

## 1.1. Public Transport Planning for COVID-19 Omicron Variant

**Prepared for:** Implementation Committee  
**Report No.** PPT2204  
**LGOIMA** Section 48(1)(a); Section 7(2)(b)(i), 7(2)(b)(ii), 7(2)(i)  
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**Date:** 2 March 2022

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### PURPOSE

- [1] The purpose of this report is to seek direction on how Council will respond if the COVID-19 pandemic significantly impacts the ability of Council’s bus contractors to deliver bus services in Queenstown and Dunedin.

### EXECUTIVE SUMMARY

- [2] With infections of the COVID-19 Omicron variant increasing in the community, it is likely that will soon further impact the number of bus drivers (and support staff) that help to deliver Council’s bus services in Queenstown and Dunedin. That will be worsened by an underlying national lack of bus drivers.
- [3] As other regions are doing, Council staff have prepared a Plan proposing how Council’s Queenstown and Dunedin bus services should be adjusted as the pandemic impacts Council’s bus services.
- [4] Council has a choice to adopt the Plan or not. Staff recommend it adopt the Plan because:
- as the pandemic worsens, it has the best chance of delivering the most reliable service to the Queenstown and Dunedin communities, compared to bus contractors arbitrarily making decisions on each day as to what the service reductions will be on that day.
  - It provides a common understanding between Council and its bus contractors on how we will collectively respond to reduced bus services and how Council will apply contractual provisions to those reduced services.
  - It allows for simple, clear communication with communities, whereby a service level change can be posted on our website and passengers are not entirely reliant on alerts posted by operators.
  - It enables preparatory work to be undertaken in relation to the GTFS feed, minimising delays in publication and any risk of unavailability of ORC staff with specialist skills (who may themselves be affected by the pandemic); and
  - It reduces the public health risk from drivers that are unwell feeling obliged to work.
- [5] Both options will result in a reduction in fare revenue to Council but a financial saving as a result of Council not paying for services not delivered.

## RECOMMENDATION

*That the Implementation Committee:*

- 1) **Notes** this report.
- 2) **Adopts** the COVID-19 Reduced Timetable Plan for public transport services in Queenstown and Dunedin.
- 3) **Authorises** the Chief Executive to agree bus contract variations in line with the contract provisions, any guidance or directions issued by Waka Kotahi/NZTA and the COVID-19 Reduced Timetable Plan.
- 4) **Agrees** to release information in this report to the public with the exclusion of all commercial information.
- 5) **Directs** staff to inform councillors at each change in stage of the COVID-19 Reduced Timetable Plan.

## BACKGROUND

- [6] With infections of the COVID-19 Omicron variant increasing in the community, it is likely that will soon further impact the number of bus drivers (and support staff) that help to deliver Council's bus services in Queenstown and Dunedin. That will be worsened by an underlying national lack of bus drivers.
- [7] The situation is already impacting our bus customers. On the evening of 18 February 2022 one operator advised ORC that 108 trips could not be provided in Dunedin that weekend. On 28 February 2022 one operator advised of sixteen cancellations over a four-hour period. One operator has redeployed drivers to Dunedin from Gore and Timaru to cover driver shortages. This is not a sustainable way of resourcing the worsening pandemic situation.
- [8] As other regions are doing (discussed later in the report), Council's Transport staff have prepared a Plan proposing how Council's Queenstown and Dunedin bus services should be adjusted as the pandemic impacts Council's bus services.
- [9] The Plan (appended) outlines five stages of response and staff recommend it be approved.

## DISCUSSION

### The Plan

- [10] The plan proposes five stages of operational service during the current pandemic as follows:
- a. Stage 1: Business as usual – normal service level can be provided, with few disruptions, logged as alerts by operators on website.
  - b. Stage 2: Disrupted Business as usual – normal service level remains timetabled, but disruptions become more frequent. Heavy reliance on communications and personal responsibility checking alerts when planning transport.
  - c. Stage 3: Council moves to a reduced timetable, offering a weekend service level for Dunedin and a modified reduced service in Queenstown. Modified timetables will allow for school service and additional peak services, but not at the same level as normal timetable. Implementing a reduced timetable will limit the number of unexpected cancellations and provide a more reliable service.

- d. Stage 4: The reduced timetable is compromised due to a shortage in available staff. Services become less reliable, and once again there will be heavy reliance on alerts and passenger responsibility to check before travelling.
- e. Stage 5: Worst case scenario. Service is compromised due to insufficient resourcing. If some resource is available, routes can be identified to operate – but this cannot be forecasted.

- [11] The five stages seek to provide the best ongoing service level for passengers, which is both reliable and safe and focussed on critical services. When cancellations are increasingly prevalent on the network, passengers are unable to rely on the service and may be left stranded.
- [12] While keeping a full timetable offers greater variety in service, a reduced timetable will bring more stability and reliability. This will allow for some resilience within bus companies, so if staff are unavailable, there is a pool of reserve staff on hand to maintain the reduced service level.
- [13] Having a plan for reduced timetable allows staff to collate and build a dataset for timetables (General Transit Feed Specification, GTFS) in advance, which can be published when required. It should be noted that this work takes time to produce and is reliant on an external party creating the feed for use. Having a GTFS feed created and ready to deploy allows for clear communication with passengers and means the timetable can be formally published on the website. It also helps manage the risk to ORC with having few staff able to undertake a highly specialised activity.

#### **Approaches Around the Country**

- [14] Most regions around the country are facing similar issues with driver shortages, coupled with absenteeism due to COVID-19. Some regions have already moved to a reduced timetable, including Waikato, Hawke’s Bay and Bay of Plenty (Tauranga only at this point).
- [15] Reduced timetables for these regions are either one of the following:
- a. a weekend timetable with additional capacity provided for school services and additional peak services; and/or
  - b. a weekday timetable with reduced service level during off peak hours.
- [16] Canterbury is still offering a full timetable aside from one service (offering a 15-minute frequency rather than a 10-minute frequency). In December 2021, Canterbury moved to a reduced timetable, which was only reverted to normal frequencies in early February 2022. They were able to move to a normal timetable following an increase in driver numbers for both operators.

#### **Waka Kotahi NZ Transport Agency Position**

- [17] The current Waka Kotahi Funding Policy is dated 21 December 2021 and titled “COVID-19 – Waka Kotahi Public Transport Funding Policy and Guidance for the period 1 January to 30 June 2022”.
- [18] The policy advises:

“11. To support PTAs (Public Transport Authorities) to continue to deliver public transport services Waka Kotahi will contribute at PTAs’ normal Funding Assistance Rates (FARs) to:

- fare revenue shortfalls due to the impact of COVID-19; and
- net increase in COVID-19 costs above what PTAs have allowed for COVID-19 costs in 2021-24 public transport services continuous programme budgets less any savings associated with lower contract costs due to non-COVID-19 factors like reduced services due to driver shortages.”

[19] The main changes to the December 2021 Policy compared to the previous national funding policy is that “normal contractual arrangements apply to the delivery of public transport services. PTA’s that have suspended performance regimes and (or) financial incentive mechanisms should restore these as soon as practical. Arrangements round variable cost savings associated with reduced service levels due to moves up Alert Levels no longer apply. Changes to public transport service levels are now subject to contractual arrangements.”

[20] This means, if Council’s bus contractors miss trips, or operate a reduced timetable, the conditions of the bus contracts should apply to those missed trips or reduction in service.

#### **Contractual Requirements**

[21] The Plan prepared by staff envisages two scenarios as follows:

1. missed trips under Stages 1 and 2; and
2. agreed reduced service levels under Stages 3 and 4.

[22] Contractually the two scenarios are dealt with slightly differently by the bus contracts, but both will result in a financial saving to Council as a result of Council not paying for services not delivered.

[23] Where trips are missed and “good cause” exists, the contracts give Council the discretion not to pay for any journey that did not operate and reduce the payment to the Contractor by a predetermined amount that represents the reduction in service.

[24] Prior to the pandemic, Council’s practice was to apply abatements based on trips not run or not run as per the key performance indicators. The rate applied for these abatements varies across the legacy and gross contracts. Liquidated damages can be applied when impact is severe and meets criteria laid out in contracts. Staff will continue to apply this practice.

[25] Stages 3 and 4 in the proposed Plan will see a planned reduction in bus service being operated - in effect, something very similar to a service level variation (SLV). Go Bus Transport and Ritchies Transport Queenstown have both agreed that running the service level outlined in Appendix A is feasible. Ritchies Dunedin has confirmed they will be able to support a Saturday timetable and inclusion of additional school services.

- [26] Agreeing a SLV is a mutual process between the parties (there are some conditions, e.g., 3 months' notice) with the value of any SLV being determined by using the contract variable rates<sup>1</sup>.
- [27] This means if a reduced service is operating, the cost of the bus contracts to Council will be less to reflect the reduced service and is consistent with approaches being taken by Environment Canterbury, Waikato Regional Council and Auckland Transport. It is also consistent with the WKNZTA policy.

## **OPTIONS**

- [28] Council has two options as follows:
1. Adopt the Plan and implement a staged reduction in service based on the triggers in the Plan; or
  2. Reject the Plan and maintain status quo with no planned reduction in services.
- [29] Option 1 is proactive. Option 2 is reactive. The recommended option is Option 1. Adopting Option 2 would mean service levels remain as per the current timetable, but reliability decreases through time as the pandemic peaks.
- [30] Staff recommend Option 1 because:
- as the pandemic worsens, it has the best chance of delivering the most reliable service to the Queenstown and Dunedin communities, compared to bus contractors arbitrarily making decisions on each day as to what the service reductions will be on that day;
  - it provides a common understanding between Council and its bus contractors on how we will collectively respond to reduced bus services and how Council will apply contractual provisions to those reduced services;
  - it allows for simple, clear communication with communities, whereby a service level change can be posted on our website and passengers are not entirely reliant on alerts posted by operators;
  - it enables preparatory work to be undertaken in relation to the GTFS feed, minimising delays in publication and any risk of unavailability of ORC staff with specialist skills (who may themselves be affected by the pandemic); and
  - it reduces the public health risk from drivers and support staff that are unwell feeling obliged to work.
- [31] Both options will result in a reduction in fare revenue to Council but a financial saving as a result of Council not paying for services not delivered.
- [32] It is difficult to quantify at this time whether or not the service level reductions proposed in Option 1 will result in a higher expenditure saving to Council, than Option 2 (but that is most likely). While staff can calculate the expenditure savings from a reduced timetable (Option 1), it will not be possible to do so for Option 2 until after the fact.
- [33] It is extremely difficult to calculate the fare revenue impact. This is because there will be multiple influences at play in the form of:

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<sup>1</sup> In-service kilometres, in-service hours and peak buses per day.

- less passengers because they have contracted COVID or are isolating as part of a household
- less passengers because they don't wish to use public transport for fear of contracting COVID-19
- the arbitrary nature of missed trips as the Omicron wave increases resulting in lost patronage and revenue
- the impact of implementing a lesser (than current) timetable on patronage/revenue at stages 3 and 4

## **CONSIDERATIONS**

### **Strategic Framework and Policy Considerations**

[34] ORC's 2021/31 Long-Term Plan outlines how activities undertaken by Council will help to achieve community outcomes. One of the Community Outcomes that ORC aims to achieve is sustainable, safe, and inclusive transport.

[35] Inclusive transport in this instance refers to the ability to communicate with all passengers, including those who don't have online access to view real time alerts for cancellations. Using a range of media to publish the Plan will provide those members of the community with that information.

[36] In regard to the Regional Public Transport Plan (RPTP), the action recommended in this report is consistent with Plan Objective 3 – develop a public transport system that is adaptable.

### **Financial Considerations**

[37] The bus contracts provide remedies for missed trips and increasing or reducing service levels. As happens now, the cost of missed bus trips because of the pandemic will be deducted from monthly contract payments. Similarly, the cost of operating less than the normal contracted timetabled service will be calculated and payments to bus contractors based upon that.

[38] As noted above, it is difficult to quantify at this time whether or not the service level reductions proposed in Option 1 will result in a higher financial saving to Council, than Option 2.

### **Significance and Engagement Considerations**

[39] There are no significance and engagement considerations regarding the proposed decisions sought in this paper.

### **Legislative and Risk Considerations**

[40] There are no legislative considerations regarding the proposed decisions sought in this paper.

[41] In implementing reduced service levels there is a small risk of contract dispute between Council and one or both contractors, relating to how the reduction in service will be calculated. While the amount of service proposed not to be operated should be not at dispute, other matters that need to be considered in pricing the reduction relate to

retention of vehicles and a workforce in the long term. These are matters not explicit in the contracts, but have arisen due to the current Pandemic operating environment.

#### **Climate Change Considerations**

[42] While reducing services is not advantageous in the short term to improving carbon reduction from transport (some public transport users may have to use their cars), the certainty that comes from a planned reduction in service may be best in the long term in regards to customer retention and carbon reduction (that is, not providing certainty on what bus services are operating as the Plan proposes, may give some current users reasons to abandon the bus services all together).

#### **Communications Considerations**

[43] If Option 1 is approved by Council then the rationale for reduced services will require careful communication to the public. If Option2 is approved then there will need to be increasingly frequent communication on escalating missed trips.

[44] Following the Council meeting, Council staff will convey the outcomes from the meeting to the community at large in Queenstown and Dunedin.

#### **NEXT STEPS**

[45] The next steps are:

- continue to monitor the outcome of Council's response;
- communicate the meeting outcome(s) to the operators, and to the community as the situation progresses.

#### **ATTACHMENTS**

1. COVID-19 Reduced Timetable Plan [1.1.1 - 7 pages]
2. Queenstown COVID-19 Timetables [1.1.2 - 10 pages]

# Covid – 19 Reduced Timetable Plan

## Background

With omicron building in the community, and with the continued national driver shortage, there is likely to be a rising number of cancelled trips.

These will come as drivers become close contacts or cases and need to isolate away from work.

It is likely multiple drivers will need to isolate at any given time, and that the level of service we are able to provide will be limited.

To ensure we are still able to provide a mostly reliable service, options need to be provided for varying levels of impact.

This plan outlines five stages of the Orbus response to outbreak in the community.

## Waka Kotahi Public Transport Funding Policy

The current Waka Kotahi Funding Policy relevant at this is dated 21 December 2021 and titled “COVID-19 – Waka Kotahi Public Transport Funding Policy and Guidance for the period 1 January to 30 June 2022”.

The policy advises:

“11. To support PTAs to continue to deliver public transport services Waka Kotahi will contribute at PTAs’ normal Funding Assistance Rates (FARs) to:

- fare revenue shortfalls due to the impact of COVID-19; and
- net increase in COVID-19 costs above what PTAs have allowed for COVID-19 costs in 2021-24 public transport services continuous programme budgets less any savings associated with lower contract costs due to non-COVID-19 factors like reduced services due to driver shortages.”

The main changes to December 2021 Policy versus the previous national; funding policy is that “normal contractual arrangements apply to the delivery of public transport services. PTA’s that have suspended performance regimes and (or) financial incentive mechanisms should restore these as soon as practical. Arrangements round variable cost savings associated with reduced service levels due to moves up Alert Levels no longer apply. Changes to public transport service levels are now subject to contractual arrangements.”

In short, if ORC’s bus contractors miss trips, or a reduced timetable is implemented, the conditions of the current bus contracts should apply to those missed trips or reduction in service.

## Stage 1:

At Stage 1 in Otago, the region is in the Red setting of the Covid Protection Framework (CPF). At this setting, there is no physical distancing on board, and not a significant (visible) reduction in demand from the community.

During this stage, there is limited community transmission, not creating a significant (out of the ordinary) impact on the network reliability.

At this stage, it is expected there will be cancelled trips logged – as reported by operators – within 10 minutes of being alerted to a service disruption. These disruptions are expected to equate to no more than 5% of the scheduled trips.

Service in both Queenstown and Dunedin will remain at the normal level, keeping a current full timetable, including overflow services for peak traffic.

### Stage 2:

At stage 2 in Otago, there is increasing community transmission in Otago, resulting in drivers becoming either close contacts, or cases. This means there will be an increased number of missed trips to notify.

The missed trips level should be no higher than 10% of all trips scheduled.

Operators must notify of all cancellations within 10 minutes of being notified of an issue.

With the growing number of cancellations during this stage, operators should plan to cut – where possible – higher frequency routes, and routes with low patronage. Under no circumstances should any identified school routes/times be impacted<sup>1</sup>.

### Stage 3:

Stage 3 in Otago will result in a reduced timetable being implemented<sup>2</sup>. This reduced timetable will be an amalgamation of the Saturday timetable for Dunedin, mixed with identified peak and school services. For Queenstown, this will be a move to previously outlined reduced timetable, as implemented in August 2021.

After a move to a reduced timetable, it is expected that the overall reliability of the service will increase, to the point where very few trips are cancelled as we have enough drivers and vehicles to facilitate the reduction without hinderance.

Reduced timetable consists of reduced frequency, while maintaining school service connections, and vital peak services to minimise overcrowding.

### Stage 4:

Stage 4 hosts a reduced timetable, with the expectation that this is becoming less reliable. There will be heavy reliance on alerts for cancelled trips as these are likely to be more frequent.

Priority should still be given to maintaining school connections, and services dropped should be either higher frequency, or lower patronage routes.

### Stage 5:

Stage 5 is where it is no longer possible to facilitate the reduced timetable. Service will cease operation across either or both of Dunedin and Queenstown.

There may be a possibility to reintroduce a limited range of routes, but these cannot be forecast in advance and must be determined with operators on an ad hoc basis.

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<sup>1</sup> School routes/times identified in Appendix A.

<sup>2</sup> Reduced timetable is listed in Appendix B.

At this stage there should be daily communications between operators and ORC on how and when a reduced timetable can be reintroduced.

## Appendix

### A – School routes and times Dunedin

<b>Route</b>	<b>School service</b>
1 – Palmerston – City	0700
1 – City – Palmerston	1535
5 – Pine Hill – Calton Hill	<b>5D</b> – Pine Hill to LPHS (0835)
6 – Calton Hill – Pine Hill	<b>6E</b> – LPHS to Opoho and Pine Hill (1535) <b>6D</b> – Dunedin North Intermediate to Pine Hill (1505)
8 – St Clair – Normanby	1505 1520
8 – Normanby – St Clair	0745 0800
14 – Port Chalmers - City	0730 0750
14 – City – Port Chalmers	1531 1601
18 – Portobello – City	0707 <b>18C</b> - 0747
18 – City – Portobello	<b>18D</b> – 1508 1538 1608
37 – Concord – University	0750 0820 1520
38 – University – Concord	0822 1452
40C – Green Island to Kings/Queens	0800
40C – Kings/Queens to Green Island	1515
44 – St Kilda – Halfway Bush	1500
44 – Halfway Bush – St Kilda	0818
55 – St Kilda – Brockville	1515
55 – Brockville – St Kilda	0803
63 – Logan Park – Balaclava	1505 1520
63 – Balaclava – Logan Park	0758 0813
70 – Brighton – Green Island	0725 0755
70 – Green Island - Brighton	1600 1700
77 – Mosgiel – City	0730 0800
77 – City – Mosgiel	1512 1542 1612 1632

## B – Reduced timetables Dunedin

Route	Weekend Frequency	Plus school routes	Additional peak services	Total number daily trips
1 (P – C)	(Exception) Weekday TT			3
1 (C – P)	(Exception) Weekday TT			3
3 (RC – OG)	Hourly from 0732			17
3 (OG – RC)	Hourly from 0747			17
5 (PH – CH)	Hourly from 0811	<b>5D</b> – Pine Hill to LPHS (0835)	0741 1731	16
6 (CH – PH)	Hourly from 0802	<b>6E</b> – LPHS to Opoho and Pine Hill (1535) <b>6D</b> – Dunedin North Intermediate to Pine Hill (1505)	0732 1732	16
8 (SC – N)	Every 30 mins from 0720	1505 1520	0735 1635 1735	33
8 (N – SC)	Every 30 mins from 0730	0745 0800	0715 0815 1645 1715	33
10 (O – SH)	Hourly from 0821		0721 0751	15
11 (SH – O)	Hourly from 0812		0712 0742	15
14 (PC – C)	Hourly from 0810	0730 0750	0820 1640	20
14 (C – PC)	Hourly from 0831	1531 1601	0731 1701	18
15 (RR Sth)	Hourly from 0824		0754	16
15 (RR Nth)	Hourly from 0806		0736	16
18 (C – Pb)	Hourly from 0838	<b>18D</b> – 1508 1538 1608	0738 1708	19
18 (Pb – C)	HP 0739, 0939 Hourly from 0759	0707 <b>18C</b> - 0747	0829	18
19 (W – B)	Hourly from 0715		0745	
19 (B – W)	Hourly from 0700		0730	
33 (C – W)	Hourly from 0832		0732 0802	
33 (W – C)	Hourly from 0758		0728 0828	
37 (C – Uni)	Hourly from 0820	0750 0820 1520		
38 (Uni – C)	Hourly from 0852	0822 1452	0752	

40C	(Exception)	0800 1515		
44 (SK – HB)	Hourly from 0730	1500	0800	
44 (HB – SK)	Hourly from 0718	0818	0748	
50 (SCP – H)	Hourly from 0750		0820 1520	
50 (H – SCP)	Hourly from 0747		0817 1517	
55 (SK – B)	Hourly from 0700	1515	0730 1530 1630 1730	
55 (B – SK)	Hourly from 0748	0803		
61 (C- K)	Hourly from 0858		0758	
61 (K – C)	Hourly from 0821		0721	
63 (B – LP)	Every 30 mins from 0728	0758 0813	0743	
63 (LP – B)	Every 30 mins from 0735	1505 1520	0720 0820	
70 (B – GI)	Hourly from 0825	0725 0755		
70 (GI – B)	Hourly from 0900	1600 1700		
77 (M – C)	Every 30 mins from 0800	0730 0800 1500 1530	0700	
77 (C – M)	Every 30 mins from 0842	0712 0742 1512 1542 1612 1642	1712 1742	
80 (M East)	(Exception) Weekday TT			
81 (M West)	(Exception) Weekday TT			

### C – School Services Queenstown

Queenstown does not have routes which run specifically for school children, but there is one route which has a variation made specifically to accommodate end of school time. We are looking to implement at least two more variations to support schools in the near future. Any reduction in service will be managed to cater for introduction of varied school services.

Current variation:

- Route 1 – Remarkables Shops to Sunshine Bay. 3.30pm trip leaving Red Oaks Drive (outside Wakatipu High School). Running Monday to Friday only.

#### D – Reduced Timetable Queenstown

Queenstown does not operate a weekend timetable, so a modified timetable needs to be in place. This is the same as what was operational in August/September 2021.

- Everything is hourly
- Every last run is 10pm
- Jacks Point has a small gap in the middle (was necessary to make it all work and we have very few travelling on that route)
- All meal breaks and ERA breaks are built in
- Clock face times are equivalent to those on normal timetables, with exception for route one which is 5 minutes different in order to get it to fit in with all the other routes.
- Everything links at the Frankton Hub for connections.

Complete detail on the Queenstown timetable is found here: [Queenstown Covid Timetables](#)

## Route 1 – Sunshine Bay to Remarkables Park

Treetops (Sunshine Bay)	Fernhill (Lordens Place)	51 Stanley Street	Frankton Bus Hub (golf course)	Airport	Remarkables Park
5:50	5:55	6:05	6:20	6:24	6:29
6:50	6:55	7:05	7:20	7:24	7:29
7:50	7:55	8:05	8:20	8:24	8:29
8:50	8:55	9:05	9:20	9:24	9:29
9:50	9:55	10:05	10:20	10:24	10:29
10:50	10:55	11:05	11:20	11:24	11:29
11:50	11:55	12:05	12:20	12:24	12:29
12:50	12:55	13:05	13:20	13:24	13:29
13:50	13:55	14:05	14:20	14:24	14:29
14:50	14:55	15:05	15:20	15:24	15:29
15:50	15:55	16:05	16:20	16:24	16:29
16:50	16:55	17:05	17:20	17:24	17:29
17:50	17:55	18:05	18:20	18:24	18:29
18:50	18:55	19:05	19:20	19:24	19:29
19:50	19:55	20:05	20:20	20:24	20:29
20:50	20:55	21:05	21:20	21:24	21:29
21:50	21:55	22:05	22:20	22:24	22:29



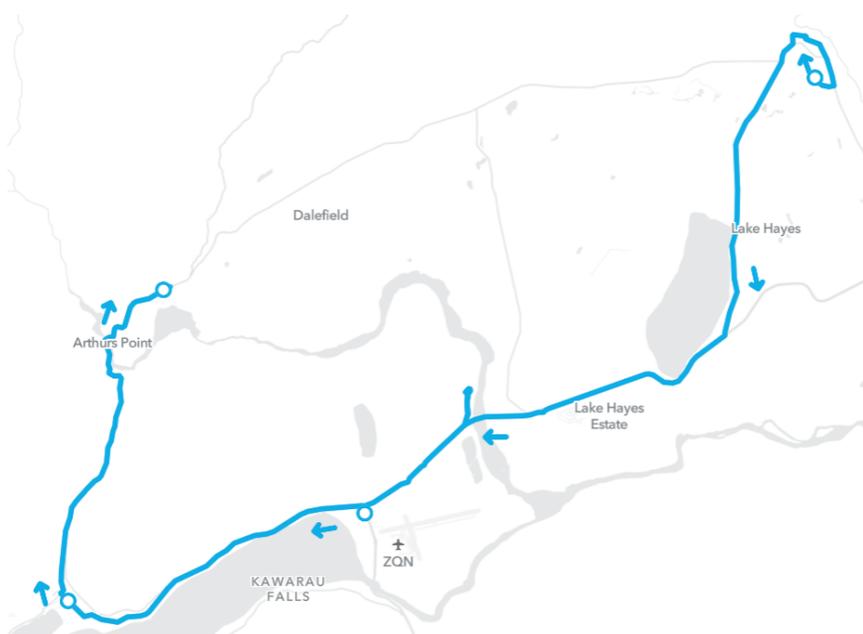
## Route 1 – Remarkables Park to Sunshine Bay

Remarkables Park	Airport	Frankton Bus Hub	58 Stanley Street	Lordens Place	Treetops (Sunshine Bay)
6:05	6:15	6:20	6:35	6:45	6:50
7:05	7:15	7:20	7:35	7:45	7:50
8:05	8:15	8:20	8:35	8:45	8:50
9:05	9:15	9:20	9:35	9:45	9:50
10:05	10:15	10:20	10:35	10:45	10:50
11:05	11:15	11:20	11:35	11:45	11:50
12:05	12:15	12:20	12:35	12:45	12:50
13:05	13:15	13:20	13:35	13:45	13:50
14:05	14:15	14:20	14:35	14:45	14:50
15:05	15:15	15:20	15:35	15:45	15:50
16:05	16:15	16:20	16:35	16:45	16:50
17:05	17:15	17:20	17:35	17:45	17:50
18:05	18:15	18:20	18:35	18:45	18:50
19:05	19:15	19:20	19:35	19:45	19:50
20:05	20:15	20:20	20:35	20:45	20:50
21:05	21:15	21:20	21:35	21:45	21:50
22:05	22:15	22:20	22:35	22:45	22:50



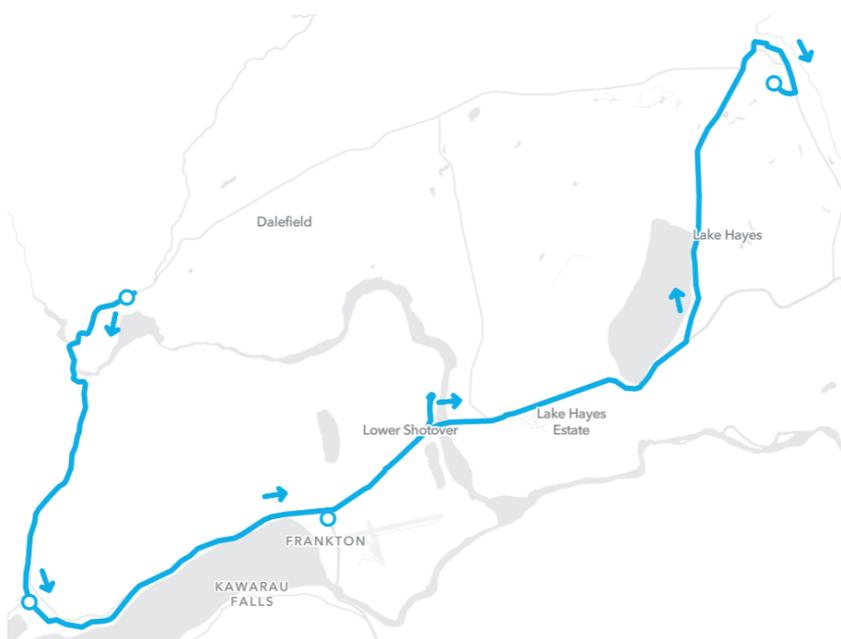
## Route 2 – Arrowtown to Arthurs Point

Adamson Drive (Arrowtown)	Frankton Bus Hub	44 Stanley Street	Coronet Hotels (Arthurs Point)
5:55	6:20	6:35	6:45
6:55	7:20	7:35	7:45
7:55	8:20	8:35	8:45
8:55	9:20	9:35	9:45
9:55	10:20	10:35	10:45
10:55	11:20	11:35	11:45
11:55	12:20	12:35	12:45
12:55	13:20	13:35	13:45
13:55	14:20	14:35	14:45
14:55	15:20	15:35	15:45
15:55	16:20	16:35	16:45
16:55	17:20	17:35	17:45
17:55	18:20	18:35	18:45
18:55	19:20	19:35	19:45
19:55	20:20	20:35	20:45
20:55	21:20	21:35	21:45
21:55	22:20	22:35	22:45



## Route 2 – Arthurs Point to Arrowtown

Arthurs Point (Coronet Hotels)	51 Stanley Street	Frankton Bus Hub	Adamson Drive (Reed Park)
5:55	6:05	6:20	6:45
6:55	7:05	7:20	7:45
7:55	8:05	8:20	8:45
8:55	9:05	9:20	9:45
9:55	10:05	10:20	10:45
10:55	11:05	11:20	11:45
11:55	12:05	12:20	12:45
12:55	13:05	13:20	13:45
13:55	14:05	14:20	14:45
14:55	15:05	15:20	15:45
15:55	16:05	16:20	16:45
16:55	17:05	17:20	17:45
17:55	18:05	18:20	18:45
18:55	19:05	19:20	19:45
19:55	20:05	20:20	20:45
20:55	21:05	21:20	21:45
21:55	22:05	22:20	22:45



# Route 3 – Kelvin Heights to Frankton Flats

Kelvin Heights (Grove Lane)	Remarkables Park	Frankton Bus Hub	Frankton Flats
5:55	6:10	6:20	6:30
6:55	7:10	7:20	7:30
7:55	8:10	8:20	8:30
8:55	9:10	9:20	9:30
9:55	10:10	10:20	10:30
10:55	11:10	11:20	11:30
11:55	12:10	12:20	12:30
12:55	13:10	13:20	13:30
13:55	14:10	14:20	14:30
14:55	15:10	15:20	15:30
15:55	16:10	16:20	16:30
16:55	17:10	17:20	17:30
17:55	18:10	18:20	18:30
18:55	19:10	19:20	19:30
19:55	20:10	20:20	20:30
20:55	21:10	21:20	21:30
21:55	22:10	22:20	22:30



# Route 3 – Frankton Flats to Kelvin Heights

Frankton Flats	Frankton Bus Hub (golf course)	Remarkables Park	Kelvin Heights (Grove Lane)
6:10	6:20	6:30	6:45
7:10	7:20	7:30	7:45
8:10	8:20	8:30	8:45
9:10	9:20	9:30	9:45
10:10	10:20	10:30	10:45
11:10	11:20	11:30	11:45
12:10	12:20	12:30	12:45
13:10	13:20	13:30	13:45
14:10	14:20	14:30	14:45
15:10	15:20	15:30	15:45
16:10	16:20	16:30	16:45
17:10	17:20	17:30	17:45
18:10	18:20	18:30	18:45
19:10	19:20	19:30	19:45
20:10	20:20	20:30	20:45
21:10	21:20	21:30	21:45
22:10	22:20	22:30	22:45





# Route 4 – Frankton Hub to Jacks Point

Frankton Bus Hub (golf course)	Hanleys Farm	Jack's Point Terminus
6:25	6:40	6:50
7:25	7:40	7:50
8:25	8:40	8:50
10:25	10:40	10:50
11:25	11:40	11:50
12:25	12:40	12:50
13:25	13:40	13:50
14:25	14:40	14:50
15:25	15:40	15:50
16:25	16:40	16:50
17:25	17:40	17:50
19:25	19:40	19:50
20:25	20:40	20:50
21:25	21:40	21:50
22:25	22:40	22:50



## Route 5 – Lake Hayes Estate to Queenstown

Lake Hayes Estate / Nerin Square	Frankton Bus Hub	58 Stanley Street
6:05	6:20	6:35
7:05	7:20	7:35
8:05	8:20	8:35
9:05	9:20	9:35
10:05	10:20	10:35
11:05	11:20	11:35
12:05	12:20	12:35
13:05	13:20	13:35
14:05	14:20	14:35
15:05	15:20	15:35
16:05	16:20	16:35
17:05	17:20	17:35
18:05	18:20	18:35
19:05	19:20	19:35
20:05	20:20	20:35
21:05	21:20	21:35
22:05	22:20	22:35



# Route 5 – Queenstown to Lake Hayes Estate

51 Stanley Street	Frankton Bus Hub	Lake Hayes Estate / Nerin Square
6:05	6:20	6:35
7:05	7:20	7:35
8:05	8:20	8:35
9:05	9:20	9:35
10:05	10:20	10:35
11:05	11:20	11:35
12:05	12:20	12:35
13:05	13:20	13:35
14:05	14:20	14:35
15:05	15:20	15:35
16:05	16:20	16:35
17:05	17:20	17:35
18:05	18:20	18:35
19:05	19:20	19:35
20:05	20:20	20:35
21:05	21:20	21:35
22:05	22:20	22:35

