

**Regional  
Passenger Transport Plan  
for Otago**  
2008 edition  
Update of 2003 edition

Otago Regional Council

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# 1. Introduction

## 1.1 Passenger transport – the role of the Otago Regional Council

The Otago Regional Council (ORC) is responsible for planning and registering public passenger transport services in Otago.

In addition, where in the Council's opinion necessary services are not available, the Council can provide those services through contracts with transport operators. In effect, the contract provides a subsidy for the service to ensure it can be provided.

The Council consults with the community to identify service needs not met by commercial services, and undertakes the tendering process for the supply of these services.

Currently, about 60% of Dunedin City's bus passengers use contracted bus services. The other 40% travel on services that are provided commercially. These commercial services are not under contract to the Council nor are they subsidised, or subject to the Council's standards and procedures.

## 1.2 The Regional Passenger Transport Plan

The Regional Passenger Transport Plan (RPTP) specifies those urban bus services it may contract in the Otago region (if these are not provided commercially). The Transport Services Licensing Act 1989 provides the legislative basis for the RPTP. The RPTP contains the Council's policies for the provision of an adequate and appropriate passenger transport system for the region (which includes Dunedin contracted bus services and the Total Mobility Scheme). The RPTP is a component part of the Regional Land Transport Strategy. Its companion document "Passenger Services Procedures" contains the Council's policies and procedures for tendering for bus services and for dealing with Passenger Service registrations.

To fulfill its responsibilities, the Council regularly reviews its RPTP and releases each new RPTP as a draft for community comment. This document is the September 2008 plan change.

## 1.3 Total Mobility

The Council also administers the Total Mobility Scheme, which provides a transportation system for people with disabilities. This service operates in the Dunedin area and also Oamaru, Queenstown, Wanaka, Alexandra, Cromwell and Balclutha.

## 1.4 Goals and objectives

### Passenger transport goal:

**PROVIDING A QUALITY, SAFE AND AFFORDABLE PUBLIC TRANSPORT SERVICE WITHIN OTAGO.**

#### Objectives:

1. Alternatives to private motor vehicles are readily available, especially to assist the transport disadvantaged and people with disabilities.
2. The patronage of scheduled bus services in the region is increased by 2% per annum over the next five years.
3. Maintain an equitable and transparent pricing and funding system.
4. Public passenger transport is promoted as a way of minimising adverse environmental effects from vehicles, including exhaust emissions.
5. Encourage the provision of public transport services on a commercial basis.
6. Foster high bus quality standards.

## 1.5 Key changes

### 1.5.1 Key changes made in July 2003

- A new measure designed to make the practice of rebuilding buses an unattractive option.
- Two measures have been introduced to help reduce the overall age of Dunedin bus fleets. Firstly, the maximum age for buses on contracted services is being reduced to 15 years (unless the bus has undergone an approved rebuilding process. The maximum age including any rebuilding is 20 years). Secondly, Council will pay a 10% premium for fleets with no buses aged over 12 years and 15% for fleets of buses aged 10 years or less from the date of first registration.

Refer "Passenger Services Procedures" 1.9 *Optional Evaluation Factors* for details of this initiative. Note: This was amended in 2008.

- The Council will consider proposals for electric-hybrid and/or alternative fuel powered vehicles on services that travel through Dunedin's central business area.
- A new maximum fare structure which will increase the adult cash fares by an average 9.6% (across the seven zones) with proportional increases in the discounted child and beneficiary fares that will apply for the 2003 tender round and will take effect on all contracted services from 1 July 2003.

### 1.5.2 Key changes made in March 2008

In 2008, the Council made several changes to the RPTP. These were (1) the addition to Section 1.5 of the following definition of Dunedin's public transport network; (2) replacement of the section on fares with a new section; and (3) the addition of a new Section 6 on integrated ticketing.

#### Definition of Dunedin's public transport network

The Dunedin public transport network covers the metropolitan area and generally extends to Brighton, Mosgiel, Harington Point, Careys Bay, Pine Hill, Normanby, Brockville and Halfway Bush. The network is largely radial, with routes running through key interchange points, which may be combined with circular or cross-suburban connections where necessary to expand coverage and connectivity of the network. A weekday service between Palmerston and Dunedin is also part of the network.

Council will review the level of bus fares each year as part of annual planning.

The Council also broadened the range of optional (non-cost) factors the Council may use when evaluating tenders, extending this beyond merely the age of buses (see accompanying Passenger Service Procedures).

### **1.5.3 Key changes made in September 2008**

In September 2008, the Council made several changes to the RPTP and accompanying Passenger Services Procedures:

- Inclusion of policy providing for Dunedin's public transport to be a single integrated system
- Amendment of policies and standards on fleet and vehicle quality to ensure the overall quality and environmental standard of the fleet continues to improve and is consistently high
- Extension of existing policy on contracting-over commercial services to allow Council to consider contracting over commercial services with sub-standard vehicles
- Inclusion of policies to better provide for accessible transport, covering vehicles, infrastructure, driver training and timetable information, both on the web and at stops
- Update of the Schedule of Services
- Update to the legal framework (Section 2.1).

## 2. Funding

### 2.1 Legal framework

The Land Transport Amendment Act 2003 and Amendment Act 2008 provide the basis for regional councils to make payments for the provision of passenger transport services and receive subsidy funding from central government. The New Zealand Transport Agency allocates central government funding for passenger transport alongside projects for roading, alternatives to roading and road safety in its National Land Transport Programme.

Under the Transport Services Licensing Act 1989, details of commercial services (such as company name, service levels, routes, operating hours, fares) are required to be registered with the regional council.

The Public Transport Management Act comes into force on 1 January 2009 and repeals the Transport Services Licensing Act.

### 2.2 Funding sources for public transport

The ORC provides financial support for two types of passenger services within the Otago region:

- Contracted public transport services in the Dunedin urban area
- The Total Mobility Scheme.

There are also public transport services operating within Dunedin City and Otago that are provided on a purely commercial basis. They receive no financial support from the regional council. The Council encourages commercial provision of passenger transport services within Dunedin City. This is consistent with the RPTP's objective of achieving a socially acceptable level of passenger transport within the region, provided on a full commercial basis wherever possible.

### 2.3 Funding priorities for public transport

If available funding for contracted public transport is insufficient to provide for all this RPTP's identified community transport needs and expectations, the funding will be ranked according to the following general priorities:

**Priority 1:**

Services providing for journeys to and from work in urban areas (typically peak periods).

**Priority 2:**

Services providing for journeys to and from shopping, medical, and personal business activities (typically interpeak periods on weekdays).

**Priority 3:**

Services providing for weekday evenings and Saturdays.

**Priority 4:**

Services providing for journeys on Sundays and public holidays.

## 3. Provision of services

Passenger transport in Otago meets a whole variety of transport needs, ranging from short urban trips for commuters to long haul trips for tourists and intercity travellers. The mode and type of vehicle can vary widely and includes taxis, shuttle vans, minibuses, large buses and tourist rail passenger services.

Fully commercial operations provide most of these services. Commercial services will continue to be the main means for responding to passenger transport demand within Otago including all services between towns and cities.

### 3.1 Integrated and accessible public transport system

**Objective: An integrated and accessible public transport system in Dunedin.**

#### Policy a

An integrated Dunedin public transport system covering the urban area and generally extending to Brighton, Mosgiel, Harington Point, Careys Bay, Pine Hill, Normanby, Brockville and Halfway Bush, with a consistent standard of fare structure, service, vehicle quality, ticketing system, technology and timetable information.

#### Policy b

An overall radial network structure of routes in the integrated Dunedin public transport system, running through key interchange points, combined where necessary with circular or cross-suburban connections to expand coverage and connectivity of the network, and designed to minimise overall travel time for bus patrons.

#### Policy c

Services between Dunedin and other locations in the region, including the contracted service between Palmerston and Dunedin, are integrated with the Dunedin urban public transport system as far as possible.

**Policy d:** The Council works with Dunedin City Council and the New Zealand Transport Agency to ensure infrastructure and road markings for public transport services, the provision of street furniture and fixtures, plus bus stops of adequate configuration, length, numbering and lighting.

**Policy e:** Public transport infrastructure is accessible to those with different access and mobility requirements and provided to the following standard:

- i Inner city: seats at all stops in both directions along routes
- ii Central business district outside the inner city, including the Campus Circuit route: shelters at all stops in both directions along routes
- iii Elsewhere in the city's bus network: bus shelters at all stops on a route bound for the central business district and/or tertiary campuses, and at all stops which are key boarding or transfer points in the network.

#### Policy f

All routes and bus stops are numbered and route, timetable and trip information about bus services is designed to encourage increased bus patronage and is provided in a format and manner accessible to all residents and visitors including those with visual impairments. All buses are to display information on current timetables, fares and fare concessions.

#### Policy g

Operators of contracted public transport are required to train their management and drivers in customer service, including specialised training in assisting passengers with disabilities, different access and mobility requirements or those with mobility aids, prams and strollers.

## **Policy h**

In the integrated Dunedin public transport system, the Council will contract over commercial services when it deems this necessary to deliver the objectives and quality or level of service specified in this RPTP, including for such matters as standard of vehicles, customer service, fare structure and level, and ticketing system.

## **Policy i**

The Council will periodically review all services in order to maintain quality.

## **Explanation**

### **Integration**

In Dunedin, the Council seeks an integrated public transport system in order to provide the standard of service sought by the community and to increase patronage. Integration should include, but not be limited to, fare structure, vehicle quality, ticketing, timetable and fare information, technology (e.g. for ticketing transactions), infrastructure, plus a uniform standard of service. The Council also seeks to integrate with the Dunedin urban network, as far as possible, both the Dunedin Palmerston service and any (existing and future) public transport services between Dunedin and other locations in the region. As the contract for the Dunedin-Palmerston service nears its end (mid-2009) the Council will cost the options for running an accessible bus on the service and will consult the Waikouaiti Coast Community Board.

The Council intends to contract over services which do not meet the standards specified in this RPTP. Bus operators need time, however, to make the investment necessary to deliver this standard of service. Therefore, when a commercial service that is registered and operating when the plan change is adopted does not meet the standard in the RPTP, the Council will not put out tender documents in order to contract over that commercial service for at least three months from the time the pertinent standard being breached was adopted by Council.

Once the Public Transport Management Bill is enacted, the Council will review the quality of vehicles on commercial services<sup>1</sup>.

### **Infrastructure**

To make bus travel more convenient, comfortable and healthy, the Council intends to provide a higher and a more consistent standard of infrastructure. The perceived comfort and convenience of travel conditions has significant direct and indirect impacts upon people's health, wealth and happiness. Moreover, improving the quality (comfort, convenience, reliability and safety) of public transport attracts discretionary travellers (people who could drive). In upgrading the standard of infrastructure over the five years commencing 2007/08, priority for new shelters and seats will be given to stops with a high number of users, or with exposed conditions, a high proportion of elderly users or long spacings between buses. The requirements for infrastructure need to be closely co-ordinated between the Council and road controlling authorities (the DCC and the New Zealand Transport Agency).

Council is to investigate, with Dunedin City Council, suitable designs for structures providing shelter from wind, as part of the consideration of bus stop locations in the central city.

The Council seeks adequate lighting when upgrading or erecting new shelters, to promote safety and perceptions of safety for bus users.

### **Timetable information**

The Council intends providing timetables at all bus stops within 21 months of the RPTP change being adopted.

### **Different access and mobility requirements**

The Land Transport Management Act 2003 requires the Council to consider the needs of the transport-disadvantaged. A large proportion of Dunedin residents do not have access to private transport. It is essential that these people, and people with different access and mobility requirements including disabilities who wish to

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<sup>1</sup> The Public Transport Management Act comes into force on 1 January 2009.

use scheduled services, are able to access public transport to help them fulfil their daily needs. The Council's preference is for those with disabilities travelling on public transport to be able to do so unassisted wherever possible (rather than to require assistance). For those who have difficulty with, or are unable to use, scheduled services the Council administers the Total Mobility Scheme.

If/when national standards for accessible buses are passed, the Council will review its standards for buses.

### Driver training

The Council expects bus drivers to provide customer service. Mandatory training is intended to ensure both operators and drivers have the appropriate awareness and skills for this. By making training mandatory, the idea that drivers may not have the time, skills or willingness to assist those with different access and mobility requirements – a potential barrier to taking the bus for some, even if the vehicle is physically accessible – should be overcome.

The Council expects bus passengers to act courteously. This includes children standing and offering their seats to adults when a bus is full. The Council supports bus drivers in arranging passengers when necessary to ensure those with different access and mobility requirements (e.g. the elderly, those with mobility aids, pregnant women and adults with small children) have suitable seating.

### Capacity for carrying mobility aids, prams and strollers inside buses

When a bus is loaded to near-capacity and the seats in the area provided for carrying wheelchairs are occupied, a bus driver needs to make a decision about whether/how to accommodate a passenger who wishes to bring a wheelchair, mobility aid, pram or similar equipment into the bus. The Council expects the driver to make every reasonable endeavour to accommodate the passenger and equipment, even if this means asking some passengers to move seats or stand, provided NZ Transport Agency-specified passenger loading and/or weight limits are not exceeded.

## 3.2 Commercial services

Any or all of the public transport services specified in this RPTP (refer Appendix 1) may be provided commercially (without the need for financial assistance from the regional council). The ORC will consider contracting-over commercial services when this is necessary to achieve objectives and standards in this RPTP, including those concerning fares and vehicle quality.

The Council will consider applications for commercial registration of services at any time, and before the tendering process begins, may invite registrations for commercial services.

## 3.3 Contracted services

The ORC contracts a number of urban passenger transport services within the Dunedin urban area under a competitive tendering procedure required by the New Zealand Transport Agency. These services are reviewed according to the service level guidelines contained in this RPTP (refer Table 1) to meet the changing travel patterns of people and the ongoing development of Dunedin city.

Table 1: Service level guidelines

Aspect	Guidelines
1. Service area	Public transport services are to be provided in the Dunedin urban area, subject to suitable roads/routes existing, where demand reaches minimum levels. (Aspects 4,5).
2. Access distance	At least 90% of residences in each suburb are to be within the following walking



## 3.4 Special school services

### 3.4.1 Guidelines for the provision of special school bus services

The ORC currently contracts for the provision of a limited number of school bus services within Dunedin which are operated as part of the timetabled urban services or as special school services. These special school services are provided for school children when the service fits within a contracted service or an extension of such a service. These special services were considered by the Council when volumes were sufficient to justify the service and the service could be put in place at a cost no greater than using a normal contracted service. These services are included in the Schedule of Specified Services (Appendix 1) and will continue to be provided, as appropriate.

A number of special school services within the Dunedin urban area are also being provided as commercial services, which is consistent with the Council's objective of encouraging commercial provision of services.

The Ministry of Education has policies for students commuting to primary and secondary schools. Those policies allow for assistance by the Ministry for some transport requirements. The Ministry's policies provide for their contracting of special school bus services in defined circumstances.

Where special school services are not being provided commercially, the Council may consider the provision of additional school services according to the Service Level Guidelines set out in Table 1. However, this will only occur after options for chartering school bus services have been fully explored by schools and parents. Where chartering is not practical, the Council will only consider the provision of contracted special school bus services where estimated loadings are sufficient for this to be no more expensive than carrying students on existing timetabled public transport services or adding additional public transport services.

Where school buses are provided under these conditions, chartered services will not be permitted to compete against the contracted special school services. However, a charter arrangement or a commercial registration may be approved as a replacement for a contracted service at a future date, in which case the contract may be varied with agreement of Council and any affected contractor.

Those schools whose requirements are not met by a commercial service, the Ministry of Education's policies or contracted ORC service are responsible for their own student commuting arrangements.

# 4. Fares

## 4.1 Fare policy

The Transport Services Licensing Act 1989 gives the ORC the scope to set the maximum fares which can be charged on its contracted passenger transport services. The Council has used a standard fare structure which is practical, equitable, keeps fares lower than comparable single-occupant car travel costs, encourages the use of the public transport system and brings in sufficient fare revenue to cover a significant proportion of the operating cost.

It will always be necessary to balance the desired service levels and fares against the level of funding which the community can afford. In making this judgement, both fares and service levels need to be taken into consideration, as well as the effect of changes on road congestion and other community goals.

In September 2008, the Council resolved to remove fare schedules from this RPTP and accompanying Passenger Services Procedures, and to review bus fares annually during preparation of the annual plan (see footnote <sup>2</sup>).

### 4.1.1 Fare levels on contracted services

In setting fares at a suitable level, the regional council is in effect setting maximum fares that operators may charge on contracted services. As well as ensuring fare revenue covers a significant proportion of operating costs, this maximum fare level ensures that passengers' interests are protected.

Where the maximum fare is exceeded by any commercial service, the Council may consider contracting over the commercial service to ensure that passengers are charged no more than the maximum fare.

In setting the level of fares, the Council takes regard of the following:

- Low fares encourage increased patronage of the passenger transport network and ensure that these are less than the real or perceived costs of operating a private vehicle.
- The level of fares should ensure that fare and other revenue is sufficient to cover a significant proportion of total operating costs. Exceptions may be justified on specified grounds.
- Fares should be reasonable, taking into account the Council's objectives relating to the promotion of mobility and accessibility for transport disadvantaged members of the community.

Fares will be reviewed annually as part of the ORC's annual planning process, commencing with preparation of the 2008/09 draft annual plan. In setting fares, the Council weighs up the considerations of affordability, equity, patronage, and the need to fund improvements. The Council will use 50 percent as the target for fare box recovery, but will accept a lower recovery if necessary to manage the transition to an improved bus system with substantially increased patronage and equitable funding. This principle of farebox recovery seeks fare revenues providing, on an annualized whole of contracted network basis, not less than 50 percent of the gross cost of provision of network services, excluding public infrastructure, planning, and administrative costs.

### 4.1.2 Fare structures

The fare structure implemented by the ORC applies only to scheduled public transport services which are contracted by the regional council. A fare structure based on zones has been applied in the Dunedin urban

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<sup>2</sup> In March 2008, as part of a change to the Plan, 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 this 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.

area, consisting of seven concentric zones with boundaries extending out from the commercial focus of Dunedin. The fare structure is based on a number of geographical zones covering the area in which the service is provided. Passengers pay the same fare for travel anywhere within the same zone and a higher fare for travel into another zone. The fare will be determined by the number of zone boundaries crossed (refer Zone Map next page).

The Council previously adopted, by resolution, a separate fare schedule for the Palmerston - Dunedin weekday service. The mandatory fare concession for GoCard use set out in section 4.1.3 below applies to this service from 1 July 2008.

#### **4.1.3 Mandatory concessions**

For Dunedin urban services, the Council sets the fares for children at around 60% of the corresponding adult fare. This fare is available to any child aged five to 15 years or, on presentation of an authorised secondary school photographic identification card, to any student up to and including 20 years if still at secondary school. Children up to and including the age of four are carried free of charge.

Additionally, the Council requires the following mandatory concessions be provided by operators of contracted bus services:

- A 10% discount on the equivalent cash fare for adult and child trips
  - A 25% discount for beneficiaries – GoBus Extra (instead of, not additional to, the 10% discount).
- People eligible for the GoBus Extra concession are those on a widow's, invalid's or age benefit, or qualifying members of either the Royal Foundation for the Blind or the NZ Association for the Blind and Partially Blind.

These two mandatory concessions are only available for trips purchased with the ORC's GoCard.

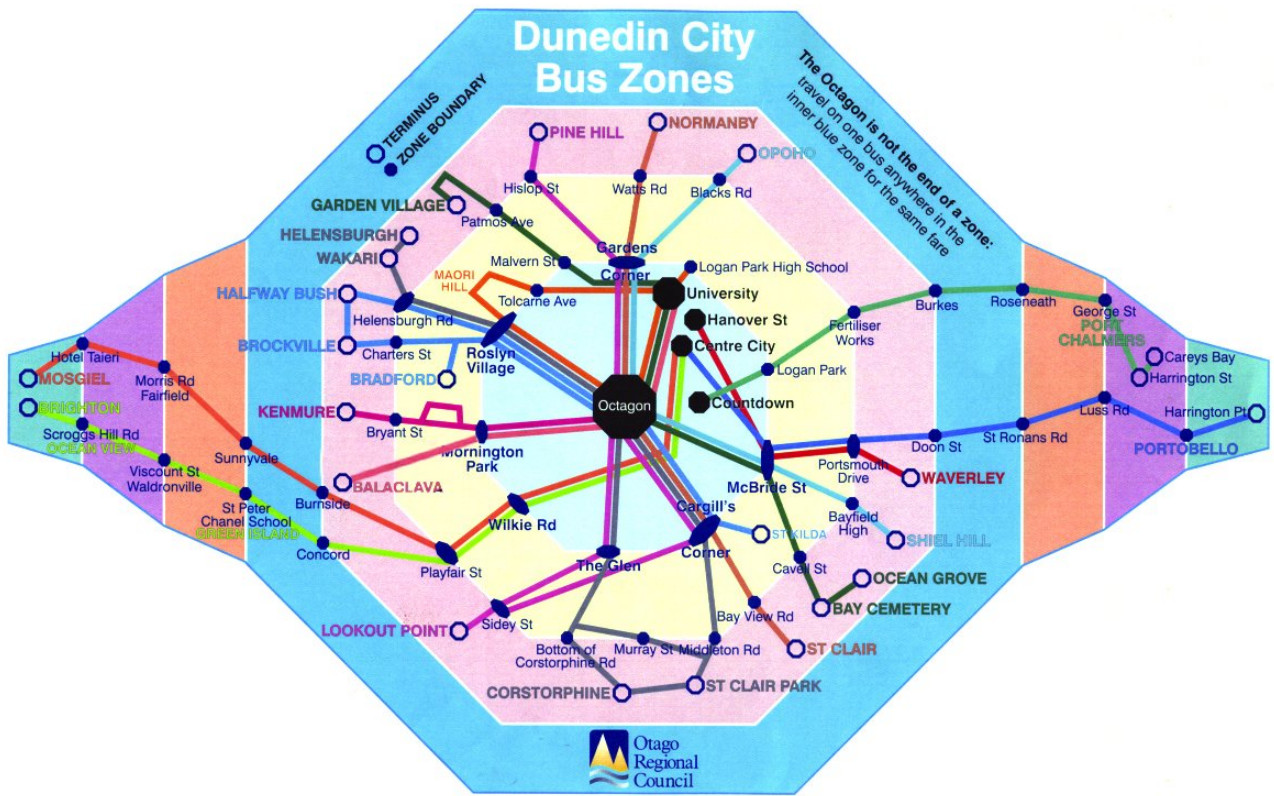
Bus companies may offer greater discounts than these concessions, provided they offer these through the regional council's GoCard.

#### **4.1.4 Optional concessions**

Operators are free to offer additional operator-specific travel products, for example a daily pass or monthly pass, at their own discretion and cost.

Any such products shall only be available through the regional council's integrated ticketing system and GoCard, unless otherwise approved by Council.

# DUNEDIN FARE ZONE MAP



## 5. Vehicle and fleet quality

**Objective:** A consistently high standard of vehicle that meets the needs of all actual and potential users, encourages non-bus users and occasional users to make more frequent use of public transport services and enhances environmental sustainability through reduced emissions.

**Policy a:** All buses running contracted services in the integrated Dunedin public transport system share a visible common identity.

**Policy b:** For the Dunedin integrated public transport system, the Council sets quality standards to ensure that the quality of the collective bus fleets improves over time, and that every bus operating in an operator's fleet meets certain minimum requirements. These standards include mandatory minimum standards for all buses (new or secondhand) that enter contracted services for the first time after this RPTP is adopted either at the commencement of a new contract or during an existing contract.

**Policy c:** For contracted services between Dunedin and other regional centres, or services elsewhere in the region, the Council sets vehicle quality standards before tendering and includes these standards in tender documents.

**Policy d:** The following maximum-permitted age limits apply to vehicles throughout the duration of any contract in the integrated Dunedin public transport system:

- i On school services: 15 years;
- ii For all other services: 15 years.

**Policy e:** Any bus added to the integrated Dunedin public transport system is a low-floor, wheelchair-accessible vehicle and, from mid-2010, all buses used on off-peak service are low-floor, wheelchair-accessible vehicles. Any new or re-tendered contracted services in the integrated Dunedin public transport system are provided by low-floor, wheelchair-accessible buses.

**Policy f:** In the evaluation of tenders for contracted services, rebuilt buses do not receive any advantage from the rebuilding. Re-built buses must meet the mandatory and minimum standards set for buses.

**Policy g:** Emissions reduced through an increased percentage of public transport services operated by low-emission vehicles, and through all public transport vehicles being maintained in accordance with the pertinent manufacturer's specifications to ensure ongoing compliance with emissions standards.

### Explanation

In order to ensure that public transport meets customers' needs and is an attractive alternative to private cars, contributing to achieving the patronage targets underlying this RPTP, it is necessary to improve the overall quality and aesthetics of the bus fleet in Dunedin, particularly the vehicles at the lower-end of the fleet. At the same time, the level of emissions from the bus fleet must be controlled for environmental reasons.

### Common identity

The GoBus brand supports the drive to increase patronage of public transport. There needs, however, to be room for significant prominent individual operator identity allowing patrons to readily choose a particular operator wherever choice is available, and to allow operators to be readily dissociated from any other operator's actions or services.

### Vehicle quality

This determines how accessible bus services are to those with different access and mobility requirements – not only those using wheelchairs but also passengers with children in prams, buggies and strollers, for

example. It is important to provide an accessible service for as much of the population as affordably possible. Low floor buses help achieve that accessibility. Vehicle quality also affects passenger comfort, aesthetics and cleanliness, factors affecting whether people choose to use buses.

Accordingly, the Council sets policies and standards on vehicle quality to guide the award of bus service contracts. These standards are intended to be reasonably consistent with those in nearby regions in order to provide operators with some flexibility when investing in upgrading their bus fleets.

### **Explanation of the system defining vehicle quality**

To see the full system of vehicle quality standards, one must read the RPTP in conjunction with the Passenger Services Procedures which contains the detail of those standards. The system, as proposed in this RPTP change, consists of:

- an overall objective plus a set of policies (above)
- a list of features compulsory on all vehicles [*Procedures, Appendix 1, Part A section 3*]
- an additional list of compulsory features for all vehicles entering the fleet for the first time [*Procedures, Appendix 1, Part A section 4*]
- for individual vehicles, a grading scale for a suite of features almost all of which have compulsory minimum standards [*Procedures, Appendix 1, Part B, as summarised in Table 1, Part A*]
- a minimum total points level that each vehicle must meet, calculated from the above grading [*Procedures, Appendix 1, Part A Table 2, explained in Part B section 1.1*]
- mandatory minimum standard for each operator's fleet profile (excluding school buses) calculated through the grading system for individual vehicles [*Procedures, Appendix 1, Part B along with Table 2, Part A section 5.2*].

There are two types of occasion when the Council assesses whether a vehicle can be used on a contracted service: when assessing tenders, and when an operator applies to add a vehicle to the fleet for use on existing contracts. Any such vehicle must first meet the compulsory standards for all vehicles, with those entering the fleet for the first time having to meet further standards. Any vehicle being considered for use on any contracted service other than a school bus run is then graded individually for each listed feature, and a total score calculated for that vehicle. Almost all those features have a compulsory minimum standard which must be met (additional to the initial lists of compulsory features). A vehicle may also be rejected if its combined total score on all features falls below a defined minimum points score. For each operator, the individual scores for each approved vehicle are then amalgamated into a fleet profile, which must also fall within set levels. Operators must maintain their fleet profile at an appropriate standard at all times during the life of a contract. Each vehicle's score is adjusted at least once a year for age and condition.

Those vehicles to be used solely on school bus runs are graded separately; their points total is not used to calculate that operator's overall fleet profile. These vehicles cannot be used on other contract services.

Compared to the 2003 system this revised system incorporates seven types of change designed to ensure steady progress towards the target of a fully accessible bus fleet of a more consistently high standard at a cost acceptable to the public and manageable by the bus operators:

- inclusion of an objective and set of policies, some new and some (such as maximum vehicle age) based on provisions in the 2003 standards
- addition of a set of compulsory features for vehicles entering the fleet for the first time
- the points credit for age that rebuilt buses previously received is no longer available
- a change to the minimum mandatory standards/grading system for destination displays on individual vehicles, and

- a significant change to the points system used to calculate the fleet profile – the minimum requirement for a fleet profile being raised in 2010 and again in 2015
- deletion of quality standards for small passenger service vehicles (which have not been applied for some time)
- a change to the procedure for dealing with disputes (to reflect current practice).

Until the bus fleet in Dunedin's integrated public transport system consists solely of low-floor buses, wheelchair-accessible buses will not necessarily be available for every service in the peak period on weekdays (7.30am to 9am and 3.00pm to 6.00pm).

The quality standards for small passenger service vehicles are historic and of no further practical use. Should small vehicles be needed on a single service, the Council will include appropriate specifications in the pertinent tender/contract documentation.

### **Mandatory minimum standard for each operator's fleet profile**

An operator's fleet is defined as all those vehicles used to provide contracted passenger services to the Council and includes a reasonable allowance for spare vehicles. Each operator's fleet is required to meet a specified score for its fleet profile, defined as a minimum cumulative percentage of the fleet within specified point ranges. As vehicles qualifying with the minimum standard for new buses enter the fleet, replacing older vehicles, they will each help lift the profile of that operator's fleet. The points profile within which each operator's fleet must fit will be lifted over time to ensure progressive improvement in the quality of each fleet.

### **Compulsory features on all vehicles**

In addition to a certificate of fitness, all vehicles used on contracted services are required to meet specified mandatory requirements for the following matters:

- number of doors
- front door location
- loading platform dimensions
- radio contact
- exhaust pipe
- vehicle power
- vehicle emissions
- external livery
- heating.

This list applies to vehicles already in the fleet as well as to those entering the fleet for the first time.

### **Additional compulsory features on all vehicles entering the fleet for the first time**

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 specified in the Passenger Services Procedures. These are additional to the above list of compulsory features and address compliance with standards and regulations, body configuration (including low floor and wheelchair accessible), dimensions, minimum passenger capacity, suspension, emissions, grab rails, public address system, destination equipment, next-stop controls, fire-retardant interior fittings and materials, provision of a fire extinguisher, provision of passenger information, passenger comfort, the fare collection system, safety items including door safety and braking systems, provision of wiring to accommodate a video surveillance system, and power.

For operational reasons, it may prove necessary (at some stage) to set limits on the weight and/or dimensions of wheelchair/mobility devices, prams, buggies and strollers able to be carried by bus. Any such limits would be specified in the Passenger Services Procedures.

### **Grading system for specific features on individual vehicles**

The Passenger Services Procedures also set out a grading system for individual vehicles, with minimum and maximum points defined for each of these features:

- age
- appearance – external and internal
- modern-style windows
- floor height
- step heights, depth and visibility
- door width
- aisle width
- seat spacing
- grab rails (entrance and internal)
- signalling devices
- luggage/pram facilities
- destination display panels
- transmission
- suspension.

Each vehicle being considered for use on contracted services is graded individually for each of the above features, and a total score calculated for that vehicle. Each feature, except transmission and suspension, has a compulsory minimum standard which must be met. A vehicle may also be rejected if its combined total score on all features falls below a defined minimum points score.

### **Vehicle quality on commercial services**

There is no rationale for users of commercial services to be faced with lower vehicle quality standards than users of contracted services. The Council therefore seeks consistent standards across commercial and contracted services. This outcome may be achieved through:

- i change in legislation, enabling the Council to set standards for commercial services
- ii in the absence of such legislation, through the Council 'contracting over' as necessary
- iii through other operator incentives, such as a concession fare scheme reimbursement for commercial services to reward them for meeting minimum vehicle quality standards.

These are listed in order of Council's preference.

### **Cycle racks**

Although studies conducted overseas have shown that one way to improve patronage is to enhance the integration of cycling and public transport, a requirement for cycle racks on buses has not been included in these standards. Instead, the Council intends to monitor the outcome of ECan's current (2007 - 2008) trial with cycle racks on buses, which is attempting to resolve issues such as safety and insurance cover. If the Ecan trial is successful, NZ Transport Agency is expected to remove its requirement for an individual dispensation for any bus to carry a cycle rack. When/if this happens, the Council intends to trial cycle racks in Dunedin on buses (to test feasibility under local conditions), with a view to making them a mandatory feature on all buses.

### **Emissions**

The mandatory minimum standards for all buses (new or secondhand) that enter contracted services for the first time require that vehicles comply with New Zealand Government's regulatory regime. Emission standards for buses are the same as those for other types of heavy vehicles (trucks) operating in New Zealand. The New Zealand Government's regulatory regime relies heavily on the latest emissions standards imposed in Europe,

Japan and Australia. These standards have become progressively more stringent over the last 15 years. The Council believes that the Government's regulatory regime provides an adequate standard of emission control for heavy vehicles, buses included. There is not a strong case for the Council to adopt a go-it-alone policy to reduce bus emissions ahead of what are expected to be progressively more stringent national standards.

Maintaining buses to the manufacturer's maintenance specification is the most effective way to ensure that buses are compliant with the appropriate emissions standard. Periodic testing will be used to verify ongoing compliance. The Council has provisions in bus contracts that allow it to order smoky vehicles off the road for testing and any necessary maintenance or repairs.

### **Alternative fuels**

Although the Joint Passenger Transport Working Party focused on electric/hybrid buses as a potential clean, energy-efficient alternative to diesel buses, there may be other alternatives. Globally, transport energy has entered a period of transition, as evidenced by the significant range of developments and trials with alternative fuels and drive systems, and the widespread availability of hybrid cars. This transition period is likely to continue for 30 or more years, with significant expenditure on vehicle development during this time. The trial, introduction (and subsequent withdrawal) of further alternatives and technologies is likely to occur in this period. In the long-term, hydrogen may well dominate the transport energy market. Hydrogen production capacity, cost, the need to replace existing fuel distribution infrastructure, and competition from existing and alternative fuels are all factors that will slow progress towards a hydrogen-dominated transport sector.

One of the issues driving the global energy transition is the uncertainty regarding the future cost and availability of diesel and petrol. The current approach to fuelling bus fleets in New Zealand cities (principally a diesel-only fleet, as in Dunedin) is widely accepted as being unsustainable in the long-term. Accordingly, consideration of alternative fuels and drive systems for buses is necessary in order to manage fuel risk (cost and availability of diesel and petrol) in the future.

Given that the transition in transport energy will be a long-term process, and the replacement of bus fleets is also a progressive long-term process, it is appropriate that the Council maintains a watching brief on developments in alternative fuels and drive systems, in order to be better placed to take advantage of those developments. As the costs associated with conducting a trial of an alternative fuel/drive system bus are likely to be high, public transport operators are unlikely to take the initiative in this area. Accordingly, any such trials will need to be supported financially by the Council. Any trial of an alternative fuel/drive system bus will need to include the provision of the necessary refuelling infrastructure.

## 6. Integrated ticketing

### 6.1 Objective

A common electronic ticketing system which is integrated across the entire Dunedin public transport network, rapid and easy to use.

### 6.2 Policies

Dunedin's public transport network will use an integrated ticketing system that provides for:

- a. an improved understanding of passenger travel patterns, to aid planning and managing the public transport network
- b. a robust administrative platform for operators and the Council
- c. a suitable platform for further improvements to the network and any new fare arrangements that the Council might decide from time to time.

Any operator providing contracted services on the Dunedin public transport network will use the ORC's integrated ticketing system on all services which that operator provides on that network.

All travel on the network will be recorded through the integrated ticketing system.

Council will promote GoCard as its preferred method of collecting fares.

### 6.3 Explanation

In November 2007, the ORC 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 RPTP and making paper multi-trip tickets redundant.

#### 6.3.1 Participation

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.

#### 6.3.2 The reasons for integrated ticketing

Electronic, integrated ticketing is becoming common on public transport ticketing systems throughout the world. An integrated, electronic ticketing system enhances the convenience and reliability of the bus network. Electronic ticketing using smartcards speeds up services by reducing the need for cash transactions and ticket-clipping. Integrated electronic ticketing also provides better information on bus use and travel patterns within the city, enabling the Council to plan and manage the bus network more effectively, including plans to simplify the fare structure.

With integrated ticketing, the Council requires operators of contracted services to supply the Council with detailed route-by-route information on patronage, revenues and distance travelled on a monthly basis. Additionally, the Council requires all travel on the network to be recorded through the integrated ticketing system and encourages operators of commercial services to share information on the patronage of those services. The Council treats as confidential any commercially-sensitive information supplied to it.



# Appendix 1 – Schedule of specified services

## Appendix 1 – Schedule of specified services

### Explanation

This schedule contains the services that the Council proposes to be provided in the region. These specified services may be provided commercially (i.e. without funding from the Council). Although these services specified in this schedule may be provided commercially, if that service does not comply with the policies or the standards which services should attain, as set out in this RPTP and (in the case of minimum standards for vehicles) in the Passenger Services Procedures, the Council may then contract new services (i.e. it may contract-over that commercial service).

The Council is improving routes and frequencies over a five-year period commencing 1 July 2007. The timing of changes on each route will be determined by a combination of factors: the date when existing contracts expire; the cost of varying contracts before they expire (a rate specified in each contract); the parameters which determine the number of buses required to make specific changes (e.g. route length and driving time); and the way in which parts of the network are inter-connected. Each year, the Council will specify in its annual plan the changes proposed to specific routes in the forthcoming year. The Council will consult users and potential users on each route before finalising any significant changes.

Services are described in this schedule in a manner that provides the Council and operators some flexibility to determine the precise timetable and service levels within well-defined parameters, and permits route changes in response to circumstances such as roadworks. This method of service specification is considered to be sufficiently detailed to permit informed public input into service level issues. At the time of inviting tenders, exact timetable and route requirements will be contained in the Request for Tenders.

### North Dunedin

#### Port Chalmers

**Main suburbs served:** Port Chalmers, Careys Bay, Sawyers Bay, Roseneath, St Leonards, Ravensbourne.

**Route:** To and from Dunedin CBD.

Travels between the corner of Harrington Street, Meridian Street and Fox Street (Port Chalmers) via Harrington Street, Magnetic Street, Grey Street, George Street, Borlases Road, Stevenson Avenue, Station Road, Dunedin-Port Chalmers Road, Ravensbourne Road, Anzac Avenue, Albany Street, Castle Street, Cumberland Street (Countdown), or Anzac Avenue then via Albany Street, George Street, Octagon, Stuart Street to Cumberland Street. Some specified trips extend to the Exchange from George Street. Some selected services may travel to and from Dunedin via Careys Bay. Some specified services travel via Ravensbourne hill streets (Adderley Terrace, Totara Street, Athol Place) on outward trips.

**Contract expires: 2009.**

## Normanby

Paired with St Clair.

**Main suburbs served:** Normanby, North East Valley, Gardens.

**Route:** To and from Dunedin CBD.

Travels between the corner of North Road and Norwood Street via North Road, Bank Street, George Street, and the Octagon, plus other roads as appropriate.

All Monday to Saturday Normanby/St Clair services are commercial, provided by Citibus. The fares on the commercial services on this route are set by the company operating the commercial services and may be altered at their discretion.

**Contract expires: 2009 (Sundays and public holiday only).**

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## Opoho

Paired with Shiel Hill.

Combined with Pine Hill for evenings, weekends and public holiday services.

**Main suburbs served:** Opoho, Gardens.

**Route:** To and from Dunedin CBD.

Travels between the corner of Signal Hill Road and Northfield Avenue (Opoho) via Signal Hill Road, Opoho Road, Bank Street, George Street, and the Octagon, plus other roads as appropriate.

**Contracts expire: 2009 (evenings, weekends and public holiday services) and 2011.**

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## Pine Hill

Paired with Lookout Point.

Combined with Opoho for evenings, weekends and public holiday services.

**Main suburbs served:** Pine Hill, Gardens.

**Route:** To and from Dunedin CBD.

Travels between the corner of Pine Hill Road and Campbells Road (Pine Hill) via Pine Hill Road, George Street, and the Octagon, plus other roads as appropriate. Some services travel via Liberton (Wilkinson Street, Pryde Street and Hislop Street) and some via Dalmore (Gladstone Road, Falkirk Street and Orbell Street).

**Contracts expire: 2009 (evenings, weekends and public holiday services) and 2011.**

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## Campus Circuit

### Route:

This continuous loop follows a clockwise direction. From the terminus in George Street just past the St Andrews Street intersection Street, the route travels north via George Street and Bank Street to the Gardens corner. From there it travels south via Cumberland Street North, Dundas Street, Forth Street, Union Street East, Clyde Street, Albany Street, Gowland Street, and Castle Street, St Andrew Street to George Street terminus.

This service commenced February 2008 and is being run as a trial initially, during which its timing will be evaluated each six months. The trial finishes 30 June 2009.

The service operates every 15 minutes in both peak and interpeak, seven days a week.

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## Western Hills

### Wakari/Helensburgh

Paired with St Clair Park/Corstorphine.

Combined with Roslyn, Maori Hill and university for evening, weekend and public holiday services.

**Main suburbs served:** Wakari, Helensburgh, Roslyn.

**Route:** To and from Dunedin CBD.

Travels between Taieri Road and Helensburgh Road (Wakari Hospital terminus) via Taieri Road, Wakari Road to the corner of Tuckett Street and Centennial Avenue (Helensburgh terminus) via Centennial Avenue, Helensburgh Road, Shetland Street, Forresbank Avenue (Wakari terminus), Greenhill Avenue, Crichton Street, Mayfield Avenue, Lynn Street, Balmacewen Road, Chapman Road, Dale Street, Kinsman Street, Nairn Street, Taieri Road, Stuart Street, York Place, Filleul Street, Hanover Street, George Street to Octagon. Some outward services travel to Wakari Hospital terminus via Stuart Street and Taieri Road. Some inward trips travel from Helensburgh terminus via Helensburgh Road, Taieri Road, Stuart Street, York Place, Filleul Street, Hanover Street, George Street to Octagon.

When combined with Roslyn, Maori Hill and university for evening, weekend and public holiday; the bus travels via Stuart Street, Arthur Street, City Road, Ross Street, Highgate, Stuart Street, Taieri Road, Helensburgh Road, Balmacewen Road, Chapman Street, Dale Street, Kinsman Street, Nairn Street, Stuart Street, Highgate to Maori Hill then Drivers Road, Heriot Row, Park Street, George Street, Dundas Street, Cumberland Street (university terminus), Albany Street, and George Street back to the Octagon.

**Contracts expire: 2013 and 2009** (evenings, weekends and public holiday services).

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### **Maori Hill/Prospect Park**

Combined with Roslyn, Helensburgh/Wakari, and university for evenings, weekends and public holiday services.

**Main suburbs served:** Roslyn, Maori Hill, Prospect Park.

**Route:** To and from Dunedin CBD.

Travels between the corner of Drivers Road and Highgate (Maori Hill) via either Highgate, Ross Street, City Road, Rattray Street, Arthur Street, Russell Street, Canongate, Maclaggan Street, Rattray Street, Princes Street and the University area (George Street, Albany Street, Harbour Terrace, Dundas Street) or via Drivers Road, Queens Drive, Corrie Street, Royal Terrace, Heriot Row, Park Street, George Street and the University area (Dundas St, Harbour Terrace, Albany Street, George Street) and other roads as appropriate. Other selected trips may include the Prospect Park loop of Balmacewen Road, Grater Street, Passmore Crescent, Pilkington Street, Cannington Road to Prospect Park terminus on corner of Queens Drive and Lachlan Avenue, then Highgate to Maori Hill terminus where it rejoins the Maori Hill route as above.

**Contract expires: 2009.**

The intention is to split into two routes – Maori Hill/Prospect Park/University/Octagon and Bradford, Belleknowes/City Rise to University.

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### **Kenmure/Belleknowes**

Combined with Balaclava for evenings, weekends & public holiday services. Saturday services extend to university terminus in Cumberland Street.

**Main suburbs served:** Kenmure, Belleknowes, Mornington, Balaclava.

**Route:** To and from Dunedin CBD.

Travels between the Kenmure terminus before the corner of Kaikorai Valley and Barr Street via Kaikorai Valley Road, Barr Street, Kenmure Road, Stanley Street, Elgin Road, Belleknowes circuit, Mailer Street, High Street, Broadway, Rattray Street, Princes Street, and the Octagon, and returning via Princes Street, Rattray Street, Broadway, High Street, Eglinton Road, Mailer Street, Belleknowes circuit, Elgin Road, Stanley Street, Kenmure Road, Bryant Street and Kaikorai Valley Road, plus other roads as appropriate.

**Contracts expire: 2013 and 2009** (the latter, evenings, weekends and public holiday services).

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### **Balaclava**

Combined with Kenmure for evenings, weekends and public holiday services. Saturday services extend to university terminus in Cumberland Street.

**Main suburbs served:** Balaclava, Maryhill, Mornington.

**Route:** To and from University area, via Dunedin CBD.

Travels between the Balaclava terminus at bottom of Mornington Road (Balaclava) via Mornington Road, Elgin Road, Mitchell Avenue, Glenpark Avenue, Haig Street, MacNee Street, Eglinton Road, High Street, Broadway, Rattray Street, Princes Street, George St, Albany St to the University terminus in Forth St, then Union St, Clyde St back to Albany Street, plus other roads as appropriate.

**Contracts expire: 2013 and 2009** (the latter, evenings, weekends and public holiday services).

---

## Halfway Bush

Paired with St Kilda.

**Main suburbs served:** Halfway Bush, Wakari, Roslyn.

**Route:** To and from Dunedin CBD.

Travels between the corner of Ashmore and Balmain Streets (Halfway Bush) via Ashmore Street, Taieri Road, Stuart Street, York Place, Filleul Street, Hanover Street, George Street and the Octagon, or via Dalziel Rd, Brockville Road, Kaikorai Valley Road, Stuart Street, York Place, Filleul Street, Hanover Street, George Street to the Octagon. Some selected trips include Bradford.

Monday to Friday weekday services to Brockville/Halfway Bush/St Kilda are commercial, provided by Citibus. The fares on the commercial services on this route are set by the company operating the commercial services and may be altered at their discretion.

**Contract expires: 2009** (evenings, weekends and public holiday services).

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## Garden Village/Glenleith

Paired with Ocean Grove/Bay Cemetery.

**Main suburbs served:** Garden Village, Glenleith, Woodhaugh, tertiary campus area.

**Route:** To and from Dunedin CBD via Gardens and University campus.

Travels between the corner of Garden Place and Tanner Road (Garden Village) via Tanner Road, Glenholm Street, Glenmore Street, Fulton Road, Malvern Street, Duke Street, George Street, Bank Street, Cumberland Street North, Dundas Street, Harbour Terrace, Union Street, Clyde Street, Albany Street, George Street and the Octagon, plus other roads as appropriate.

**Contract expires: 2009.**

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## Brockville (formerly known as Brockville / Bradford)

Paired with the St Kilda service.

Combined with Halfway Bush for evenings, weekends and public holiday services.

**Main suburbs served:** Brockville, Bradford.

**Route:** To and from Dunedin CBD.

To travel from the bus shelter in Brockville Road, opposite Saunders Street (Brockville) via Brockville Road, Kaikorai Valley Road, Stuart Street, York Place, Filleul Street, Hanover Street, George Street and the Octagon, or from Brockville via Dalziel Rd, Taieri Road, Ashmore Street, Taieri Road, Stuart Street, York Place, Filleul Street, Hanover Street, George Street to the Octagon. Trips via Brockville Road also travel to or from Bradford via Kaikorai Valley Road to Bradford terminus at corner of Glenelg Street and Kaikorai Valley Road. Some selected trips from Halfway Bush travel via Ashmore Street to Taieri Road.

Monday to Friday weekday services to Brockville/Halfway Bush/St Kilda are commercial, provided by Citibus. The fares on the commercial services on this route are set by the company operating the commercial services and may be altered at their discretion.

**Contract expires: 2009** (evenings, weekends and public holiday services).

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## Eastern Dunedin

### Peninsula

**Main suburbs served:** Portobello, Peninsula Bays, Lower Peninsula.

**Route:** To and from Dunedin CBD.

Travels between the corner of Highcliff and Portobello Roads (Portobello) via Portobello Road, Andersons Bay Road, Princes Street, Rattray Street, Queens Gardens, Cumberland Street, and to the Centre City New World, plus other roads as appropriate. The outward trip travels from Cumberland Street, to Malcolm Street, Albany Street, Gowland Street, Castle Street, High Street, Queens Gardens, Rattray Street, Princes Street, Anderson Bay Road, and then Midland Street (rather than Portobello Road due to a restriction on right hand turns

**Lower Peninsula service extension:** To travel from Harington Point to Portobello via Harington Point Road including a circuit round the Harwood township, and reverse.

**Contract expires: 2009.**

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### Waverley/Highcliff

Combined with Shiel Hill for on Friday evenings, Saturdays and public holiday services.

**Main suburbs served:** Waverley, Vauxhall.

**Route:** To and from Dunedin CBD.

Travels between Waverley terminus by 75 Larnach Road via Larnach Road to the Highcliff terminus outside 60 McKerrow St, then via McKerrow Street, Scobie Road, Belford Street, Eastbank Street, Scott Street, Larnach Road, Marne Street, Portobello Road, Andersons Bay Road, Crawford Street, Queens Gardens, to Cumberland Street terminus (Stand 5), plus other roads as appropriate. The outward trip travels from Cumberland Street, to Malcolm Street, Albany Street, Gowland Street, Castle Street, High Street, Queens Gardens, Rattray Street, Princes Street, Anderson Bay Road, Musselburgh Rise, Sommerville Street, Marne Street, Larnach Road and McKerrow Street to the Waverley terminus in McKerrow Street.

**Contracts expire: 2009.**

---

### Shiel Hill

Paired with Opoho.

Combined with St Kilda and Waverley for some evening, weekend and public holiday services.

**Main suburbs served:** Shiel Hill, Musselburgh, Andersons Bay.

**Route:** To and from Dunedin CBD.

Travels between the corner of Highcliff Road and McKerrow Street via Highcliff Road, Silverton Street, Musselburgh Rise, Andersons Bay Road, Princes Street and the Octagon, plus other roads as appropriate.

**Contracts expire: 2009 (evenings, weekends and public holiday services) and 2011.**

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## Seaside

### Ocean Grove/Bay Cemetery

Paired with Garden Village/Glenleith.

This route is partially covered by the weekday evenings/weekend and public holidays combined St Kilda/Shiel Hill/Waverley route, linking via Royal Crescent at selected times.

**Main suburbs served:** Ocean Grove, Tainui, Andersons Bay, South Dunedin, Shiel Hill.

**Route:** To and from Dunedin CBD.

Travels from the corner of Luke Street and Tomahawk Road (Ocean Grove), via Tomahawk Road, Tahuna Road, to Bay Cemetery (corner of Tomahawk and Tahuna Roads), then Cavell Street, Marlow Street, Andersons Bay Road, Macandrew Road, King Edward Street, Princes Street and the Octagon plus other roads as appropriate.

**Contract expires: 2009.**

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### St Clair

Paired with Normanby.

**Main suburbs served:** St Clair, South Dunedin.

**Route:** To and from Dunedin CBD.

Travels between the St Clair terminus in Bedford Streets via Forbury Road, Hillside Road, King Edward Street, Princes Street and the Octagon, plus other roads as appropriate. Some specified trips travel via Macandrew Road, King Edward Street to Hillside Road corner then follow the normal route to the Octagon.

All Monday to Saturday Normanby/St Clair services are commercial, provided by Citibus. The fares on the commercial services on this route are set by the company operating the commercial services and may be altered at their discretion.

**Contract expires: 2009** (Sundays and public holidays only).

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### St Kilda

Paired with Brockville/Halfway Bush.

Combined with Shiel Hill for some evening, weekend and public holiday services. Combined with Waverley for selected Friday evening, Saturday and public holiday services.

**Main suburbs served:** St Kilda, South Dunedin.

**Route:** To and from Dunedin CBD.

Travels between the terminus outside Tahuna Motor Camp Store on Victoria Road via Prince Albert Road, King Edward Street, Princes Street and the Octagon, plus other roads as appropriate. Some specified trips include Richardson Street, East Street, Bay View Road block or Richardson Street, East Street, Kirkcaldy Street, Macandrew Road block.

Monday to Friday weekday services to Brockville/Halfway Bush/St Kilda are commercial, provided by Citibus. The fares on the commercial services on this route are set by the company operating the commercial services and may be altered at their discretion.

**Contract expires: 2009** (evenings, weekends and public holiday services).

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## Southern Dunedin

### Lookout Point/Caversham

Paired with Pine Hill.

Combined with Corstorphine for evenings, weekends and public holiday services.

**Main suburbs served:** Caversham, Calton Hill, Lookout Point.

**Route:** To and from Dunedin CBD.

Travels between the terminus outside Riselaw Road Dairy, via South Road, Princes Street and the Octagon; outward trips travel via Princes Street, South Road, Barnes Drive, Caversham Valley Road, Burnett Street, Sidey Street, Ryehill Street, Waimea Avenue, Riselaw Road, plus other roads as appropriate.

**Contracts expire:** 2009 (evenings, weekends and public holiday services) and 2011.

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### St Clair Park/Corstorphine

Paired with Helensburgh/Wakari.

Combined with Lookout Point for evenings, weekends and public holiday services.

**Main suburbs served:** Corstorphine, St Clair Park.

**Route:** To and from Dunedin CBD.

Travels between the corner of Middleton Road and Stenhope Crescent (Corstorphine) terminus via Corstorphine Road, Playfair Street, South Road, Princes Street and the Octagon, or via Middleton Road, Easter Crescent, Forbury Road roundabout, Hillside Road, King Edward Street, Princes Street and the Octagon. Some selected services will travel via Kew and include the St Clair Park circuit of Isadore Road, Aberdeen Road, Earls Road, Hillhead Road and some will include St Clair Park as an extension of the Corstorphine services.

**Contracts expire:** 2013 and 2009 (evenings, weekends and public holiday services).

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### Green Island/Brighton/Abbotsford

**Main suburbs served:** Green Island, Brighton, Abbotsford.

**Route:** To and from Dunedin CBD.

Travels between the corner of Brighton and Main South Roads (Green Island), via Main South Road, Stevenson Road, Corstorphine Road, Playfair Street, South Road, Burns Street, Hillside Road (inwards) Wilkie Road (outwards), King Edward Street, Princes Street, Cumberland Street plus other roads as appropriate. Some selected services may travel from the corner of Main South Road via Main South Road, Abbotsford Road, Severn Street, North Taieri Road to the corner of McKinlay Road (Abbotsford) then via North Taieri Road, Exmouth Street, Shulma Street, Dall Street, Neill Street, Abbotsford Road, Main South Road back to Green Island. Also some selected services may travel from the corner of Brighton Road and Trecastle Street (Brighton) via Trecastle Street, Queen Street, Bath Street, Brighton Road, to Green Island where it joins the Green Island services.

**Contract expires:** 2010.

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## **Concord – Kaikorai Valley – University**

**Main suburbs served:** Concord, Kaikorai Valley

**Route:** To and from Dunedin CBD.

Departs Main South Road at Concord beside the car park of the Concord Tavern then travels along Main South Road and Kaikorai Valley Road to the central city via Stuart Street, then London Street, George Street, Albany Street and then to University terminus in Forth Street. The route returns to Concord via Union Street East, Clyde Street, Albany Street, George Street, Octagon, Stuart Street, and then follows the reverse of inward route to Main South Road then via Morton Street and Mulford Street to Concord terminus.

The service commenced January 2008 and will initially be run as a trial, at a 30 minute frequency in throughout the day in both directions 6.30am-6.30pm. During the trial, the service's timing will be evaluated each six months. The trial finishes 30 June 2009.

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## **Mosgiel/Wingatui/Fairfield**

**Main suburbs served:** Wingatui, Mosgiel, Fairfield.

**Route:** To and from Dunedin CBD.

Travels between the corner of Centre Street and Factory Road (Mosgiel) via Factory Road, Gordon Road, Quarry Road, Morris Road to Fairfield then via SH1 to Caversham then via South Road, Burns Street, Hillside Road, King Edward Street, Princes Street, Rattray Street, Queens Gardens, Cumberland Street (Countdown), Hanover Street, plus other roads as appropriate. Some selected services travel from Wingatui Station (Wingatui) via Wingatui Road, Factory Road, Renton Road, Lorne Street, Murray Street, Reid Avenue, Factory Road, High Street, Wickliffe Street, Gordon Road then continue as per the Mosgiel services, and some selected services travel to and from the Tyne Street terminus.

**Contract expires: 2010.**

## **Mosgiel Loop (new route commenced November 2007)**

The route runs in a figure-of-eight starting in Gordon Road at the bus bay at Glasgow Street, then down Gordon Road to Hartstonge Avenue, then left into Reid Avenue, right turn into Murray Street then along Murray Street, Cherry Drive, Severn Street, Centre Road, right turn into Factory Road, right turn into High Street then left into Doon Street, Doon Street to entrance to Birchleigh Village. It then backtracks along Doon Street to High Street, then right into Hagart Alexander Drive and right turn into Gordon Road to terminus at Glasgow Street. The route then travels the western side of Mosgiel via Gordon Road to Eden Street then via Goodall Street, Braemar Street, Perth Street, Brown Street, Bush Road, Argyle Street, Mure Street, Dutton Place, Shaw Street, Inglis Street, right turn back into Argyle Street, Bruce Street and Gordon Road back to the terminus at Glasgow Street..

**Contract expires: 30 June 2010.**

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## **Dunedin-Palmerston**

**Main areas served:** Palmerston, Waikouaiti, Kairtane and Evansdale.

**Route:** Between Dunedin and Palmerston along State Highway 1.

**Contract expires: 30 June 2009.**

## Street closures

In the event of road closures and/or detours caused by roadworks, bus services will be re-routed as close to normal routes as possible. When the centre roadway through the Octagon is closed for special events, southbound buses will travel via the lower Octagon and northbound buses via the upper Octagon, stopping at the usual stops.

When events/parades close the central roadway between north and south entrances to Moray Place, the following detours will take place:

- Buses travelling north to Normanby, Pine Hill, Opoho, Garden Village, Maori Hill via the University will turn right off Princes Street into Moray Place, continue round the east side of Moray Place and turn right onto George Street and then continue on their normal routes. There will be temporary bus stops outside Bracken Court and in George Street just past the Moray Place intersection.
- Buses travelling to Brockville, Halfway Bush, Wakari/Helensburgh will turn right off Princes Street into Moray Place and continue round Moray Place, past the Public Library and Town Hall, then turn right up into Stuart Street and continue on their normal routes. There will be temporary stops outside Bracken Court and in the parking bay outside steps up to Public Library on the west side of Moray Place.
- Buses travelling south and to Maori Hill via Roslyn, Balaclava and Kenmure will turn right off George Street into Moray Place at the Public Library corner and continue around the west side of Moray Place, turning right into Princes Street and then continuing on their normal routes. There will be temporary stops outside the Town Hall, and in Princes Street just past Wilson Neil House.

Alternative routes for major parades (e.g, Festival Procession) that close significant lengths of George and Princes Streets will be advertised, as will long-term detours resulting from roadworks.

## **School bus services**

The Council contracts the following school bus services, which may vary slightly from year to year dependent on school demand.

### **Logan Park High School**

To meet normal school starting times

- Helensburgh/Wakari timetable to Octagon, City, then continues to Logan Park High School
- Pine Hill to Logan Park via Dundas Street

To meet normal school finishing times

- Logan Park High School to Pine Hill
- Logan Park High School to Octagon, then continues as per timetable to Wakari/Helensburgh
- Logan Park High School to Octagon, then continues as per timetable to Maori Hill

### **Macandrew Intermediate School**

To meet normal school finishing times

- Macandrew Intermediate to Corstorphine/Lookout Point

### **Queens High School**

To meet normal school finishing times

- Queens High School to Corstorphine/Lookout Point
- Queens High School to Waverley

### **Kings High School**

To meet normal school finishing times

- Kings High School to Corstorphine/Lookout Point
- Kings High School to Waverley

### **Dunedin North Intermediate School**

- To meet normal school finishing times
- Dunedin North Intermediate to Pine Hill

### **Tahuna Intermediate**

To meet normal school finishing times

- Tahuna School to Waverley

### **Bayfield High School**

To meet normal school finishing times

- Bayfield High School to Waverley

### **South Otago High School, Balclutha**

To meet normal school starting and finishing times.

### **St Josephs and Rosebank Primary Schools in South Balclutha\***

To meet normal school starting and finishing times.

\* Special school service administered by South Otago High School and funded 60 percent by users and 40 percent through New Zealand Transport Agency as an alternative-to-roading project facilitated through the ORC.

*List compiled July 2008.*

# Appendix 2 – Commercial services

## Appendix 2 – Commercial services

The Appendix lists Dunedin services additional to those contracted by the regional council, along with services between Dunedin and other centres in the region and elsewhere in the region are services being provided commercially.

### Dunedin services

South Coast (Brighton and Mosgiel) to city schools  
West Harbour to Logan Park High School  
Harington Point to city schools  
Sightseeing tours.

### Routes between Dunedin and other centres in the region

Dunedin – Christchurch  
Dunedin – Oamaru via State Highway 1  
Dunedin – Oamaru via coastal road  
Dunedin – Wanaka  
Dunedin – Queenstown via State Highway 6  
Dunedin – Queenstown via Ranfurly  
Dunedin – Queenstown via Middlemarch  
Dunedin – Invercargill  
Dunedin – Te Anau  
Dunedin – Oamaru – Mt Cook  
Dunedin to Pukerangi and (on selected days) Middlemarch via the: Taieri Gorge Railway  
Dunedin to Palmerston (on selected days) via the Taieri Gorge Railway.

### Wakatipu Basin

*Connectabus* – linking Queenstown, Fernhill/Sunshine Bay, Frankton, Queenstown Airport, Remarkables Park Shopping Centre, Lake Hayes Estate and Arrowtown.  
Sightseeing tours.

### Other services in the region

Queenstown – Cromwell – Wanaka  
Queenstown – Wanaka – Franz Josef  
Queenstown – Christchurch via Tekapo and Fairlie  
Queenstown – Christchurch via Dunedin and Oamaru and Timaru  
Track n'Trail Queenstown – Wanaka – Pukerangi  
Queenstown – Twizel  
Queenstown – Te Anau – Milford Sound  
Wanaka – Queenstown – Te Anau  
Wanaka – Invercargill  
Oamaru – Mt Cook  
Oamaru Shopper Bus

*List compiled July 2008.*

