

24 March 2026

New Zealand Transport Agency Waka Kotahi

Via consultation online form

ORC submission on Land Transport Rules Reform - Lane use improvements: Proposal 4

Thank you for the opportunity to provide feedback on NZ Transport Agency Waka Kotahi's consultation on *Lane use improvements*. Otago Regional Council's (ORC) submission relates to, and supports, Proposal 4, which would require drivers to give way to buses that are signalling to leave bus stops on roads with speed limits of 60 km/h or less.

ORC considers this is a targeted and practical rule change that clarifies expectations for all road users and supports a more efficient public transport network. When buses are delayed getting back into the traffic flow, that delay can quickly compound along a route, affecting service reliability, travel times, and passenger confidence in public transport. Reliable bus services help encourage more people to use public transport on the existing road network, which supports overall network efficiency.

ORC agrees that this change's intent should not lead to a reduction in road safety. The proposal retains the expectation that bus drivers signal and only move out when it is safe to do so. A clear give-way obligation for other drivers should help reduce uncertainty and improve consistency in everyday driving behaviour around bus stops.

ORC agrees that any impact on general traffic can be expected to be minor, particularly as the rule would apply only on roads with speed limits of 60 km/h or less. In ORC's view, any small delay to motorists is an appropriate trade-off for improved public transport performance and use, and smoother operation of the wider transport system. This serves to support and improve well-functioning urban environments.

Other impacts / implementation considerations: ORC supports complementary education and signage to help ensure the rule is well understood and applied consistently. Public messaging should clearly explain when the give-way requirement applies and reinforce the shared responsibilities of both bus drivers and other road users. This will support high compliance and reduce the need for enforcement. ORC would support this by amplifying NZTA's messaging through its social media and website.

Within Otago, these changes will assist realising efficiency improvements across the public transport networks for Queenstown and Dunedin. In the case of Queenstown, its significant roading congestion emphasises the need to take all opportunities to encourage greater use of public transport over private cars as part of the solution. Giving priority to public transport will assist with helping our Queenstown community to make that behavioural change.

ORC looks forward to working constructively with NZ Transport Agency Waka Kotahi and partners to support the effective implementation of proposal 4, including clear public messaging to promote the benefits and subsequent behavioural change of road users.

Yours sincerely



Hilary Calvert
Chairperson