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From: Dunedin Tramways Union <dunedintramwaysunion@gmail.com>
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To: Governance Support Officers
Subject: FINAL Submission to Dunedin 2023 - 2024 Annual Plan

Submission to the 2023-2024 Dunedin Annual Plan

from Dunedin Tramways Union - Whakakotahitanga Taramu ki Ōtepoti

Our submission to the 2023 DCC Annual Plan consultation is focussed on the city council's important role as the provider of public transport infrastructure. Since the days of clapped-out, smoky, second-hand-import buses in the 1990s, our regional council has built up a fleet of fully accessible, low floor buses. At least two-thirds of them meet Euro 5 emission standards, and electric buses are on order to soon begin operating on Dunedin routes. It is time for DCC to catch up and make good bus infrastructure to match.

BUS STOPS

It is great to see new bus stops being installed as part of the "Totally Gorgeous" city centre upgrade, New stops at the hospital and outside Plunket House have the same type of extra-high kerb as is used in the Dunedin Bus Hub. These kerbs raise passengers intending to board a bus to nearly the bus floor height, a huge improvement for everyone but particularly for people with disabilities and those accompanying small children or using prams or heavy baggage. Similar high-kerb bus stops have been installed during road improvement works in St Clair and at the top of Rattray St. Road renewals are the best time to improve bus stops, indeed we don't think it is a good idea to improve bus stops in isolation from other road works (we don't want to see a "new" bus stop put in on an "old" road, only to see the bus stop get dug up again soon afterwards to repair the road).

- Tramways Union asks the council to allocate funding and resources to continuing improvements to bus stops
- Tramways Union asks the council to allocate funding and resources to reviewing all bus stops affected by each and every intended roading upgrade, to ensure they are improved during the roading upgrade, and that the resulting stops meet at minimum the Guidelines for public transport infrastructure and facilities, NZTA, March 2014, and in addition be free of poles, signs, verandas etc that could prevent a bus from being parked close to the kerb

Many of Dunedin's bus stops are little more than a "bus stop" sign nailed to a post. This situation only requires other road users to park 6m away from the sign Land Transport (Road User) Rule 2004 6.8 (1), giving insufficient room for a bus to park and allow passengers to board or alight easily and safely. The DCC's own parking staff are reluctant to prosecute motorists who park on unmarked bus stops. Yet it turns out that DCC is not complying with the law requiring it to mark the roadway at bus stops: "An area described in subclause (1) may be marked by lines on the roadway put there by the road controlling authority. The road controlling authority must mark the area by putting lines on the roadway if it is practicable for it to do so." Land Transport (Road User) Rule 2004 6.15 (4)

- Tramways Union asks the council to allocate funding and resources to mark the roadway at all bus stops

BUS ROUTES

On many of Dunedin's narrower main roads the lane width between the centreline and parked cars is insufficient for a bus to safely pass through. On many such roads the buses are having to travel a considerable distance while straddling the centreline. This places oncoming motorists in danger as the road markings are directing them into the path of oncoming buses. Motorists seem to view straddling the centreline as quite aggressive behaviour and bus drivers are often subjected to obscene or threatening gestures or verbal abuse from motorists. The presence of road markings removes the obligation for motorists to drive at a speed at which they are able to stop in half the available distance of road. Land Transport (Road User) Rule 2004 5.9 (1)
The city council could widen the roads or ban parking, both of which would be quite expensive or unpopular, but could far more cheaply simply allow any such road markings to fade out of existence by not repainting them. You would actually save money.

- Tramways Union asks the council to allocate funding and resources to review the lane widths of roads on which kerbside parking is allowed that are used as bus routes
- Tramways Union suggests money could be saved by allowing road markings on narrow roads to fade, where this could make the road safer and make it lawful for buses to manoeuvre over the centre of the road

APPENDIX

Statement in support of improved bus stops, from all the bus driver unions

On behalf of bus drivers we wish to ask the Dunedin City Council to allocate funding and resources to ensure the following at the time of any road construction or improvements:

All bus stops are reinstated with enough room for a bus to enter the stop, park close alongside and exit the stop with no likelihood of hitting poles, bins, verandas or signs

A kerb of sufficient height for passengers to enter and exit the bus easily

Thanks

On behalf of

Catherine Bowden

First Union

Shelma Whana

Warren Jessop

Amalgamated Workers Union

Alan Savell

NZ Tramways Union (Dunedin Branch)

Dunedin Tramways Union - Whakakotahitanga Taramu ki Ōtepoti

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