

Submission on proposed variations to the Otago Southland Regional Land Transport Plan 2015 – 2021

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I wish / do not wish to speak in support of my submission in person	I do not wish to speak
My submission is	<p>The condition of the roads in rural Southland are the worst I have ever seen.</p> <p>These roads have been suffering from greatly increased heavy vehicle use (most with HPMV permits) causing damage and surface glazing to the point where the surface gets a mirror finish and is extremely slippery when wet.</p> <p>The solution from NZTA and local authorities is to erect a large number of warning signs pertaining to the danger.</p> <p>This does not solve the problem, at all, as proven with the multiple crashes on the Mataura to Clinton road at one particular bend. There have now been some improvements to the road surface and barrier protection there.</p> <p>Why is 3.4 million dollars been spent on a roundabout between Invercargill and Bluff when a simple speed limit reduction would suffice? I think that money could be better utilised in other areas.</p> <p>There are no passing lanes between Invercargill and Frankton and also none between Five Rivers and Te Anau. Surely this should be a priority considering it's a major tourist route.</p> <p>There also needs to be a full review of the location of the painted no passing lines on both Southland and Otago roads. Some of them seem to be just randomly placed in areas where they don't need to be while some blind corners don't have any at all. Tourist drivers are told that they cannot pass where these lines are painted. The problem is that they think they can pass where they are not! This is a major factor in accidents and near</p>

misses in the area.

No more wire rope barriers should be installed on the roads as they pose an extreme hazard to motorcyclists. Much safer barrier systems exist and should be considered. There have been improvements to some existing (non wire) barriers around the Devil's Staircase but there needs to be more thought put into this.

The location of critical obstacles close to roads needs to be investigated also. Why are new power line installations allowed to be so close to the road and why are some existing ones extremely close? The new lines installed alongside the Five Rivers to Mossburn road are a good example. The existing power poles along Bay Road in Invercargill are a shocking example of poor safety planning and there have been fatal accidents caused by this.

It's a great idea to review the requirements of the transport plan but I think a lot of money is wasted on consultants who lack practical experience and foresight. The Cooper's corner roundabout on SH6 was a good example where the misalignment of the roads resulted in some eastbound traffic entering the roundabout from the wrong side. Some rapid modifications were made after its completion to alleviate this but most regular driver's could see that problem well before the roundabout was completed.

In closing I would recommend that the decision makers actually drive around these roads and check for the above hazards themselves. Look at where the no passing lines are and where they aren't and put yourself in the position of a foreign tourist and the thought process that they have.