Evan Parry House (Stand 1)

Via Ashmore Street

Ashmore Street, Halfway Bush
 Terminus
 Ashmore Street, 108
 Ashmore Street, 34
 Ashmore Street, 12

From Brockville to Halfway Bush

Brockville Rd, 329
 Taieri Rd, outside Ashburn Hall main
 entrance

From Halfway Bush to Brockville

Taieri Rd, opposite Ashburn Hall entrance
 Taieri Rd, 20metres prior to Dalziel Rd
 Dalziel Rd, 80
 Dalziel Rd, 197

Kenmure / Belleknowes

Location of Bus Stop

Outwards

Princes St, Evan Parry House (Stand 1)

Princes Street, past Dowling Street
Rattray Street, just before Southern Cross
Hotel coach park
High Street, 249
High Street, 327
High Street, 403
High Street, opposite school
High Street, Eglinton Road intersection
Eglinton Road, 154
Mailer Street, 2, outside Golden Wok
takeaways (END of ZONE)
Mailer Street, past 58
Elgin Road, 27
Elgin Road, 71
English Ave, outside Church carpark
Stanley Street, 5
Stanley Street, 39
Bryant Street, 3 (END of ZONE)
Kaikorai Valley Road, Presbyterian Church
Kaikorai Valley Road, just before Barr Street
corner, Kenmure Terminus*

Via Belleknowes

Jubilee Street, opposite 35
Napier Street, 6
Rosebery Street, 5
Rosebery Street, 47
Kenmure Road, 97
Kenmure Road, 137
Kenmure Road before Mailer Street
Mailer Street, 60

University extension

George Street, Stand 8
George Street, outside State Insurance
George Street, just past Hanover Street
George Street, just before London Street
Albany Street, on edge of Museum Reserve
Albany Street, outside Central Library
Forth Street, outside University Executive
Residence

Inwards

Kaikorai Valley Road, Barr Street* Kenmure
Terminus
Kenmure Road, 332 (END of ZONE)*
Stanley Street, 8
Elgin Road, 44
Elgin Road, 16
Mailer Street, opposite Mornington Tavern
Mailer Street, Mornington Terminus (END of
ZONE)*
Eglinton Rd, opposite Peel Street
Eglinton Rd, just below Queens Drive*
High Street, 440
High Street, 412
High Street, 382
High Street, 310
High Street, 246
High Street, 184
Rattray Street, outside Philip Laing House
Princes Street, past Dowling Street
**Octagon, Princes St, entrance to Savoy
Building (Stand 2)**

Via Belleknowes

Kenmure Road, 162
Kenmure Road, 140
Kenmure Road, 106
Rosebery Street, 66
Rosebery Street, 38
Rosebery Street, 4
Napier Street, 7

Logan Park (for School Services)

Location of Bus Stop

Wakari/Helensburgh route to/from Logan Park High School (LPHS)

To LPHS

(from Helensburgh via normal route to Moray Place) then:

**Princes St, entrance to Savoy Building
(Stand 2)**

George Street, Civic Centre

George Street, State Insurance

George Street, past Hanover Street

George Street, before London Street

Albany St, Museum Reserve

Albany St, outside university Central Library

Forth St, corner of Union Street East

Harbour Terrace, opposite Polytechnic Student Centre

92 Harbour Terrace

Logan Park High School, Butts Rd (END of ZONE)*

From LPHS

Logan Park High School, Butts Rd*

Anzac Avenue, corner Awatea Street

Castle Street, opp. Cadbury Confectionery

Stand 3, outside Hoyts then normal route & stops to Helensburgh via Wakari.

Pine Hill route to/from LPHS via Dundas St

To LPHS

Normal route from Pine Hill via George Street then:

62 Dundas Street

118 Dundas Street

158 Dundas Street

Logan Park High School, Butts Rd (END of ZONE)*

From LPHS

Logan Park High School, Butts Rd*

Dundas St & Clyde St corner, opposite 142

Dundas Street

Dundas St, 113

Dundas St, 67

then normal route to Pine Hill via George Street

LPHS to Maori Hill via City Rise Route

From LPHS

Logan Park High School, Butts Rd*

Outside Polytechnic Student Centre, Harbour Terrace

Clyde Street, opp. Commerce Building then normal Maori Hill/City Rise route via George Street & Octagon

Lookout Point/Caversham

Location of Bus Stop

Outward

George St, between Moray Place & Bath Street (Stand 7)

Princes St, Evan Parry House (Stand 1)

Princes St, Dowling St cnr

Princes St, John Wickliffe House

Princes St, just past Jetty St

Princes St, Princes St Traders (Carroll St)

Princes St, Salvation Army Bldg, 575

Princes St, Soldiers Monument Oval*

South Rd Southern Cemetery (Btm)

South Rd, opposite 44

South Rd, opposite Glen Rd

South Rd, 187

South Rd, Caversham Baptist Church

South Rd, outside Mitchell's Bar

South Rd, 369/371

Burnett St, 7

South Rd, 439 (END of ZONE)

South Rd, 475

South Rd, 487

South Rd, 511

South Rd, 545

Mornington Rd, Lookout Pt Terminus*

via Waimea Ave (from South Rd)

Sidey St, opposite 4 (END of ZONE)

Sidey St, opposite 36

Ryehill St, 9

Ryehill St, opposite 62

Waimea Ave, 35

Waimea Ave, side entrance to

49 Riselaw Rd

Riselaw Rd, 30, LOP Food Centre

via Corstorphine

Riselaw Rd, 148

Riselaw Rd, 84

Mornington Rd, Lookout Point Fire Station

via Hillside Rd

Outside Forbury Medical Centre,

42 David St

Inward

Mornington Rd, Lookout Point Terminus*

South Rd, 536 *

South Rd, 520

South Rd, 502/504

South Rd, 480

South Rd, 438 (END of ZONE)*

South Rd, Dunedin Revival Centre, 294

South Rd, 252*

South Rd, 226

South Rd, 172

South Rd, 110 before Glen Road (END of ZONE)*

South Rd, 36

South Rd, Cemetery

Princes St, opposite Jean McLean pavilion

Princes St, Citibus Depot

Princes St, Manor Place cnr

Princes St, James Wren & Co

Princes St, Clear House

Princes St, past Dowling Street

Princes St, near entrance to Savoy Building (Stand 2)

via South Rd and Waimea Ave

Riselaw Rd, opp. LOP Food Centre*

Waimea Ave, 92*

Ryehill St, 62

Ryehill St, 6

Sidey St, 36

via Hillside Rd

David St, 3 outside Copyprint

David St, 51

Hillside Rd, 618, opp. Forbury Pharmacy

Hillside Rd, outside Fulton Home*

Hillside Rd, 482

Hillside Rd, 406, Otago Tyres*

Hillside Rd, outside Transtec

Hillside Rd, 168, Cargills cnr (END of ZONE)

King Edward St, under Motorway

Maori Hill/Prospect Park/City Rise/University

Location of Bus Stop

Outwards to Maori Hill via Russell St and Roslyn

Princes St, Evan Parry House (Stand 1)

Ratray St, Southern Cross carpark
 Ratray St, opposite St Josephs
 Brown St, School
 Russell St, 3
 Ratray St, 373 just above Arthur St*
 Ross Street, Robin Hood Park
 Ross Street, 5
 Ross Street, 43
 Belgrave Cres, outside side boundary 71
 Highgate
 Highgate, 227
 Highgate, 271, outside Roslyn Health Centre
 (END of ZONE)
 Highgate, 347
 Highgate, 399
 Highgate, Columba College, 421
 Highgate, 473
 Highgate, 517
 Highgate, 557
 Highgate, Maori Hill Terminus*

Outwards to Roslyn via Arthur St

(Evenings, weekends, public holidays)

Stand 3, outside Hoyts

Stuart Street, outside King Edward Technical High School
 Outside London House, 154 London St
 Arthur St, 21
 Ratray St, 373 just above Arthur St*
 Ross Street, Robin Hood Park
 Ross Street, 5
 Ross Street, 43
 Belgrave Cres, outside side boundary 71
 Highgate
 Highgate, 227
 Highgate, Roslyn Health Centre
 Stuart St, just past Highgate overbridge (END of ZONE)

Outwards to Maori Hill via University

Princes St, entrance to Savoy Building (Stand 2)

George Street, Civic Centre (Stand 8)

George Street, State Insurance

George Street, past Hanover Street
George Street, just before London Street
 Albany St, Museum Reserve
 Albany St, outside university Central Library
 Clyde St, Commerce Building
 Harbour Terrace, opposite Student Centre
 Dundas St & Clyde St corner, opposite 142
 Dundas Street
 Dundas St, 113
 Dundas St, 67
 Park St, Church of Christ
 Heriot Row, opposite 72
 Corrie Street, 62A
 Drivers Road, layby
 Drivers Road, past Tolcarne Avenue (END of ZONE)
 Drivers Road, 39
 Highgate, Maori Hill Terminus*

Prospect Park Variation

Highgate, Maori Hill Terminus*
 Balmacewen Road, 10
 Grater Street, 1
 Passmore Street, opposite 86
 Cannington Road, opposite 91
 Cannington Road, 68
 Cannington Road, 34
 Cannington Road, 6
 Lachlan Avenue, corner Queens Drive
 (Prospect Park terminus)*
 Highgate, 730
 Highgate, Maori Hill Terminus*

Inwards from Maori Hill via Roslyn & Russell St

Highgate, Maori Hill Terminus*
 Highgate, 546
 Highgate, 516
 Highgate, 460
 Highgate, 408
 Highgate, 354
 Highgate, 280 flats past City Road
 intersection (END of ZONE) *
 Highgate, 216-18 layby

Maori Hill/Prospect Park/City Rise/University

Ross Street, 50*
Ross Street, 34
Ross Street, 10
Ratray Street, edge of reserve adjacent to
Arthur Street School*
Arthur St, 73
Russell St, 12
Brown St, 30
Ratray St, Philip Laing House
Princes St, past Dowling Street
**Princes St, entrance to Savoy Building
(Stand 2)**

Inwards from Maori Hill via Drivers Road & University

Highgate, Maori Hill Terminus Shelter
Drivers Road, 34A
Drivers Road, 4 (END of ZONE)
Royal Terrace, 68
Heriot Row, 72
Park St, 28
Dundas St, 62
Dundas St, 118
Dundas St, 158
Harbour Terrace, Student Centre
Clyde St, opposite Commerce Building*
Albany St, outside Clubs & Societies building
Corner Albany St & George St, outside Otago
Real Estate
George Street, opposite Knox Church
George Street, outside ASB
George Street, outside Farmers
**George Street, between Moray Place &
Bath Street (Stand 7)**
Princes Street, Evan Parry House (Stand 1)

**Inwards from University (Evenings,
Weekends, Public Holidays)**
Outside University Science Library, 720
Cumberland St
Outside University Central Library,
Cumberland St
Corner Albany St & George St, outside Otago
Real Estate
George St, opposite Knox Church
George St, outside ASB
George St, outside Farmers
**George St, between Moray Place & Bath
Street (Stand 7)**
Stand 3, outside Hoyts (Stand 3)

Mosgiel / Wingatui / Fairfield

Location of Bus Stop

Outwards

Via Centre Street

Dunedin Terminus, Cumberland Street,
Centre City New World (Stand 5)
George Street, outside Farmers
Princes Street, outside former Chief Post
Office
Princes Street, Salvation Army
Princes Street, by Oval Pavilion*
Wilkie Road, past King Edward Street (END
of ZONE 1)*
South Road, corner Baker Street
South Road, outside Mitchell's Bar (END of
ZONE 2)
END of ZONE 3 is at the Burnside
Overbridge, on the motorway
Main South Road, 298 (END of ZONE 4)
Main Road Fairfield, outside Fulton Hogan
Main Road Fairfield, opposite Fleetwood
Motors
Main Road Fairfield, past Old Brighton Road
Morris Road, corner Main Road Fairfield
(END of ZONE 5)
Morris Road, corner Chain Hill Road
Quarry Road, corner Tweed Street
Gordon Road, just past corner of Burns Street
outside Hotel Taieri (END of ZONE 6)
Gordon Road, corner Bruce Street
Gordon Road, just before Inglis Street
Gordon Road, opposite Wickcliffe Street

Gordon Road, corner Ayr Street
Glasgow Street, outside BNZ* (Mosgiel
terminus)
Factory Road 29, corner Reid Avenue
Factory Road, near lane by Church
Factory Road, corner Elgin Place
Rentons Road, opposite Thames Street
Factory Road, opposite Centre Street,
Mosgiel Terminus (END of ZONE 7)

Notes:

END of ZONE 3 is at the Burnside
Overbridge, on the motorway
On-demand trips through Concord - Green
Island use the Green Island bus stops
Common stops for all route variations to END
ZONE 6

Via Tyne St

Gordon Road, corner Bruce Street
Bruce Street, corner Argyle Street
Argyle Street, corner Inglis Street
Argyle Street, corner Mure Street
Argyle Street, corner Ayr Street
Bush Road, corner Forfar Street
Bush Road, opposite Perth Street
Brown Street, corner Bush Road
Braemar Street, corner Perth Street
Tyne Street, corner Braemar Street
Tyne Street, opposite walkway
Tyne Street, corner Goodall Street
Tyne Street, corner Gordon Road, Tyne
Street, Mosgiel terminus

Mosgiel / Wingatui / Fairfield

Location of Bus Stop

Outwards

Via Wingatui

Gordon Road, corner Bruce Street
Gordon Rd, just before Inglis Street
Wickliffe Street, opposite Tudor Place
High Street, past Doon Street
High Street, past Green Street
High St, corner Factory Road
Reid Avenue, corner Factory Road
Murray Street, opposite Oban Street
Murray Street, past Nairn Street
Murray Street, 45
Lorne Street, corner Murray Street
Severn Street, corner Lorne Street
Rentons Road, corner Severn Street
Rentons Road, corner Thames Street
Factory Road, corner Centre Street
Wingatui Road, corner Soper Street
Gladstone Road North, opposite corner of
Haggart Street
Gladstone Road North, by Wingatui railway
station, Wingatui Terminus

Inwards

Via Centre Street

Factory Road, just past Hagart Alexander
Drive * (to be built 2005-06)
Factory Road, opposite Rentons Road*
Factory Road, 68 just before old Woollen
Mill entrance *(to be built 2005-06)

Factory Road 40, corner Morrison Street
Factory Road, 28A opposite Reid Avenue
Gordon Road, on edge of Anzac Park*
(Mosgiel terminus)
Gordon Road, outside Bella Vista Motels, 85
Gordon Road, corner Wickliffe Street*
Gordon Road, opposite Inglis Street
Gordon Road, opposite Bruce Street
Gordon Road 13, (END of ZONE 1)
Quarry Road, Reserve opposite Shell Motors*
Quarry Road, 111 opposite Tweed Street*
Morris Road, corner Braeside Road
Morris Road, corner Chain Hill Road (just
after bridge)
Main Road, Fairfield corner Morris Road
(END of ZONE 2)*

Main Road, Fairfield corner Fairplay Street*
Main Road, Fairfield outside Fleetwood Motors*
Main Road, Fairfield 12 opposite Fulton
Hogan*
Main South Road, 299 Sunnyvale (END of
ZONE 3)*
END ZONE 4 is located on the Burnside
Overbridge, Green Island motorway
South Road, outside Dunedin Revival Centre
South Road, opposite David Street* (END of
ZONE 5) outside 252 South Rd
South Road, opposite Baker Street
Hillside Road, before King Edward Street
(END of ZONE 6)
King Edward Street, Underpass
Princes Street, outside Citibus Depot*
Princes Street, corner Manor Place (Market
Reserve)*
Princes Street, between Carroll & Stafford
Streets
Cumberland Street, outside Countdown
(Stand 4)
Cumberland Street, outside Centre City New
World (Stand 5)

Notes:

Bus stops are the same for all route variations
from END ZONE 1, opposite Hotel Taieri
on Gordon Rd
On-demand trips through Green Island use
Green Island bus stops
END ZONE 4 is located on the Burnside
Overbridge, Green Island motorway.

Via Tyne Street

Tyne Street, corner Gordon Road, Tyne
Street, Mosgiel terminus
Tyne Street, opposite Goodall Street
Tyne Street, adjacent to walkway

Mosgiel / Wingatui / Fairfield

Tyne Street, corner Braemar Street
Braemar Street, corner Perth Street
Brown Street, corner Perth Street
Bush Road, corner Perth Street
Bush Road, corner Forfar Street
Glasgow Street*, outside BNZ (Mosgiel terminus)
Lanark Street, corner Argyle Street
Argyle Street, corner Ayr Street
Argyle Street, corner Mure Street
Argyle Street, corner Inglis Street
Gordon Road, 13 (END ZONE 1)

Via Wingatui

Gladstone Road North , corner Haggart Street
Wingatui Road, opposite Soper Road
Factory Road, opposite Centre Street
Rentons Road, opposite Thames Street
Rentons Road, corner Severn Street
Lorne Street, corner Murray Street
Murray Street, 36
Murray Street, corner Nairn Street
Murray Street, corner Oban Street
Reid Ave, corner Factory Road
Factory Road, lane by Church
High Street, corner Green Street
High Street, corner Doon Street
Wickliffe Street, corner Tudor Place
Gordon Rd, opposite Inglis St

Mosgiel Loop

East Loop

Gordon Road, bus bay at Glasgow Street (terminus)
Hartstonge Avenue opposite Mosgiel New World (shelter)
Murray Street, opposite Oban Street
Murray Street, past Nairn Street
Murray Street, 45
Murray Street, opposite Lorne Street
Cherry Drive, 60
Cherry Drive, 46
Cherry Drive, 12
Severn Street, 19
Severn Street, 41
Factory Road, corner of Hagart Alexander Drive (shelter)
Factory Road, opposite Renton Road
Factory Road , 68
High Street, 33 by Green Street
High Street, 59 just before Doon Street
Doon Street at entrance to Birchleigh Village
High Street, 73
High Street, 89
Hagart Alexander Drive, 168
Gordon Road, just past Hotel Taieri
Gordon Road, corner of Bruce Street
Gordon Road, 46
Gordon Road, 64
Gordon Road, 94

West Loop

Gordon Road bus bay at Glasgow Street
Gordon Road just past Tay Street
Gordon Road, just before corner of Eden Street
Eden Street, 23-29
Eden Street, 45
Goodall Street, 25-27
Goodall Street, 57
Goodall Street, 71-73
Braemar Street,45
Braemar Street, 21
Perth Street, 59
Bush Road, 70
Bush Road, 42
Bush Road, 26
Argyle Street, 109
Argyle Street, 93
Mure Street, 25
Shaw Street, 3
Inglis Street 26
Argyle Street, corner Bruce Street
Gordon Road, corner of Bruce Street
Gordon Road, 46
Gordon Road, 64
Gordon Road, 94

North/South City Loop**Location of Bus Stop****Clockwise Circuit**

Albany Street, outside University library (University terminus)
 Albany Street, just past Forth Street
 Ward Street, just past Halsey Street
 Ward Street, just before Mason Street roundabout
 Roberts Street, just past Birch Street corner
 Midland Street, by entrance to Edgar Sports Centre
 Andersons Bay Road, just past McBride Street
 Hillside Road , outside Rockgas (Hillside Road terminus)
 King Edward Street, just before railway overbridge
 King Edward Street, by motorway overbridge
 Princes Street, just before South Road corner
 Princes Street, outside Citibus depot*
 Princes Street, Market reserve*
 Princes Street , past Carroll Street
 Princes Street, GoDunedin House (Exchange)
 Water Street, just before Bond Street
 Cumberland Street, outside Countdown*
 Cumberland Street, Centre City
 Cumberland Street, outside Dunedin Hospital car park entrance
 Albany Street, edge of Museum Reserve
 Albany Street, outside University library (terminus)

Anti-Clockwise

Albany Street, outside Clubs & Societies Building (University terminus)
 Gowland Street, opposite Emily Siedeberg Place)
 Castle Street, just pas Frederick Street corner
 Castle Street, outside Dunedin Energy centre*
 Castle Street, just past St Andrews Street
 Castle Street just before Anzac venue
 Rattray Street, outside Gresham
 Rattray Street, outside NZ Post
 Princes Street, just past Jetty Street
 Princes Street,449
 Princes Street, outside Salvation Army
 Princes Street, edge of the Oval opposite Citibus
 Princes Street, Jean McLean Pavilion on Oval
 King Edward Street, under motorway overbridge
 King Edward Street, just before Pak n'Save entranceway
 Hillside Road, outside The Warehouse (hillside Road terminus)
 Andersons Bay Road, outside the Mill Liquor store*
 Midland Street, outside Turners Car Auctions
 Portsmouth Drive, outside Vision Antennae
 Ward Street, just past Mason Street roundabout
 Ward Street, opposite Halsey Street corner
 Anzac Avenue, opposite Unipol
 Albany Street, opposite Forth Street
 Albany Street, outside Clubs & Societies Building (University terminus)

Normanby

Location of Bus Stop

Outwards

**Princes St, entrance to Savoy Building
(Stand 2)**
George Street, Civic Centre (Stand 8)
George Street, State Insurance
George Street, past Hanover Street
George Street, just before London Street
George Street, by Albany Street Steps
George Street, 607
George Street, 745 Owens Motel
George Street, 811
George Street, 989 outside George St Normal
School*
George Street, by Woodhaugh Gardens
Bank Street, 30
North Road, outside Work & Income NZ
(END of ZONE) [seat]
North Road, 79
North Road, 117
North Road, before Northumberland Street
North Road, 205
North Road, 253 (END of ZONE)
North Road, 275
North Road, 329
North Road, 375
North Road, 399
Norwood Street, 1, Normanby Terminus
(END of ZONE)

Inwards

North Road, 440, Normanby Terminus*
North Road, 392
North Road, past Montague Street*
North Road, past Ross Home (END of
ZONE)*
North Road, 292
North Road, 236
North Road, 204
North Road, Pacific Island Church
North Road, 118
North Road, 80
North Road, 30 outside Thirsty Boy Liquor
Store (END of ZONE) [seat]
Bank Street, outside sports ground*
Bank Street, opposite 30*
George Street, 1076
George Street, 984 by Argyle Motel (past
Duke St)
George Street, past Howe St (888)
George Street, by corner of Dundas St (788)
George Street, just past Cargills Hotel (664)
George Street, outside Allan Court Motel
(590)
George Street, outside George Street Dental
Care (504)
George Street, opposite Knox Church
George Street, outside ASB
George Street, outside Farmers
**George Street, between Moray Place &
Bath Street (Stand 7)**
**Princes Street outside Evan Parry House
(Stand 1)**

Ocean Grove / Bay Cemetery

Location of Bus Stop

Outwards

Princes St, Evan Parry House (Stand 1)

Princes Street, past Dowling Street

Princes Street, outside former Chief Post Office

Princes Street, past Jetty Street

Princes Street, 449

Princes Street, Salvation Army

Princes Street, opposite Citibus*

Princes Street, Jean McLean Pavilion

King Edward Street, Underbridge

King Edward Street, past Hillside Road (END of ZONE)

King Edward Street, past McBride Street

Macandrew Road, Dunlop Flow

Technology

Macandrew Road, opposite Dunedin City Ford

Andersons Bay, Cooke Howlison

Andersons Bay, Woolworths

Andersons Bay, opposite Royal Crescent

Royal Crescent, 9

Royal Crescent, St Kilda Bowling Club

Royal Crescent, Culling Park

Marlow Street, 79

Cavell Street, 73 (END of ZONE)

Cavell Street, 91

Cavell Street, 123

Tahuna Road, past Norman Street

Tahuna Road corner Tomahawk Road, Bay Cemetery Terminus

Tomahawk Road, 179

Tomahawk Road, Tomahawk Lagoon

Tomahawk Road, 285

Tomahawk Road, Ocean Grove Terminus

Inwards

Tomahawk Road, Ocean Grove Terminus*

Tomahawk Road, Ocean Grove Church

Tomahawk Road, 248*

Tomahawk Road, outside Cemetery

Tomahawk Road corner Tahuna Road, Bay Cemetery Terminus*

Tahuna Road, shelter on golf course

Cavell Street, 130

Cavell Street, 112

Cavell Street, 94

Marlow Street, 86 (END of ZONE)

Marlow Street, opposite 59*

Royal Crescent, opposite Culling Park*

Royal Crescent, opposite 25a*

Royal Crescent before Andersons Bay Road

Andersons Bay Rd, just before Bay View Rd

Andersons Bay Rd, just past Oxford St (outside KFC)

Andersons Bay Rd, between Melbourne St and Macandrew Rd (outside McDonalds)

Andersons Bay Rd, just past McBride St (END OF ZONE)

Andersons Bay Rd, outside Caledonian Gymnasium

Macandrew Road, Dunedin City Ford

King Edward Street, 275

King Edward Street, Discount Furniture (END of ZONE)

King Edward Street, Underbridge

Princes Street, Jean McLean Pavilion

Princes Street, outside Citibus

Princes Street, Market Reserve*

Princes Street, outside James Wren

Princes Street, Clear House

Princes Street, past Dowling Street

Princes St, entrance to Savoy Building (Stand 2)

Opoho

Location of Bus Stop

Outwards

George Street, Civic Centre (Stand 8)
George Street, State Insurance
George Street, past Hanover Street
George Street, just before London Street
George Street, by Albany Street Steps
George Street, 607
George Street, 745
George Street, 811
George Street, by George Street Normal School*
George Street, 1011
George Street, by Woodhaugh Gardens
Bank Street, 30
Opoho Road, side wall of Gardens Shopping Centre (END of ZONE)*
Opoho Road corner Arden Street
Signal Hill Road, 5
Signal Hill Road, 53
Signal Hill Road, 87 (END of ZONE)
Signal Hill Road, 119
Signal Hill Road before McGregor Street
Signal Hill Road, 160, Opoho Terminus

Inwards

Signal Hill Road, 160, Opoho Terminus
Signal Hill Road, 138
Signal Hill Road, 118
Signal Hill Road, 80 (END of ZONE)
Signal Hill Road, 44
Opoho Road corner Lovelock Street*
Opoho Road opposite Arden Street
Opoho Road, by Botanic Gardens (END of ZONE)
Bank Street, outside sports ground*
Bank Street, opposite 30*
George Street, 1076
George Street, 984
George Street, 888
George Street, 788
George Street, 664
George Street, 590
George Street, outside George Street Dental Care (504)
George Street, opposite Knox Church
George Street, outside ASB
George Street, outside Farmers
George Street, between Moray Place & Bath Street (Stand 7)
Princes St, Evan Parry House (Stand 1)

Peninsula

Location of Bus Stop

Outwards

Cumberland Street, Centre City New World
Terminus* (Stand 5)
Albany Street, edge of Museum Reserve
Castle Street, 287
Castle Street, past Hanover Street
Castle Street, past St Andrews Street
Castle Street, just before Anzac Avenue

Princes Street, John Wickliffe House

Princes Street, past Jetty Street
Princes Street, 449 (near Police St)
Princes Street, 575, Salvation Army
Andersons Bay Road, Southern Tavern
Andersons Bay, Mitsubishi Motors
Andersons Bay, outside Methvens (END of ZONE)*
Andersons Bay, Cooke Howlison
Andersons Bay, Woolworths
Portobello Road, past Timaru Street (END of ZONE
at Lock 'n' Leave, Portobello Rd)
Portobello Road, opposite Glengyle Street
Portobello Road, Doon Street (END of ZONE)
Portobello Road, 275
Portobello Road, Proctor Road
Portobello Road, Challis Point
Portobello Road, 352
Portobello Road, Rosehill Road (END of ZONE)
Portobello Road, Glenfalloch
Portobello Road, Marion Street
Portobello Road, Macandrew Bay
Portobello Road, Bewley Ave
Portobello Road, Dublin Bay
Portobello Road, Company Bay
Portobello Road, Castlewood Road
Portobello Road, Luss Road (END of ZONE)
Portobello Road, Matariki Road
Portobello Road, Broad Bay
Portobello Road, Turnbells Bay
Portobello Road, Edwards Bay
Portobello Road, Seaton Road
Portobello Road, Nicholas Street
Portobello Terminus, 7 Harrington Point Road, by
1908 restaurant (END of ZONE)

Extension to and from Harrington Point

Harrington Point Road, 238 bottom of road up to the
Homestead
Tidewater Drive, corner of Harwood Street
Corner Koromuka Avenue & Stepney Avenue,
Harwood
Carnock Road, just round corner from Stepney
Avenue

Outside Scott Hall in Harwood
Harrington Point Road, corner Golf Course Road
Otakou bus shelter
Harrington Point Road, corner of Tamatea Road
Harrington Point Road, corner of Pipikaretu Road
Harrington Point Road, corner of Pakihau Road
Harrington Point Road, gateway to Penguin Place
(terminus)

Inwards

Portobello Terminus, 2 Harrington Point Road,
outside Hotel
Portobello Road, Nicholas Street*
Portobello Road, Seaton Road*
Portobello Road, Edwards Bay*
Portobello Road, Turnbells Bay*
Portobello Road, Broad Bay*
Portobello Road, Matariki Road
Portobello Road, Luss Road (END of ZONE)*
Portobello Road, Castlewood Road
Portobello Road, Dublin Bay*
Portobello Road, Bewley Ave*
Portobello Road, Macandrew Bay
Portobello Road, Marion Street
Portobello Road, Glenfalloch
Portobello Road, St Ronans Road (END of ZONE)
Portobello Road, Proctor Road
Portobello Road, Doon Street (END of ZONE)*
Portobello Road, Glengyle Street*
Portobello Road, opposite Lock 'n' Leave
Portobello Road, opposite Timaru Street
Andersons Bay Rd, just before Bay View Rd
Andersons Bay Rd, just past Oxford St (outside
KFC)
Andersons Bay Rd, between Melbourne St and
Macandrew Rd (outside McDonalds)
Andersons Bay Rd, just past McBride St (END OF
ZONE)
Andersons Bay Rd, outside Caledonian Gymnasium
Andersons Bay Rd, by The Oval
Princes Street, Market Reserve
Princes Street, outside James Wren
Princes Street, Clear House
Cumberland Street, Countdown
Cumberland Street, New World Terminus (END of
ZONE)

Pine Hill

Location of Bus Stop

Outwards

George Street, Civic Centre (Stand 8)
George Street, State Insurance
George Street, past Hanover Street
George Street, just before London Street
George Street, by Albany Street Steps
George Street, 607
George Street, 745
George Street, 811
George Street, by George St Normal School*
Duke Street, 24
Bank Street, past North Road (END of ZONE)
Pine Hill Road, opposite Bank Street
Pine Hill Road, opposite Fea Street
Pine Hill Road, opposite 172
Pine Hill Road, opposite 198a
Pine Hill Road, 237
Pine Hill Road, 265
Pine Hill Road, 285
Pine Hill Road, 315 (END of ZONE)
Pine Hill Road, 351 by Play School
Pine Hill Road, 395, Pine Hill Terminus (END of ZONE)

Via Dalmore

Orbell Street, 36
Falkirk Street, 7
Gladstone Road, 177

Via Liberton

Hislop Street, corner Pine Hill Road (END of ZONE)
Hislop Street, 25
Pryde Street
Wilkinson Street, by playground

Inwards

Pine Hill Road, 386, Pine Hill Terminus*
Pine Hill Road, 344*
Pine Hill Road, 310 (END of ZONE)*
Pine Hill Road, 286*
Pine Hill Road, corner Gladstone Road (side of 206 Gladstone Road next to 258 Pine Hill Road) * (July 2002) and a seat
Pine Hill Road, 236*
Pine Hill Road, 192*
Pine Hill Road, 164*
Pine Hill Road, 118
Pine Hill Road, past Bank Street
Bank Street, past North Road (END of ZONE)*
Bank Street, outside sports ground*
George Street, 1076
George Street, 984
George Street, 888
George Street, 788
George Street, 664
George Street, 590
George Street, outside George Street Dental Care (504)
George Street, opposite Knox Church
George Street, outside ASB
George Street, outside Farmers
George Street, between Moray Place & Bath Street (Stand 7)
Princes Street, Evan Parry House (Stand 1)

Via Liberton

Wilkinson Street, 25
Pryde Street
Hislop Street, 26

Via Dalmore

Gladstone Road, 184
Falkirk Street, 10
Orbell Street, 35

Port Chalmers

Location of Bus Stop

Outwards

Cumberland Street, Countdown* (Stand 4)
Hanover Street, Physio Building*
Hanover Street, World Gym
Anzac Ave, opposite Hocken Library
SH88, by Logan Park (END of ZONE)*
SH88, opposite Parry Street
SH88, 111 (END of ZONE)
SH88, 147
SH88, 173
SH88, 227
SH88, 253
SH88, corner Athol Street
SH88, 309
SH88, corner Jessie Street*
SH88, Loading Bay
SH88, corner Finch Street (END of ZONE)*
SH88, corner Pukeko Street* (St Leonards)
SH88, St Leonards Drive South
SH88, by concrete shelter*
SH88, between shelter and St Leonards
SH88 St Leonards Drive north
SH88, cnr Brick Hill Rd/Blanket Bay Rd
SH88, corner District Road
Reeve Road (END of ZONE)*
SH88, outside Tannery
Station Road, opposite BP
Stevenson Avenue, 54
Stevenson Avenue, before Mill Street
Borlases Road, near anchor
Borlases Road, corner Blueskin Road
George Street, opposite New World carpark
George Street, end of retail area (END of ZONE)
Grey Street
Magnetic Street
Harrington St, 27
Harrington Road, corner Meridian Street, Port Chalmers Terminus*
Carey's Bay Hotel*

Via Hills

Adderley Terrace corner Taupo Street
Taupo Street
Totara Street corner Athol Place

Inwards

Harrington Road corner Meridian Street, Port Chalmers Terminus*
Harrington Street, 26
Magnetic Street, outside Church
Magnetic Street, 4
Grey Street
George Street, past Grey Street (END of ZONE)*
George Street, 77-79 outside terrace flats
Borlases Road, corner Blueskin Road
Borlases Road, opposite anchor
Stevenson Ave, opposite Mill Street*
Stevenson Ave, 59*
Station Road, outside BP Station
SH88, opposite Tannery
Reeve Street, corner Kilgour Road
Reeve Street, corner District Road (END of ZONE)*
SH88, opposite cnr Brick Hill Rd/Blanket Bay Rd
SH88, opposite St Leonards Drive north
SH88, grass area after St Leonards Drive
SH88, concrete shelter
SH88, opposite St Leonards Drive
SH88, corner Pukeko Street* (St Leonards)
SH88, corner Moa Street
SH88, Finch Street (END of ZONE)*
SH88, opposite 309
SH88, Jessie Street* (Maia)
SH88, opposite Athol Place*
SH88, opposite 253
SH88, opposite 227
SH88, opposite 173*
SH88, opposite Adderley Terrace*
SH88, past Moller Park (END of ZONE)*
SH88, corner Parry Street
Anzac Ave, corner Awatea Street (END of ZONE)* opposite 115
Albany Street, 182

Port Chalmers

Via Castle Street

Albany Street, outside Clubs & Societies
building

Castle Street, 287

Castle Street, past Hanover Street

Castle Street, past St Andrew Street

Castle Street, before Anzac Avenue

Cumberland Street, Countdown, City (Stand
4)

Via George Street

Cnr George St & Albany St, outside Otago
Real Estate

George Street, opposite Knox Church

George Street, outside ASB

George Street, outside Farmers

**George Street, between Moray Place &
Bath Street (Stand 7)**

St Clair

Location of Bus Stop

Outwards

Princes St, Evan Parry House (Stand 1)

Princes Street, past Dowling Street

Princes Street, John Wickliffe House

Princes Street, past Jetty Street

Princes Street, 449

Princes Street, Salvation Army

Princes Street, opposite Citibus*

Princes Street, Jean McLean Pavilion

King Edward Street, Underbridge

Hillside Road, 165 (END of ZONE)

Hillside Road, 247

Hillside Road, 319

Hillside Road, 379

Hillside Road, 469

Hillside Road, 557

Forbury Road, opposite 74

Forbury Road, 117

Forbury Road, 161 (END of ZONE)

Forbury Road, 181

Forbury Road, 213

Bedford Street, 7

Bedford Street, on reserve area, opposite 24,
St Clair Terminus*

Via Macandrew Road

King Edward Street, past Hillside Road (END
of ZONE)

King Edward Street, past McBride Street

Macandrew Road, opposite 68

Macandrew Road, 121

Macandrew Road, 153

Macandrew Road corner Dick Street

Macandrew Road, 209

Macandrew Road, 259

Inwards

Bedford Street on reserve opposite 24, St
Clair Terminus*

Forbury Road, 232

Forbury Road, 198

Forbury Road, 160 (END of ZONE)*

Forbury Road, 94

Forbury Road, 64

Forbury Road, 24*

Hillside Road, 618

Hillside Road, 530 outside Fulton Home*

Hillside Road, 482

Hillside Road, past Burns Street*

Hillside Road, outside Transtec

Hillside Road, 168 (END of ZONE)

King Edward Street, underbridge

Princes Street, opposite Pavilion

Princes Street, outside Citibus*

Princes Street, Market Reserve*

Princes Street, between Carroll & Stafford
Streets

Princes Street, Clear House

Princes Street, past Dowling Street

Princes St, entrance to Savoy Building (Stand 2)

Via Macandrew Road

Macandrew Road, 282

Macandrew Road, 252

Macandrew Road, 240

Macandrew Road opposite Kirkcaldy Street

Macandrew Road, 154

Macandrew Road, 122

King Edward Street, 275

King Edward Street, Discount Furniture
(END of ZONE)

St Kilda

Location of Bus Stop

Outwards

Via Prince Albert Road

Princes St, Evan Parry House (Stand 1)

Princes Street, past Dowling Street

Princes Street, John Wickliffe House

Princes Street, past Jetty Street

Princes Street, 449

Princes Street, Salvation Army

Princes Street, opposite Citibus*

Princes Street, Jean McLean Pavilion

King Edward Street, Underbridge

King Edward Street, past Hillside Road (END of ZONE)

King Edward Street, 220

King Edward Street, 300

King Edward Street, 340

King Edward Street, 386

Prince Albert Road, past Bay View Road

Prince Albert Road, past New Street

Prince Albert Road, 71

Prince Albert Road, 95

Prince Albert Road, outside St Kilda Store

Victoria Road, before Royal Crescent

St Kilda Terminus by Tahuna Motor Camp store, Victoria Rd (END of ZONE)*

Via Bay View Road & Richardson Street

King Edward Street, 386

Bay View Road, 71

Bay View Road, 87

Bay View Road, 111

Bay View Road, 143

Richardson Street, before Moreau Street

Richardson Street, 46

Richardson Street, 8

Prince Albert Road, 71

Via Macandrew Road & Richardson Street

King Edward Street, 220

Macandrew Road, opposite 68

Macandrew Road, 121

Macandrew Road, 153

Macandrew Road, 175

Kirkcaldy Street, 10

Kirkcaldy Street, 20

Kirkcaldy Street, 56

Bay View Road, 143

Richardson Street, before Moreau Street

Richardson Street, 46

Richardson Street, 8

Prince Albert Road, 71

Inwards

St Kilda Terminus, by Tahuna Motor Camp store*

Victoria Rd, by Hancock Park

Prince Albert Road, by Beach Hotel*

Prince Albert Road, 110

Prince Albert Road, just past Council Street*

King Edward Street, opposite Wynyard Street

King Edward Street, 413

King Edward Street, 375*

King Edward Street, 275

King Edward Street, Discount Furniture (END of ZONE)

King Edward Street, Underbridge

Princes Street, Jean McLean Pavilion

Princes Street, outside Citibus*

Princes Street, Market Reserve*

Princes Street, between Carroll & Princes Streets

Princes Street, Clear House

Princes Street, past Dowling Street

Princes St, entrance to Savoy Building (Stand 2)

St Kilda

Outwards

Via Richardson Street & Bay View Road

Prince Albert Road, DCC Service Centre
Richardson Street, 9
Richardson Street, 41
Richardson Street, 61
East Avenue, 23
Bay View Road, 238
Bay View Road, 188
Bay View Road, 126
King Edward Street, 413

Via Richardson Street & Macandrew Road

Outwards

Prince Albert Road, DCC Service Centre
Richardson Street, 9
Richardson Street, 41
Richardson Street, 61
East Avenue, 18
Kirkcaldy Street, 55
Kirkcaldy Street, 19
Kirkcaldy Street, 7
Macandrew Road, 154
Macandrew Road, 122
King Edward Street, 413

Shiel Hill

Location of Bus Stop

Outwards

George St, between Moray Place & Bath Street (Stand 7)

Princes St, Evan Parry House (Stand 1)

Princes Street, past Dowling Street

Princes St, outside former Chief Post Office

Princes Street, past Jetty Street

Princes Street, 449

Princes Street, Salvation Army

Andersons Bay Road, Southern Tavern

Andersons Bay, Mitsubishi Motors

Andersons Bay, outside Methvens (END of ZONE)*

Andersons Bay, Cooke Howlison

Andersons Bay, Woolworths*

Andersons Bay, opposite Royal Crescent

Musselburgh Rise, Belmont Lane

Musselburgh opposite Drapery

Musselburgh Rise, 141

Musselburgh Rise, Bayfield Park (END of ZONE)

Silverton Street, 23

Silverton Street, 57

Highcliff Road, 1

Highcliff Road, 51

Highcliff Road, 73 just before gateway to Andersons Bay School

Highcliff Road, corner Every Street

Highcliff Road, 157

Highcliff Road, 193-195

Highcliff Road, 247

Highcliff Road, 281, Shiel Hill Terminus

Via King Edward St & Macandrew Road

Princes Street, opposite Citibus

Princes Street, Jean McLean Pavilion

King Edward Street, Underbridge

King Edward Street, past Hillside Road (END of ZONE)

King Edward Street, past McBride Street

Macandrew Road, Dunlop Flow Technology

Macandrew Road, opposite Dunedin City Ford

Inwards

Shiel Hill Terminus Highcliff Road, 284*

Highcliff Road, 242*

Highcliff Road, 196

Highcliff Road, 160*

Highcliff Road, 114*

Highcliff Road, 82* (to be built 2005-06)

Highcliff Road, 38

Silverton Road, 72*

Silverton Road, 50

Musselburgh Rise, Plunket Rooms*

Musselburgh Rise, 192 (END of ZONE)* (to be built 2005-06)

Musselburgh Rise, 140

Musselburgh Rise, 80, outside Sunshine Café & Takeaway

Musselburgh Rise, 42

Andersons Bay Rd, just before Bay View Rd

Andersons Bay Rd, just past Oxford St (outside KFC)

Andersons Bay Rd, between Melbourne St and Macandrew Rd (outside McDonalds)

Andersons Bay Rd, just past McBride St (END OF ZONE)

Andersons Bay Rd, outside Caledonian Gymnasium

Andersons Bay, by The Oval

Princes Street, Market Reserve*

Princes Street, between Carroll & Stafford Streets

Princes Street, Clear House

Princes Street, past Dowling Street

Princes St, entrance to Savoy Building (Stand 2)

Via Macandrew Road & King Edward St

Macandrew Road, Dunedin City Ford

King Edward Street, 275

King Edward Street, Discount Furniture (END of ZONE)

King Edward Street, Underbridge

Princes Street, Jean McLean Pavilion

Princes Street, outside Citibus

Wakari / Helensburgh

Location of Bus Stop

Outwards

Octagon, Hoyts Cinema (Stand 3)

Stuart Street, King Edward Court
Stuart Street, OBHS Layby*
Stuart Street, OBHS Tennis Courts
Stuart Street, corner Strathmore Crescent
Stuart Street, below Roslyn (END of ZONE)
Taieri Road, 117*
Nairn Street, opposite 166
Dale Street, 7
Chapman Road, 37
Chapman Road, 65
Chapman Road, 119
Chapman Road, opposite 160
Balmacewen Road, 178
Balmacewen Road, 206
Mayfield Avenue, 66
Crichton Street, corner Greenhill Street
Greenhill Ave, corner Shetland Street
Shetland Street, 153 (Wakari Terminus)
Shetland Street, 187 (END of ZONE)
Helensburgh Road, 193-195
Helensburgh Road, 261
Helensburgh Road, 281
Wakari, 150
Tuckett Street, corner Centennial Avenue,
Helensburgh Terminus
Wakari Road, opposite 45
Wakari Road, opposite 21-23
Taieri Road, outside Lesley Groves Hospital,
Wakari Hospital terminus*

Via Taieri Road

Taieri Road, 155
Taieri Road, 185
Taieri Road, Fern Tree Reserve
Taieri Road, 251
Taieri Road, 269 (END of ZONE)

Inwards

Taieri Road, outside Lesley Groves Hospital,
Wakari Hospital terminus*
Wakari Road, 19
Wakari Road, 45
Tuckett Street, corner Centennial Avenue,
Helensburgh Terminus
Helensburgh Road, opposite 281

Helensburgh Road, 266
Helensburgh Road, 196
Shetland Street, opposite 187 (END of ZONE)*
Forresbank Ave, 5 (Wakari Terminus)*
Crichton Street, 9
Mayfield Avenue, 63
Lynn Street corner Balmacewen Road*
Balmacewen Road, 185
Chapman Road, 160
Chapman Road, 120
Chapman Road, corner Lynn Street*
Chapman Road, 46 outside Balmacewen
Intermediate*
Dale Street, 2*
Nairn Street, 68
Taieri Road, opposite 117*
Stuart Street, layby before Highgate* (END
of ZONE)
Stuart Street, opposite Strathmore Cres
Stuart Street, Littlebourne Road
Stuart Street, 330
York Place, Jehovah Witness Church
Filleul Street, outside 40
George Street, outside ASB
George Street, outside Farmers
**George Street, between Moray Place &
Bath Street (Stand 7)**
Princes Street, Evan Parry House (Stand 1)

Via Taieri Road

Taieri Road, 278 (END of ZONE)*
Taieri Road, 240
Taieri Road, corner Gilmore Street
Taieri Road, 178

Via Balmacewen Rd

8 Balmacewen Rd, Blantyre Rd cnr, midway
between 269 Helensburgh Rd & 8
Balmacewen Rd (evenings & weekends only)

Wakari Rd, Taieri Rd to Wakari Hospital & return

Wakari, 150
Wakari Road, opposite 45
Wakari Road, opposite 21-23
Taieri Rd, opposite Wakari Hosp. Entrance*
Taieri Rd, outside Lesley Groves Hospital,
Wakari Hospital terminus *
Taieri Rd, Wakari Hosp. Entrance
Centennial Ave/ Tuckett St, Helensburgh
terminus

Waverley / Highcliff

Location of Bus Stop

Outwards

Dunedin Terminus, Stand 5 at Centre City New World in Cumberland Street
Albany Street, edge of Museum Reserve
Castle Street, 287
Castle Street, past Hanover Street
Castle Street, past St Andrews Street
Castle Street, just before Anzac Avenue
Rattray Street, just past Bond Street beside NZ Post
Princes Street, past Jetty Street
Princes Street, 449
Princes Street, Salvation Army
Andersons Bay Road, Southern Tavern
Andersons Bay, Mitsubishi Motors
Andersons Bay, outside Methvens (END of ZONE)*
Andersons Bay, Cooke Howlison
Andersons Bay, Woolworths
Portobello Road, past Timaru Street
Portobello Road, outside Lock'n Leave (END of ZONE)
Larnach Road, past Marne Street
Larnach Road, on reserve just past 75 Waverley Terminus*
Larnach Road, 127, before Shandon Rd
Larnach Road, 175
Larnach Road, 187
Larnach Road, 199
Larnach Road, 219
Larnach Road, 241
Larnach Road, outside Church
McKerrow Street, 31
McKerrow Street, 69 Waverley / Highcliff Terminus

Inwards

McKerrow Street, 56-58, Waverley/ Highcliff Terminus
McKerrow Street, 30
Murano Street, 64
Scobie Road, 35
Belford Street, 144
Belford Street, on reserve, opposite 131
Belford Street, 94*, just past Mainwaring Street
Belford Street, 68
Eastbank Street, 8
Scott Street, opposite Scout Hall
Larnach Road, before Marne Street
Portobello Road, past Portsmouth Drive (END of ZONE)
Portobello Road, before Bay Junction Service Station
Andersons Bay Rd, just before Bay View Rd
Andersons Bay Rd, just past Oxford St (outside KFC)
Andersons Bay Rd, between Melbourne St and Macandrew Rd (outside McDonalds)
Andersons Bay Rd, just past McBride St (END OF ZONE)
Andersons Bay Rd, outside Caledonian Gymnasium
Andersons Bay, by The Oval
Crawford Street past Caltex Service Station
Crawford Street, opposite Downtown Motors
Crawford Street, outside BBQ Factory
Crawford Street, opposite Whitcoulls
Cumberland Street, Countdown
Dunedin Terminus, Hanover Street, outside Physio Dept*