



- SUBMISSION TO:** The mid-term review of the Otago Southland Regional Land Transport Plans 2021-31
- SUBMISSION BY:** The Catlins Coast Incorporated (CCI)

Catlins Coast Incorporated appreciate the opportunity to provide a submission to the mid-term review of the Otago Southland Regional Land Transport Plans (RLTP's) 2021-2031

Introduction and History

The Catlins Coast Incorporated (CCI) was established 2010 and is a non-profit organisation (community driven) with its aims and objects focused on the sustainable development of tourism, community development in the entire Catlins and protection of our environment. CCI also promotes activities that enhance the well-being of people who visit and/or live in The Catlins.

Catlins Coast Inc. operates using The Catlins Community Tourism Strategy 2016-2026 from which an Implementation plan was derived.

Working alongside and in partnership with a number of organisations from the local Communities, businesses, Clutha District Council (CDC), Southland District Council (SDC), Invercargill District Council (IDC), Department of Conservation (DOC), Iwi, Great South and Clutha Development on anything that effects The Catlins.

Please refer to appendix one for further information of what CCI focus and involvement is within The Catlins.

Recommendations (taking into account the strategic objectives for the RLTP's long-term vision and the priorities for the mid-term Proposal)

- *Catlins Coast Inc. supports improved road networks for the safety and wellbeing of residents and visitors to the Otago – Southland regions.*
- *Catlins Coast Inc. would like to see clear and consistent directional signage to The Catlins using the Transit NZ. networks. The signage would allow both domestic and international visitors to plan and connect safely to their destination within The Catlins.*

At present, we believe there is no clear directional signage causing confusion to visitors on their travels particularly when travelling from and/or between-Invercargill, Balclutha and Gore. This is further compounded when visitors access/use 'Google Maps' for directions to The Catlins which seem to give various entry points from the South and/or North to The Catlins resulting in some of The Catlins being missed by visitors.

- *Catlins Coast Inc. would like to see support for submissions for change to Google. There currently is not a process available to be able to make recommendations to Google Maps to enhance safe travel which are should then be implemented/changed by Google i.e., warnings on fastest route requests when the fastest route promotes a shingle/gravel road, removal of paper roads etc. Intersections should be highlighted as currently instructions say continue on xxx road for xxx km, thus there should be a warning notice when the route approaches an intersection to Give Way or Stop.*
- *Bi-lingual signage to be included on new signage*
- *Catlins Coast Inc. supports the increased cycle road cycle networks around Otago and Southland and in particular networks that can lead in to The Catlins where this can be extended by local councils around the regions.*

Thank you and should you require any further information regarding this submission and/or about the Catlins Coast Inc. please feel free to contact me on [REDACTED] or [REDACTED]

Yours sincerely

Hilary McNab (Mrs)

CCI Chairperson

26/2/2024

Appendix one

To further highlight what the CCI focus and involvement is within The Catlins, the following are some of the initiatives identified in the Strategy and Implementation Plan:

- *Worked with Southland and Invercargill District Councils to install two new The Catlins yellow finger board signs on Elles Road and George Road (Southland)*
- *Worked with Clutha District Council on the development of a Catlins-Clutha Information layby on the Owaka Highway (Clutha District) which included Waka Kotahi installing new Catlins signage on State Highway one in Balclutha (Clutha District)*
- *The development and maintenance of Interpretation panels e.g., at Fortrose, Florence Hill and Slope Point (under development) and entry point kiosks on the Owaka Highway and Stirling Hill (Fortrose) to educate and inform visitors about the area and how to protect The Catlins wildlife and environment during their visit.*
- *CCI identifies, supports and collaborates with others to run environmentally friendly events which promotes The Catlins and draws visitors to the area.*
- *CCI supports other groups and organisations with their submissions in working towards achieving their projects e.g., Catlins SAR request re cell tower and possum eradication planning applications.*

- *CCI submitted letters of support to Vodafone as part of the Rural Broad Initiative for Community Cell phone towers at both Papatowai and Haldane and CCI continue to work towards improved telecommunications in The Catlins.*
- *CCI were pivotal in the initial discussion with DOC with regard to the Responsible Camping initiative implemented in The Catlins – a collaboration (at the time) between DOC, CDC and SDC. CCI continue to advocate for resources to ensure Freedom Camping is responsible camping.*
- *CCI continue to work towards Predator Free in The Catlins, working alongside the community and organisations such as Integrated Catchment Management, Environment Southland, Department of Conservation, Hokonui Rūnanga and the Otago Conservation Board in achieving this goal.*
- *Development and maintaining CCI resources such as the website www.catlins.org.nz, Care Code, Catlins Visitor Guide (purple brochure) and tear off Map.*

The resources have a huge outreach and are used to support and benefit the local community and businesses, by providing the platform and tools to share information within The Catlins for the purpose of maintaining Community spirit and communication, to promote local businesses and to help with the protection of The Catlins environment and wildlife with consistent messaging.

Submission on the mid-term review of the Otago Southland Regional Land Transport Plans 2021-31

Submitter: John Kaiser

General Comments

Integrating the land transport plan with sustainable air travel before 2031. The ORC should consider how to encourage the use of electric powered aircraft between Dunedin, Oamaru, Queenstown, Wanaka and Invercargill. This would allow efficient business travel between local cities. In particular, medical specialists could run day clinics in the smaller towns. Local sustainable air travel would also encourage overseas tourists who are unused to local conditions and distances to keep off our local state highways. They would be safer and less busy. The ability of the sick to be able to easily travel to Dunedin's base hospital would be improved. Air New Zealand expects to have suitable electric aircraft by 2031 but it will initially be uneconomic to run these services so the ORC should plan some initiatives to encourage all airline operators to setup a local service. Funding infrastructure for rapid charging at the above airports would be a good start. It is unrealistic to consider LAND transport in isolation. The ORC should change its planning to include ALL (sustainable) transport.

Our Regions

N/A

Strategic Framework

N/A

10-Year Transport Investment Priorities

N/A

Programming of Activities

N/A

Submission on the mid-term review of the Otago Southland Regional Land Transport Plans 2021-31

Submitter: Corwin Newall

Public Hearing

I do not wish to be heard in support of my submission

General Comments

N/A

Our Regions

N/A

Strategic Framework

I would like the bike network extended from Waihola to Dunedin. And from Dunedin to Balclutha. You should be able to cycle from Dunedin to Gore. People in Milton (the crazy fit subset) would love cycling from there to Dunedin. And I'd like not to die cycling from Balclutha to somewhere. A really good place to start is Balclutha to the Finegand freezing works then the rest of the way to Owaka. There are many workers cycling the 100km/hr road in the early morning and I wish they had a safer option. Not all the workers have NZ driver's licences and an attractive safe off-road commute option would be great for saving emissions. It would look good from a jobs perspective (it's a meat processing facility) and a climate perspective.

10-Year Transport Investment Priorities

N/A

Programming of Activities

N/A



Submission Form

Draft mid-term review of the Otago and Southland Regional Land Transport Plans 2021-31

The submission period is open from 12 February 2024 and closes on 15 March 2024

Email your completed submission to Environment Southland at consultation@es.govt.nz or Otago Regional Council at rltp.submissions@orc.govt.nz.

Alternatively, submissions can be posted to RLTP Consultation, Otago Regional Council, Private Bag 1954, Dunedin 9054 or to Environment Southland, Private Bag 90116, Invercargill 9840.

If you require further information, please contact either Varghese Thomas (ORC) on 0800 474 082 or by email to varghese.thomas@orc.govt.nz or Russell Hawkes (ES) on 0800 76 88 45 or by email to russell.hawkes@es.govt.nz.

Submitter details

Full Name:

Organisation (if applicable):

Postal address:

Postcode:

Phone:

Email:

Public hearing

Please choose one of the following options:

- I do not wish to be heard in support of my submission.
- I do wish to be heard in support of my submission.

All submissions will be made available for public inspection.

X

Signature of submitter

Date:

Note: Please indicate the specific sections, topics, and the relevant pages, of the RLTP that your submission points relate to. Also, please indicate if your submission relates to a specific region.

My Submission is:

Kia ora,

I would like to voice my support for the reintroduction of both commuter passenger rail in Dunedin and regional passenger rail between Invercargill, Dunedin and Christchurch.

I support the reintroduction of commuter passenger rail for the following reasons:

- increasing mode choice in Dunedin. Reintroducing passenger rail between Mosgiel and Dunedin will increase mode choice for Dunedin Commuters. Trains carry more passengers than buses and are more accessible to people with disabilities. The Mosgiel- Dunedin line would also be faster than buses.
- Enhancing the Dunedin network and resilience. As the southern motorway is reaching its capacity we should be assessing what the options are to increase that capacity. A train service between Mosgiel and Dunedin would alleviate traffic issues on the Southern Motorway. Buses get stuck in traffic and heavy vehicles contribute to the need for increased maintenance of the motorway and suburban streets.

- Transforming Dunedin's transport system. Reintroduction of commuter rail would exponentially improve Dunedin's transport system. Train stations at Mosgiel, Green Island, Kensington and a new station at the stadium to service the university and the stadium would revitalise each of those suburbs. An extension from Mosgiel to the airport in the future would increase accessibility to the airport. Extending the service to Port Chalmers would benefit those harbour communities and take traffic off the busy SH88.

Reintroducing regional passenger rail between Christchurch and Dunedin would also transform the transport options for people living in Dunedin, Oamaru, Timaru, Asburton and Christchurch. I understand from the book "Cant Get There From Here" André Brett & Sam van der Weerden, that there are "off the shelf" options of train stock that could complete the Christchurch to Dunedin journey within 4 hours without the need for major upgrades to the rail lines. people need an alternative to driving, the Intercity bus offer is not a good option as it gets stuck in traffic, takes longer than driving and is not accessible for people with disabilities. A Christchurch passenger service could start in Mosgiel which would increase access to the people who live there, it would also benefit the residents of the cities and towns between Dunedin and Christchurch.

As DCC Councillor Jim O'Malley has publicised, the problem with reintroducing passenger rail is that the lines have been reduced to single track which means there are capacity issues as the lines are used by Kiwirail for freight transport. Councillor O'Malley I understand has advocated for a passing loop at Caversham as an important step to addressing capacity issues and allowing passenger trains to be timetabled around freight services. It would also increase capacity for freight services as well.

(Please include additional pages if necessary)

Submission on the mid-term review of the Otago Southland Regional Land Transport Plans 2021-31

Submitter: Richard Holland

Public Hearing

I do not wish to be heard in support of my submission

General Comments

Our Regions

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10-Year Transport Investment Priorities

This 10-year land transport plan barely mentions rail at all, despite the existence of a heavily used rail freight network right along the coastal regions of Otago and Southland that could easily be adapted to support passenger use within its existing capacity. For a start, incentivising transport companies to move more freight onto that rail network would greatly help reduce pressure on SH1 and other local roads, with almost no investment at all from councils. You talk of optimising an efficient and accessible land transport network through involve multiple modes. Currently the only mode Southern residents can choose when travelling between towns is by private car unless they happen to be on a journey that is served by one of the national bus routes, and so roads are really the only mode that this plan considers in any detail. Where is the thinking about making better use of the existing rail infrastructure between Invercargill, Dunedin, and onwards to Christchurch, which has branches to Port Chalmers and Ohai among others, so that it can carry passengers as well and take even more pressure off of SH1? Rail is also a more efficient user of fuel per passenger-km than any competing mode, which is significant given this plans intent to improve on carbon emissions. It also, unlike air transport, tends to link city centres directly which means less emissions from onward transport to/from the point of arrival/departure. On a similar note luggage vans on passenger trains have more bicycle-carrying capacity than any other form of transport, allowing more passengers to start and finish their longer-distance journeys on two wheels instead, or take their bike on the train one-way then cycle home along one of our many established bike trails. Rail is also arguably safer (internationally, rail has far fewer accidents than NZ's roads) and promotes better wellbeing (more relaxed journeys with nicer views) than any form of road transport including private cars and buses, and is far more accessible than buses for those with disabilities. Journey times are also comparable to buses over most routes. Also, given the existing infrastructure we already have for the major routes - many stations still exist, or the land where they once stood is still clear of obstruction enabling low-cost structures to be put up quickly - there is very little construction or land-clearance involved in reestablishing passenger rail and so the direct environmental impacts of building up a rail passenger service is far less than building new roads. The report identifies that coastal rail is just as susceptible to storms and other bad weather as coastal roads are. This is true but every additional mode available reduces the risk of losing all modes at once and so improves resilience overall. Inland, along routes with roads that could easily be cut off in the event of a natural disaster, having any form of parallel rail network serving the same towns by a different route vastly improves resilience. That's not to say we should build more lines, but we should definitely use the ones we already have in a better way. For instance the Taieri Gorge railway may not make much money as a tourist venture, but its rail infrastructure could be invaluable as an alternative emergency access between Dunedin and the Central Otago region. In terms of

maintenance, our rail network already exists and is already being maintained to handle far heavier freight traffic than a passenger operation, so it would not incur any significant extra maintenance other than looking after the trains themselves, as opposed to constantly increasing road maintenance in the face of ever heavier vehicles and more frequent journeys. Moving more of those road journeys onto rail reduces the amount of future maintenance required on roads, so everybody wins. We even have trains available on the network that we could already be using, for instance the Dunedin Railways set which is barely used at all and could easily form at least one of the sets required for a regular mainline service between Christchurch and Invercargill. We also have the recently retired Capital Connection set which with some repair work could be pressed into service in the South as well. Other existing trains will soon become available for use down South, with some maintenance to extend their life, as the government has already committed to replacing the existing fleets around Wellington. For a viable passenger service in the South we do not need flash new trains or luxury tourist offerings with panoramic windows and high quality catering; we just need to be warm, dry, safe, relatively comfortable, and on time. New trains are of course attractive, but any train is better than none. The standards of the 90s-era Southerner train were more than adequate, and so would be the existing Dunedin Railways stock. We also don't need new railway lines, at least not until the existing ones prove so popular that people start to demand them. The network that is already in place through Otago and Southland is more than enough to start with, but it does need to include trains into Canterbury for Christchurch in order to offer an optimal set of journey options that would attract the most people. An initial trial of a commuter service between Port Chalmers and Mosgiel would be an ideal demonstrator at almost zero cost other than temporary scaffolding platforms and pedestrian access for alighting at an appropriate existing siding at each end and perhaps also at Green Island and Ravensbourne, using the existing platforms at Dunedin, but the return of the Southerner would attract the greatest interest. Any transport plan needs to seriously look at how to serve its own community first, just as this plan is doing despite its curious omission of any serious consideration of rail, so if rail is to be considered then it should be with service levels matched to the local population's expectations and needs, and councils and governments should expect to have to subsidise these operations to some degree for the greater good. By comparison, tourist rail on the national network is a luxury that should really pay its own way with its own trains, as KiwiRail's existing Great Journeys operation does, and let councils and governments concentrate their support on trains for locals instead.

Programming of Activities

Submission on the mid-term review of the Otago Southland Regional Land Transport Plans 2021-31

Submitter: Tania Murphy (Otago Central Rail Trail Trust)

Public Hearing

General Comments

The Otago central Rail Trail Trust support the Otago Regional Land Transport in their efforts to link trails across the network and address the gaps.

Our Regions

Strategic Framework

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Submission on the mid-term review of the Otago Southland Regional Land Transport Plans 2021-31

Submitter: Andrea Liberatore

Public Hearing

I do not wish to be heard in support of my submission

General Comments

I am supportive of all efforts to make our cities more accessible by bike, walking and bus, and of efforts to be mindful of impacts to the environment of all transportation methods. Thank you for being future focused and for keeping safety of all road users and health of the environment as priorities for transport investment. Please continue to invest in busses and electrify public busses as possible. Would love to see some passenger rail in the future between Dunedin and Christchurch, with stops in other Otago towns - e.g. Moeraki and Oamaru.

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Submission on the mid-term review of the Otago Southland Regional Land Transport Plans 2021-31

Submitter: Emily Cooper (Coastal Communities Cycle Connection)

Public Hearing

I wish to be heard in support of my submission

General Comments

We support the strategic direction being proposed, including the investment priorities of Providing more transport choices for people in how they move around, Promoting safety, health and wellbeing for the community and the environment and Enhancing maintenance and network resilience to ensure community access and connectivity. Our project to connect the communities on the north coast of Dunedin City, the Coastal Communities Cycle Connection (CCCC), satisfies all three of these priorities, and more. The project is included in Appendix 7 - Key Outcomes from Road Network Activity Management Plans by the DCC: "To support active transport, Dunedin City is investing in a cycleway project between Caversham and Mosgiel and working with community groups to facilitate their investigations into a walking and cycling connection in the north, servicing the communities of Warrington, Karitāne and Waikouaiti." We anticipate that the Coastal Communities Cycle Connection will be included as an option for cycling infrastructure, currently being considered through the DCC's strategic cycling network review. This network could include a walking and cycle path connecting Port Chalmers with Waikouaiti via the northern settlements of Waitati, Warrington, Seacliff and Karitane. The review is due out early 2024. As such, we request that the contents of that document are considered in the RLPT review when finalising the projects that need to be addressed. At a total anticipated cost of \$21m, (as per the feasibility study completed), 'value for money' can be had by supporting the 35km Coastal Communities Cycle Connection project through to implementation, due to the significant progress already made on this project. With the route defined by a feasibility study, we have pressed on with Runaka consultation, Kiwirail approvals in principle and landowner easements. A major landowner between Waitati and Port Chalmers has signed an agreement to grant an easement, opening up a link between the existing Te Ara Moana and the north coast of Dunedin. Funds raised from the community and private funders are coming in as we work to get shovel ready. Prioritising further support through the RLTP will accelerate progress and ensure the sections reliant on government funding are eligible for it (eg the section Evansdale to Waitati, providing an off-road alternative to SH1). The Waikouaiti River rail bridge is currently undergoing replacement and there is the opportunity to construct a clip-on pedestrian bridge. With the resource consent fees for this already funded by ORC, and the clip-on design cost part-funded already, we expect this section to be shovel-ready in 2025. When completed, the north coast trail (CCCC) will open up the possibility of regional connection from Dunedin northwards, looking ahead to connecting through to Oamaru and the Alps 2 Ocean and fulfilling the vision of an integrated network of walking and cycle trails for Otago. Please also consider the CCCC project in the context of the contents of Appendix 2 - Key provisions of the Land Transport Management Act 2003 The Land Transport Management Act 2003 (LTMA), which guide the development and content of regional land transport plans. The key provisions of this act include: (35) Needs of transport-disadvantaged must be considered In preparing any programme or plan under this Part, the Agency, the Commissioner, the Secretary, every local authority, Auckland Transport, and every approved public organisation must consider the needs of persons who are transport-disadvantaged. People who face transport barriers due to limited affordability, and/or a lack of available transport options that they are able to use, are transport disadvantaged. The residents of the north coast communities are currently unable to access essential services in the neighbouring villages without a vehicle, despite these communities being less than 6km apart (eg Karitane residents have no option other than travelling in a vehicle to visit the doctor or DCC service centre in nearby Waikouaiti. Similarly, residents in Warrington cannot travel to the 5.7km to the

Waitati store or Blueskin Bay library without a vehicle. No footpath exists alongside SH1. There is a severe lack of transport options. Further, we encourage the consideration of Objective 3 of the Strategic Framework: Connectivity and Choice: Develop a range of travel choices that are used by communities and business to connect. Since no improvements to the public transport service are planned or being considered for the North Coast, better walking and cycling options would allow connectivity for residents and value for money investment. Kā mihi nui Emily Emily Cooper [REDACTED]
[REDACTED] Coastal Communities Cycle Connection (CCCC) CCCC Facebook Group
www.dunedintracksandtrails.nz

Our Regions

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Otago
Regional
Council



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If you require further information, please contact either Varghese Thomas (ORC) on 0800 474 082 or by email to varghese.thomas@orc.govt.nz or Russell Hawkes (ES) on 0800 76 88 45 or by email to russell.hawkes@es.govt.nz.

Submitter details

Full Name: Christine Ellen Henderson

Organisation (if applicable):

Postal address:

[REDACTED]

Postcode:

[REDACTED]

Phone:

[REDACTED]

Email:

[REDACTED]

Public hearing

Please choose one of the following options:

- I do not wish to be heard in support of my submission.
- I do wish to be heard in support of my submission.

All submissions will be made available for public inspection.

X C E henderson

Signature of submitter

Date: 5 March 2024

Note: Please indicate the specific sections, topics, and the relevant pages, of the RLTP that your submission points relate to. Also, please indicate if your submission relates to a specific region.

My Submission is:

Thank you for the opportunity to submit to this Review.

My comments relate to Southland and Otago regions.

Time does not permit me to read the entirety of this document so I will focus on Page 11 and is based on both the 2021 and 2023 priorities which are still relevant.

Safety: A collaborative effort is still required between communities and other transport agencies. Local concerns in Lumsden have been stymied by a reluctance by NZTA to visit sites of concern and address issues.

Only by approaching our local MP have we made welcome progress on one important safety issue, but others remain.

Better Travel Options: In line with Climate Change imperatives the restoration of a passenger rail service from Invercargill to Christchurch, catering for locals as well as tourists, needs to be reinstated as a matter of urgency, incorporating as it does reduced greenhouse emissions, improved road safety on increasingly crowded highways, and reduction of wear and tear on our road surfaces.

Integrated Freight System: Failure to heed the lessons of Great Britain regarding the impact of Juggernauts on their road system, including the break down of road surfaces resulting in an increase in potholes, has meant that we have experienced similar impacts with expensive consequences, increased safety issues and an increased carbon footprint.

The increased use of rail for a wider variety of bulk cargoes is the obvious option but will require Government funding reflecting urgent Climate Change adaptations facing our provinces as well as the rest of the country.

Maintaining and Operating the System: With both provinces having small communities and large areas rates cannot be relied on to fund our land transport system. Is it true that 30% of our Southland RUCs are still being siphoned off to help fund roads of national importance in the North Island? If confirmed it might help explain the parlous state of many of our roads and bridges...and would need to be restored to our provinces asap.

I look forward to discussing these issues with you, hopefully in Lumsden.

Yours Sincerely,

(Mrs) Chris Henderson

(Please include additional pages if necessary)

Submission on the mid-term review of the Otago Southland Regional Land Transport Plans 2021-31

Submitter: Mrs & Mr Juergen Gnoth

Public Hearing

General Comments

Our Regions

regarding the RLPT, we would like to submit that the walking and cycling connection in the north, serving the communities of Waitati, Warrington, Karitane fits the Plan's strategic outcomes and should be elevated to be acted upon, funded in the next three years, and built. Please prioritize this project, especially the section between Waitati and Evansdale as the road, H1, is extremely dangerous for pedestrians and cyclists alike.

Strategic Framework

10-Year Transport Investment Priorities

Programming of Activities

Otago/Southland Regional Transport Long-term Plan Submission

Date: 14th March 2024
To: Environment Southland. C/- Russell Hawke
From: Blind Citizens – Southland Branch
Contact Person, Carolyn G Weston QSM

Introduction: Blind Citizens NZ was established in 1945 by a group of blind people concerned over their working conditions they experienced in the Blind Institute's sheltered workshops. From that humble start, blind, vision impaired and deafblind people have united throughout the country, speaking as blind people on our own behalf. The Southland branch is part of Blind Citizens NZ.

Our concern relating to your joint transport plan is accessible public transport within the major cities of Otago/Southland and accessible inter-city transport between cities and smaller towns.

Concerns:

- We do not understand the need to combine Otago and Southland transport plan into a combined plan. It appears the demographics in Otago differ from those in Southland and the geographics of both provinces also differ.
- Whilst Dunedin and Queenstown bus services are funded and administered by The Otago Regional Council, Environment Southland sub-contracted Southland public transport to the Invercargill City Council to be responsible for public transport service is provided in Invercargill City.
- Although Environment Southland have sub-contracted public transport to ICC reality is that if anything goes wrong at the end of the day, Environment Southland will be answerable to Government as the buck ends with you.

Environment Southland must monitor the Southland public transport service protecting yourselves from any liability.

Recommendation: That this plan include monitoring the goals of the Invercargill and Southland's public transport plan.

Concern: Lack of meaningful consultation and advice from disabled people who have lived experiences of the affects of disabling factors which cause inequalities within society.

Recommendation: That you establish an advisory group of disabled bus and other public transport users who can provide information on issues facing disabled bus users and assisting with developing strategies which will resolve these issues. This group should represent a cross section of disabled people throughout the region. It is proposed this group which could meet via Zoom meets at least twice to three times a year but must meet when the Regional Councils wish to consult over future plans.

Concern: Lack of understanding of access for disabled people and how public transport can facilitate people to enable good lives even though they have a disability. Whilst tools such as audio announcements assist some disabled people, it is critical that people working to provide public transport to a community understand disability and its complexes.

Recommendation: That a schedule of disability awareness training be presented to drivers, and other staff who work in providing public transport in this region.

Concern: In December 2013, the Invercargill City Council introduced audio announcements into all the bus fleet in our city. During 2020, bus routes were altered and the audio announcement system was dispensed with. Invercargill was one of New Zealand's first cities with audio announcements

on buses. Now Wellington City's public transport system is more accessible for blind people as their bus fleet now have a modern audio announcement system in them. Not only did our Invercargill bus audio announcements use to advise passengers of the next stop. but when buses were stopped at the bus stop, the bus would announce which bus it was and its destination. Now blind passengers struggle to find which bus they need when identifying their bus at the new Invercargill bus-hub. Whilst we have been told to ask the driver to let us off at the stop we want, this is not a reliable method as the driver can be side-tracked concentrating on their driving.

Recommendation: That the long-term plan incorporates a goal to make all buses and other passenger transport accessible to blind, vision impaired and deafblind passengers. This goal must contain time-frames so our community can be assured of when audio announcements are back in our buses. A partnership approach developing this plan and its milestones should be adopted between your councils and our blind community. We also recommend you discuss how Wellington Regional Council and blind people developed their accessible bus service with audio announcements on their bus fleet. Under the United Nations Convention on the Rights of persons with Disabilities, it is our right to travel on buses and other public transport which is fully accessible to us. Our NZ Government has signed this convention and New Zealand is regularly monitored on progress against each clause of this convention.

Concern: Your document stated that bus passenger numbers in Dunedin and Queenstown have risen whilst passenger numbers in Invercargill have decreased. There must be some reasons why this is happening however you haven't stated them well. We know that there is no marketing of the bus service in Invercargill, people who used to use buses in the

past no longer do due to the distance from their nearest bus-stop to their home as it is too far to walk, competition from a taxi company who provides free taxi rides to those passengers with a Total Mobility Card and the bus time-table does not suit people. We are also concerned over the lack of bus coverage in parts of our city such as Ascot Heights, Otatara and Bluff. Blind people have the right to visit or purchase a home in these areas, but without a public transport service, we cannot live in these areas or visit friends or relations there.

Recommendation: That the Regional Councils draw up a marketing Strategy encouraging more people to travel by bus instead of taking their car, walking or cycling. This strategy should do a SWOT Analysis on the current situation in the three cities, analyzing why people in Dunedin and Queenstown are more likely to use the bus than people in Invercargill. Understanding reasons behind reluctance to travel by bus can identify methods in which people can be encouraged to ride the bus. Make it fun riding the bus.

You need to research passengers riding the buses and those people who don't ride the bus so you can identify reasons why people don't or won't travel by bus in Invercargill.

Recommendation: Review the Invercargill city bus service ensuring that people are able to walk from their home to their nearest bus stop in comfort, (not too far like 30 minute's walk). Investigate where people want to travel to on a bus.

Concern: The bus infrastructure must be well maintained and improved. Seats at bus-stops, shelters and a technology enabling passengers waiting for the bus to know how long the bus will take to reach your stop should be introduced throughout the region. Invercargill must not be treated like the poor relation because there is a reduction in passenger numbers. Any technology which informs passengers of the whereabouts of the bus, should be in print and also in an audio

announcement form. This ensures everyone receives the same information.

Recommendation: That the Regional Councils in consultation with local bodies such as city councils, develop a continuous workplan on how to maintain and improve the public transport infrastructure of the region.

Conclusion: We know our submission is long but that proves we are passionate about public transport in our region and we want the best public transport service for us all, including our blind, vision impaired and deafblind community.

Submission on the mid-term review of the Otago Southland Regional Land Transport Plans 2021-31

Submitter: Dave Macpherson (Save Our Trains Otepoti-Dunedin)

Public Hearing

I wish to be heard in support of my submission

General Comments

Please see attached document, which we would like to speak to. In essence, we are requesting that the Otago-Southland Regional Land Transport Plan incorporate Passenger Rail as a future public transport mode, within the plan.

Our Regions

Strategic Framework

10-Year Transport Investment Priorities

Programming of Activities

Save Our Trains

Submission to
Otago/Southland
Regional Transport Committee
Regional Land Transport Plan Review 2024



The Future Is Rail.

Ōtepoti-Dunedin

Save Our Trains Ōtepoti-Dunedin

➤ Established August 2023

- A group of Ōtepoti/Dunedin residents promoting & supporting passenger and other rail initiatives in the Dunedin area, in the South Island, and nationwide.
- Part of a nationwide network of groups and individuals supporting passenger rail in New Zealand.
- We aim to harness widespread support in the area for passenger rail, to ensure local and national authorities have passenger rail services (and other rail initiatives) in Dunedin, and between Dunedin and neighbouring regions areas, firmly on their agenda.

Email: SaveOurTrainsDunedin@gmail.com

Facebook: <https://www.facebook.com/profile.php?id=61550775020055>

Twitter: <https://twitter.com/saveourtrains>

Website (national): <https://allrailways.co.nz>



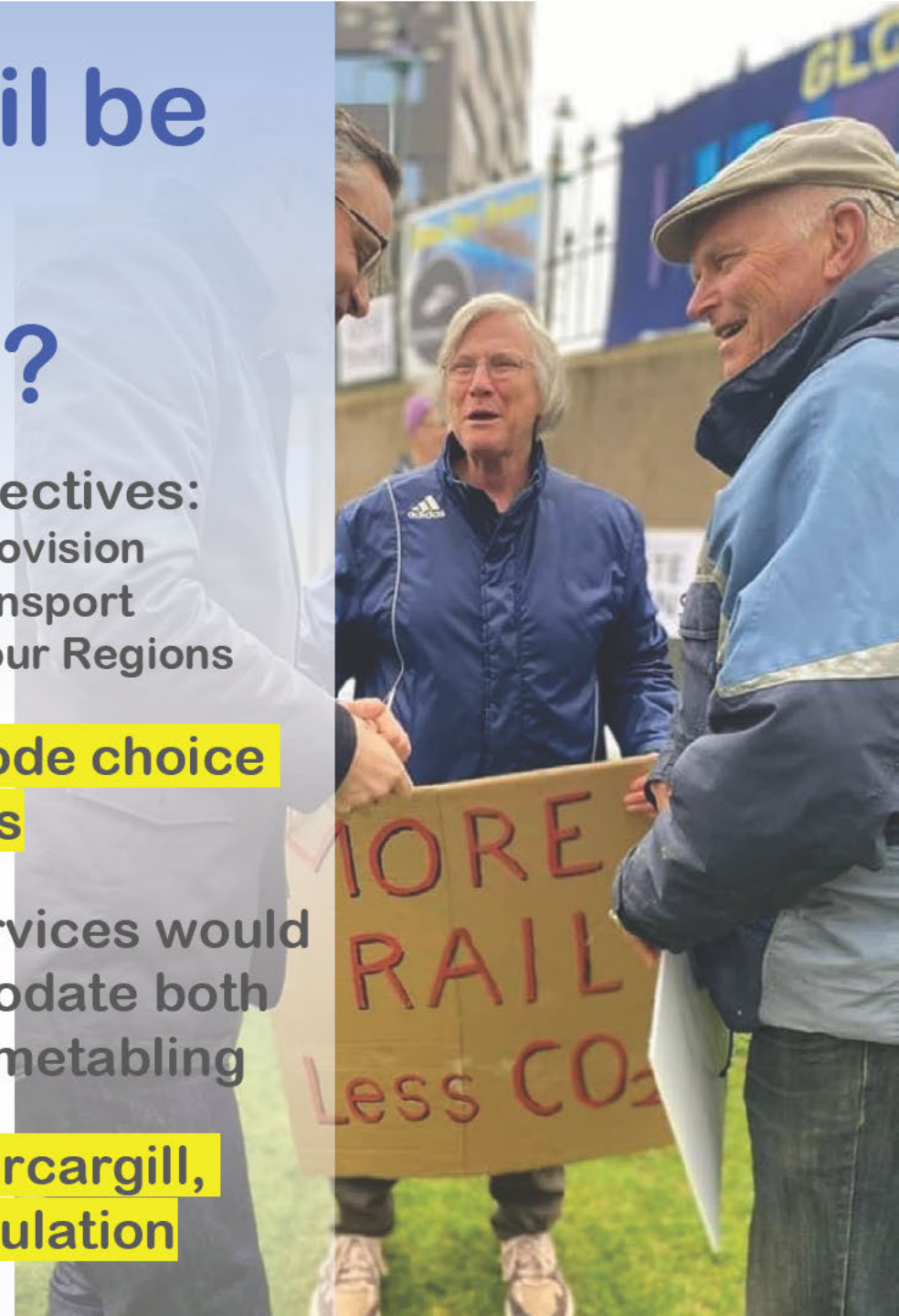
Why should passenger rail be supported in the Otago/Southland RLTP?

- Passenger rail can deliver on the RLTP's key objectives:
 - An enhanced, efficient & accessible mode choice provision
 - A safer form of inter-regional & inter-community transport
 - Builds affordable connections between communities in our Regions

- Passenger rail is the **ONLY** significant transport mode choice that is not currently offered in our Regions

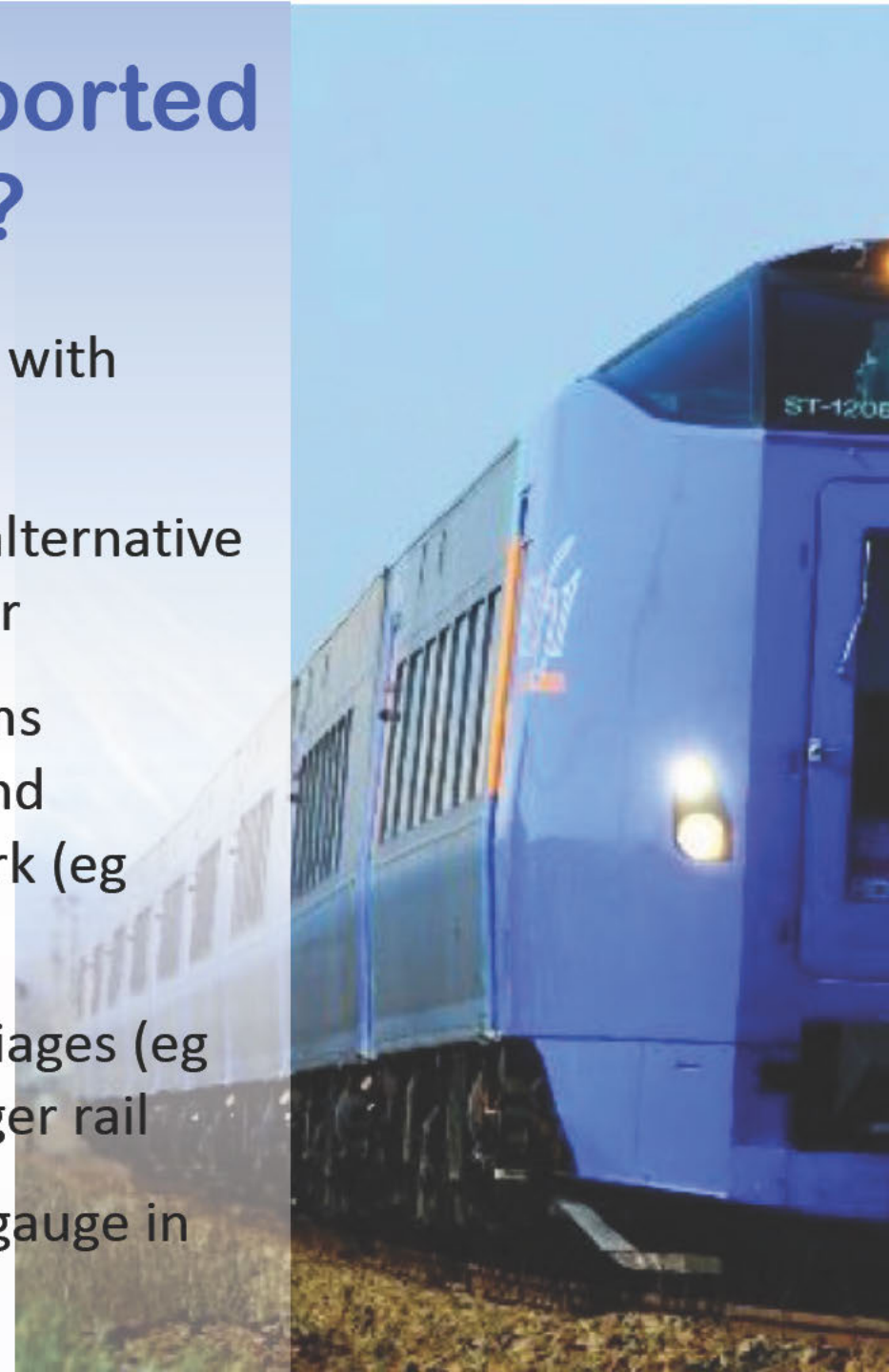
- There is no need for major new infrastructure, as services would be on the existing rail network, which can accommodate both freight and passenger services with reasonable timetabling

- **The Main South Line, Christchurch-Dunedin-Invercargill, connects communities comprising 650,000 population**



Why should passenger rail be supported in the Otago/Southland RLTP?

- Passenger rail has a low carbon emission profile, compared with private, and other forms of public, transport
- Inter-regional passenger rail services - when offered as an alternative in the North Island and overseas (eg Australia) – are popular
- Passenger rail services, on existing lines, provide connections between major urban areas such as Dunedin, Invercargill and Christchurch, and with many rural centres along the network (eg Oamaru, Palmerston, Balclutha, Gore).
- Investment in modern railcars, or even refurbished rail carriages (eg North Island), can be an efficient means of offering passenger rail
- Moderately fast railcar services operate on the same track gauge in Japan (pictured) and Australia





What *The Southerner* service could look like

- Indicative timetable & stops based on 1990s Southerner – could be faster with new trains
- Track slots juggled to fit current limited number of freight trains
- Existing passing lanes would be used
- A bus connection to Dunedin Airport from Mosgiel would be needed (no current public transport service available); may be timed to synchronise with future international flights
- Weekend & holiday services may be different

<u>Southbound</u>		<u>Northbound</u>	
<u>Station</u>	<u>Dep Time</u>	<u>Station</u>	<u>Dep Time</u>
Christchurch	8.00am Dep.	Christchurch	4.30pm Arr.
Ashburton	9.00am	Ashburton	3.30pm
Timaru	10.00am	Timaru	2.30pm
Oamaru	11.20am	Oamaru	1.10pm
Palmerston	12.00noon	Palmerston	12.30pm
Dunedin	1.20pm Arr. 1.30pm Dep.	Dunedin	11.10am Dep. 11.00am Arr.
*Mosgiel (Airport)	1.50pm	*Mosgiel (Airport)	10.40am
Balclutha	2.50pm	Balclutha	9.40am
Gore	3.50pm	Gore	8.40am
Invercargill	4.30pm Arr.	Invercargill	8.00am Dep.

5:20hrs DUD-CHC...8:30hrs CHC-IVC...3.00hrs DUD-IVC

Recent passenger rail developments in NZ

- **Contracts to buy new hybrid trains for Capital Connection & Wairarapa Connection (Manawatu, Wairarapa & Wellington)**
- **Expansion of successful Te Huia service between Hamilton & Auckland**
- **City Rail Loop in Auckland (underground connection for Metro services)**
- Northern Explorer (Auckland-Wellington) service again stopping in Taumarunui**
- Study into central North Island service connecting Te Huia & Capital Connection (Hamilton-Palmerston North)**

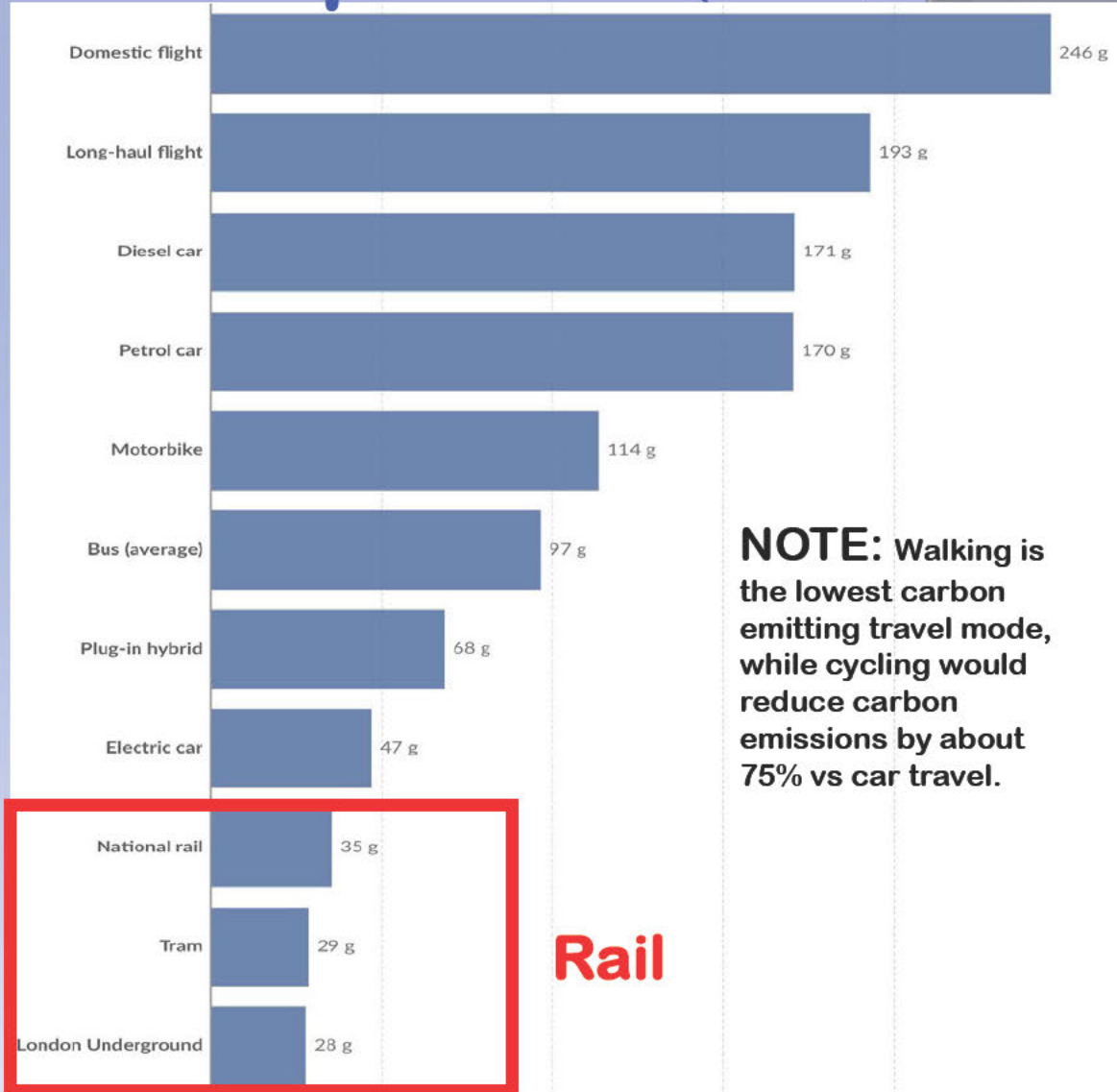


Targets for CO₂ & other greenhouse gas emissions

- Dunedin City Council: net zero emissions of carbon dioxide and other greenhouse gases by 2030 (except methane)
- Otago Regional Council: cannot find
- Environment Southland: net zero CO₂ emissions by 2050
- New Zealand Govt: (supported by new National-led Govt) net zero CO₂ emissions by 2050

It's not enough just to have a policy – what actions will ensure this?

Carbon footprint of travel per km (2022, UK stats)



NOTE: Walking is the lowest carbon emitting travel mode, while cycling would reduce carbon emissions by about 75% vs car travel.



What we are asking for the Otago-Southland Regional Land Transport Plan

- That the RLTC agree, by insertion into its Regional Land Transport Plan, to include 'Passenger Rail' as a future transport mode to be provided within the regions, and connecting to Canterbury.
- That the RLTC agree, by insertion into its Regional Land Transport Plan, to:
 - a. conduct a study into the feasibility of an inter-regional rail service from Dunedin-Christchurch, funded via the public transport system
 - b. Work with Canterbury Regional Council to achieve this.
- That the study inform future Public Transport plans for the Otago and Southland regions

Submission on the mid-term review of the Otago Southland Regional Land Transport Plans 2021-31

Submitter: Christopher Hawkins

Public Hearing

General Comments

Our Regions

As the report mentions, a lot of people in rural communities have little option but car dependency. Limits on bus service hours can also be an issue for people in urban areas who may be deterred from taking the bus if it is not possible to get home later in the day. I would be interested to know if anyone has explored the possibility of on-demand low emission vehicles / shuttles to service demand at times and places where there might not otherwise be the demand for a regular scheduled service. There should now be software that could facilitate this. This could help to improve community connection while also helping to meet emissions reductions targets by plugging a gap in the existing PT system. Ultimately it would be good to really take advantage transport being delegated to Regional Councils and to aim to link up communities across Otago and Southland with affordable public transport, whether scheduled or on demand. This would give people a genuine alternative to car dependency when needing to travel outside of their immediate area and contribute to emissions reductions.

Strategic Framework

I particularly support Objectives 3 and 4 and the associated policies that favour improved public and active transport to meet emissions reductions targets and improved health outcomes.

10-Year Transport Investment Priorities

Mode choice and safety are both good priorities. Access and connectivity are definitely important but it's crucial that sustainability and emissions reductions don't fall by the wayside when weighing up priorities.

Programming of Activities

I'm concerned that according to the Climate Assessment of Transport Investment, the LTP for Southland will have such a totally negative climate impact. The lack of any sustainability-focused activities show this. There should at least be some kind of public or active transport project on the cards for Invercargill and ideally something to connect up towns or even connect up Southland into the Otago regional network, which could itself be expanded to link up towns which currently lack any mode choice.

Submission on the mid-term review of the Otago Southland Regional Land Transport Plans 2021-31

Submitter: Colin Brown (Taieri Trails Group)

Public Hearing

General Comments

Our Regions

Strategic Framework

10-Year Transport Investment Priorities

Programming of Activities

Walking and Cycling Improvements - Dunedin City Council. (p71) Request to add an off road trail connecting Mosgiel & Outram to the present list of priorities, for reasons of safety and economic benefit. The reasons in more detail - The planned Mosgiel to Outram off road trail will connect the communities of Mosgiel (pop 14,500) and Outram (pop 880) via a 15km route that follows the banks of the Silverstream from Mosgiel to the Taieri river, then across private farmland adjacent to Riverside Rd, and finally over the Taieri River via a "clip on" to the existing SH87 Outram bridge. (Consultation has commenced with NZTA personnel re the ability to attach a clip on to the SH87 bridge). This planned route will be a vital transport link for the following reasons Is stage 1 of a 3 stage plan to connect the Clutha Gold cycle trail (itself part of the extensive Central Otago trail network) to Dunedin city via the Tunnels trail (now under construction). This economic value of cycle tourism is well established (estimates of \$260 to \$400 per day spend per person), and having this link will enhance and grow the value of the whole network to the regional economy. The existing Clutha Gold trail is creating a growing number of cyclists choosing to ride to Dunedin via the existing published Dunedin to Waihola Connector Route. This will result in an ever increasing danger from shared use of the SH87 bridge by cyclists and motorists. As noted elsewhere in the document, the growing popularity of e-bikes for recreation and exercise by the general population is creating increasing numbers of people now riding the roads of the Taieri, as it is one of the few flat riding areas available to the greater Dunedin area residents. SH87 and the Taieri river bridge is the main access connection between the north Taieri and South Taieri plain areas, and hence ever increasing shared cyclist and motor traffic use. There is existing desire by parents in both Outram and Mosgiel for a safe, off road connection that will allow their teenage kids to ride to the Outram Glen from Mosgiel, and from Outram to Mosgiel, for Saturday sports, swimming at the Mosgiel pool, etc. Presently their only option is to transport them by car, due to the danger of otherwise riding on SH87.



10 April 2024

Regional Land Transport Plan Mid-Term Review

Invercargill City Council (Council) is pleased to be able to submit on the mid-term review of the Otago/Southland Regional Land Transport Plan mid-term review.

Council acknowledges the work undertaken by the Otago/Southland Regional Transport Committee and the cooperative manner that all regional and territorial authorities have collaborated to produce the plan.

It is essential that the investment required for both local roads and State Highways is ensured in order to provide safe and efficient transport options for the people of Invercargill.

The elements provided in the statement of proposal are limited to a revision of the ten year transport priorities:

- Optimise an efficient and accessible transport network through enhanced mode choice provision across the regions.
- Promote safety and wellbeing outcomes across the regional transport network.
- Enhance network maintenance and resilience to ensure community access and connectivity.

Whilst not essentially changing the general direction of the priorities, Council agrees that this revision has clarified the intent of the priorities and would support the amendments.

We support the overall direction of the plan, with some key points outlined below. In terms of local investment Council is pleased that investment levels will remain at levels sufficient to maintain the safe operation of our local roads.

Council are reassured that investment levels indicated in the RLTP and priorities maintain a consistent direction.

This is particularly so with the Governments indicative realignment from alternative modes of transport (Walking, Cycling and Public Transport), emissions reduction and access to investment priorities in efficiency of travel and a move to prioritising economic growth, increased maintenance and building resilience in the network, value for money and retaining a safety priority.

With the draft Government Policy Statement on Transport having just been released, we are interested in the impact this will have on the RLTP and how this will manifest across the wider region.

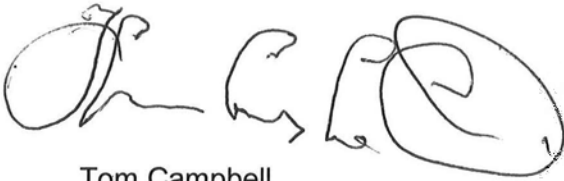
The interest and concerns of Council remain in the ongoing maintenance and renewal of local roads and in particular State Highway 1 from Invercargill to Bluff.

A5306633

Our concerns remain with State Highway 1 (NZTA) and the ongoing investment in the road. State Highway 1 from Invercargill to Bluff is an essential component of the economic drivers of Southland providing access to and from the Port of Bluff and providing access to Southland and delivering Southland products to the world. We have submitted to the GPS that in the view of Council this road should be given road of national significance status.

Around 20% of the traffic using State Highway 1 towards Bluff is heavy vehicles and Council would like to be assured that growth in heavy and commercial traffic forms part of the plans for this section of state Highway.

Whilst some work is planned for the road, we would support further investment from NZTA in upgrading the highway to ensure future capacities and account for growth and safety.

A handwritten signature in black ink, consisting of several loops and a long horizontal stroke at the end.

Tom Campbell
Deputy Mayor
Chair – Infrastructure Committee



BUSINESS SCHOOL
Te Kura Pakihi

008 ORC
Duncan Connors
(Otago Business School)

Submission for mid-term review of the Otago Southland Regional Land Transport Plan 2021-31

15 March 2024

Kia ora koutou.

Please accept this letter as my submission providing commentary for consideration regarding the Otago and Southland Regional Land Transport Plan 2021 – 2031.

I would like to be given the opportunity to speak in future on my submission.

This submission concerns itself with the ideal conditions for improved transport in our regions, working alongside neighbouring authorities in Canterbury. It will show that we need to have both a functional approach to the problem at hand as well as a campaigning and lobby approach to receive our fair share of funding from central government. It does not address the many conceptual shortcomings of the Regional Land Transport Plan 2021 -2031 due to the framework imposed upon our regions by central government.

The points made henceforth are underpinned by three very important facts supported by the evidence underpinning my research: 1) New Zealand is not a debt ridden, impoverished nation, but an exporting high income OECD developed economy with



comparatively low levels of debt, 2) the South Island is a major contributor to government funds out of proportion to the size of its populations, and, 3) the South Island and by extension Otago and the Southland, receives far less in government spending per capita compared to the Auckland region, for example, despite its obvious need for infrastructure and development.

Transport provision in our region, across the South Island and indeed New Zealand continues to suffer because of this.

The substantive point of my submission is as follows.

The economic reality: we do not receive our fair share of infrastructure funding from central government:

1. On the Southern East Coast of the South Island, over two thirds of the population of the Island live in a linear corridor between Christchurch, Dunedin, and Invercargill, which encompasses not only those cities but many important large towns and urban centres. Distance is not an issue where there is a single road, SH1 and a single rail line serving all urban centres along the corridor.
2. This corridor is the hub of a major exporting region in terms of agriculture, raw materials, processed food items et cetera, that underpins a local business service economy. The South Island is the majority exporting subcomponent of New Zealand that based on the General Economic Model, provides the cash injection underpinning the national circular economy.



3. Based on this logic, we have a right in Canterbury, Otago, and the Southland, as well as the entire South Island for a proportion of government funding based upon our contribution to the national economy. For the South Island as a whole, this is currently approximately 22% of GDP.

4. However, we do not receive anything close to this in terms of transport infrastructure funding, which is focussed on Auckland, Wellington and connecting projects on the North Island. This reflects not only a political focus on where most electorates are located, but also short-sightedness as improved roads and rail in the South would increase economic productivity and growth.

5. The Otago and Southland Regional Councils, in conjunction with other regional councils on the South Island need to challenge central government about this glaring inequality: it is our money, and it is underpinning motorways and commuter rail over a thousand kilometres from the centres of population of the South Island. If not, any regional land transport plan will only reflect what we are allowed to spend as opposed to what we are entitled to spend based on our needs and contribution to the national economy.

Transport proposals based upon a fair share of spending (or even a small proportion):

Road transport

1. It is a matter of incredulity that motorways exist, or are planned, between cities in the North Island of similar size and distance as Dunedin to Christchurch, or Dunedin to Invercargill and yet the SH1 for the most part, has two lanes, one in each direction. On this road travels not only private cars and buses, due to an



absence of a rail alternative, but the majority of the truck bound freight of the South Island.

2. Based upon a fair share of funding, we could afford to upgrade the SH1 to two lanes either side between Christchurch and Dunedin. At a current estimate, for 250 kms of motorway (as some motorway already exists) the cost would be \$5 billion, or approximately 20% of the estimated \$24.8 billion the current government has put aside for transport and Roads of National Significance.
3. Again, that would be in proportion to the South Island's economic contribution to the nation. However, such a significant improvement would have a real impact on economic growth and development to the extent it will lead to higher growth and output.
4. Therefore, the Otago and Southland Regional Councils should strongly advocate for upgrades on the SH1 between the Waitaki Bridge and Dunedin, and Dunedin and Invercargill as well as collaborating with Canterbury Regional Council on pressing for our fair share of funding and co-developing the SH1 south of Christchurch.

Passenger Rail

1. The Main Line South between Christchurch and Dunedin is well maintained and developed, with significant freight traffic along the line. The line south of Dunedin to Invercargill is not as well maintained but still has a reasonable level of freight traffic.



2. It is a misnomer to state that being single track with passing points is an issue for the Main Line South; most freight lines are the same in the United States, Canada, South Africa and Japan and clever management as opposed to infrastructure enables hundreds of movements daily. Indeed, dual track is a significant cost to build and maintain, and once removed is unlikely to be restored due to cost. However, the existing line is well maintained, has capacity and with minimal, cost-effective changes, can support further developments.
3. Passenger rail should have a future between Christchurch, Dunedin and Invercargill, not based solely upon demand but on the sound economic reasons supporting its reinstatement. The Main Line South is identical to most of the Japanese intercity network, single lines having the same gauge as ours on similar terrain, with speeds between 120kph to 160kph. Management systems, such as ETCS are being installed in New Zealand that can support this and the cost of a passing point two kilometres long is insignificant compared to double tracking the entire line and is a cost Kiwirail has born over the past decade renovating existing, working, rail lines.
4. A fleet of six modern railcars costs the same as approximately two 50 seat regional prop aircraft such as those used by Air New Zealand. Currently, designs such as the Hitachi A-Train, Stadler Flirt, Alstom V/locity or CAF Civity have variants that can run (and in Japan Australia and South African already run) on the same track and loading gauge as used by Kiwirail. In short, the equipment is ready to be purchased and installed off the shelf and can be put into service within a comparatively short period of time.
5. Using single-direction seats, with ample legroom, flip down tables and power sockets, a four or five-carriage rail car can carry up to 350 to 400 people. That is a significantly larger number of people than a 50 seat Bombardier or 68 seat ATR Prop flown by Air New Zealand. The cost in fuel per passenger will be 1/7th that



of the aircraft and with an ample local agriculture industry, biowaste can provide green diesel without the extra cost of electrification or unproven hydrogen power. Immediately this would both slash carbon emissions and fuel imports.

6. Six railcars can provide 18 three-hour long single journeys a day or 9 return trips. This would provide a capacity, using 350 seat railcars of 6300 return seats a day between Christchurch and Dunedin, with some five-hour long services continuing to Invercargill. At present, 952 return seats are provided by Air New Zealand between Christchurch and Dunedin using far more fuel per passenger, with the added cost of driving to the airport, waiting and needing a taxi at the destination. Approximately 600 return seats are available to Invercargill by plane from Christchurch.
7. Rail can deliver passengers to a city centre or a park and ride outside a city centre, such as on currently vacant land in Ravensbourne, Dunedin. There is no need to wait, check in bags, or to use taxis from out-of-town locations – the train stations in Christchurch, Dunedin and Invercargill are located on city bus routes and are walking distance to the city centre. In most cases this is quicker city centre to city centre than travelling by plane.
8. Many bemoan the start-up costs or possible subsidies, but the economic benefits in regenerating city centres and creating economic capacity are well known and have been evidenced by cities in the US in states such as New Mexico, Texas and Washington that have brought back passenger rail. Effectively, subsidies are about economic liquidity, and it has been shown in countries in Europe, particularly in the UK and the Netherlands, the economic growth and activity generated by rail is greater than the cost to society from small subsidies. Certainly, with a single line along a linear corridor with large towns and major cities acting as anchors, the expenditure on six railcars for the Main Line South will be



insignificant in comparison to the economic development that passenger rail will create.

9. An example of the economic benefits would be in developing cities and towns within an hour by rail of a major city; as the cost of housing increases in Christchurch and Dunedin, the alternatives of Ashburton and Palmerston are apparent, not just for consumers but for those in property development and real estate.

10. Therefore, working with Canterbury Regional council, the Otago and Southland Regional Council should lobby for and strongly request regional development funding to bring back passenger rail along the South-eastern Corridor of the South Island in the interests of the over two thirds of the island's population that live there. The investment would be significant initially but will serve major economic centres in New Zealand and any request would pale in significance to the amounts spent on Auckland and Wellington's commuter rail networks or the motorways built across the North Island.

In any other developed, western orientated and economically prosperous country the proposals outlined above would be common sense and considered the very minimum to provide effective road and rail transport. However, since the end of the days of affluence between Britain joined the European Union in 1973 New Zealand has lurched from one masterplan to another, be it Think Big, 'Rogernomics' or the free trade deal with China, and has developed a parsimonious, penny-pinching attitude to infrastructure spending.

This must end. We have a per capita GDP close to the EU average and higher than Japan or France. Our national government debt ratio, at 14.5% is lower than the UK, Germany and France, and far lower than similar sized nations such as Ireland or Finland. The amounts required for acceptable road and rail transport on the South Island and within



Otago not only pale in comparison to those spent elsewhere, but they are also ours by right as a major contributor to the New Zealand exporting economy.

Therefore, this submission is not about what we need to build and how to fund it as per the minutiae of the Otago and Southland Regional Land Transport Plan 2021 to 2031. Rather, it is about the need to change our attitudes towards spending to reflect what we deserve from central government; The starting point should not be what central government might give the regions for their transport infrastructure, it should be what we are owed as per our contribution and demanding that spending be provided to fund our needs.

I look forward to hearing from the Otago and Southland Regional Transport Committees soon.

Ngā mihi nui.

Duncan Connors.

11 March 2024

Otago Southland RLTP Consultation
Environment Southland
Private Bag 90116
Invercargill 9840

Email: policy@es.govt.nz

Otago Southland Regional Land Transport Plans 2021-31 - Review

Submission from NZAA Southland District Council

The following submission is made on behalf of the New Zealand Automobile Association Southland District. The association has over 1.2 million personal members nationally and over 800,000 vehicle-based associates.

The AA Southland District Council represents the interests of more than 20,000 members in the Southland region.

We appreciate the opportunity to comment on the review of the RLTP.

We focus our comments principally on the Southland region relevant to our district and our Southland membership.

Our membership's general expectation is for a roading network that results in efficient and safe travel for road users that is resilient to the effects of climate change and use.

Threads

We make comment on the roading network within the Southland region, as follows:

- Much of the region's networks are aging and require prioritisation of road maintenance. The deteriorating state of the regions roading and related assets is recorded as a major concern of our members and results in significant related safety issues and can also have an impact on transport and freight operators and accordingly a negative economic 'flow-through'.

We understand the challenges of funding constraints and limited local budgets. In this situation we agree that prudent asset management is essential to ensure investment is directed where it is most needed and we agree with the emphasis, across Otago and Southland TA's, that needs to be placed on regular inspections, condition assessments and early intervention to ensure asset condition is maintained at a level which meets the needs of our road users.

However, regular maintenance may not be enough. To that point, a commitment to remediation should be a focus to avoid recurring long term maintenance and ensure a better road network that will be more efficient and safer in the long term.

- In safety terms we also note the regions disappointing statistics and particularly those related to Invercargill City intersections, where accident risk exceeds anywhere else in the country. This is an area which requires (continued) prioritisation of investment by the respective authorities. We understand that the Invercargill City Council is progressing improvements to intersections with several upgrades planned however request that prudent consultation with the public and stakeholders is had before plans are finalised and implemented to ensure the community is engaged in the projects before their implementation. Road safety requires the public to understand what the risk is and how that risk is being mitigated, so there is greater awareness and less opposition to change.
- Many of our roads are rural. This has a flow on to the number of higher speed accidents experienced. The Government has through the GPS on roads, emphasised that reduction of speed limits is not the complete resolution to resolving the safety risk on our roads. It is but one of several other tools that must be considered together to mitigate the risk posed by our roads. For example, improved engineering and maintenance together with safety intervention measures are other means that may mitigate the risk on our roads. While we agree there will always be merit in reviewing speed limits that is certainly not the only tool available and should only be considered if other reasonable alternative solutions are not practicable or if the risk is that great that speed management is the only mitigant available.
- With respect to the lack of 'alternative mode' networks and the high use of private vehicles within Southland, this is largely a factor of the region having many low population towns and larger distances to travel that tend to be associated with a rural based population.

The rural nature of the region lends itself to the use of private vehicles for both private and business purposes, and the development of any public transport alternatives will always be a challenge.

We would like to see development of a Southland regional transport plan to connect our people and townships to the major hubs of our region and for that plan to be followed through. It would allow residents within our smaller regional towns to have access to employment, healthcare, welfare and financial services without the need of relocating to our major hubs thus avoiding pressure on housing availability in our major centres and the drain of residents from small regional towns that support so many rural businesses.

Reducing the number of vehicle movements on our regional roads and highways must be better for the environment, is more sustainable from a road maintenance perspective and would provide a direct connection for our rural communities.

Southland Programme and Funding

- Whilst we don't consider the need for significant new investment in new roads within Southland, we would still expect that through the allocation funds, that Safety and Infrastructure improvements are made and not just merely given lip service too including for example more passing lanes where needed such along State Highway 93 between Mataura and Clinton which is

alternative to the use of State Highway 1 that bypasses Gore and other small towns. Investment in this road is critical to ensure that there is a safe alternative to State Highway 1 and can should the burden of future increase in road vehicle movements.

Passing lanes or safety and infrastructure interventions would also be invaluable along tourism routes along State Highway 6 from Invercargill to Queenstown together with State Highway 94 between Lumsden and Te Anau. There are a significant number of vehicles movements along these routes and with the return of tourism, these routes are likely to be more congested leading to a great risk of accidents occurring. Many of the sections of the road are broad and suit the construction of passing lanes without the need for significant excavation.

- We have previously submitted that the Riverton bridge that spans the Aparima River needs improvement to expand its width and improve its resilience to counter potential future sea level rises or flooding of the estuary. We see this bridge as essential for tourism along the Southwest Coast of the Southland whilst also providing an economic link to the farms and rural economies in the Southwest. It is disappointing to see that the bridge is not seen as a priority.
- We raise for consideration State Highway 1 Invercargill to Bluff as being a roading network worthy of further investment. This is the sole road network that connects Southland to the port at Bluff and the economic cost and personal inconvenience at times when it's closure if forced can be significant.

The road is a vital link to industrial land at Awarua and to the Tiwai Smelter. As the industrial land continues to develop, the road infrastructure must do as well to handle the additional heavy vehicle movements. There is an existing dairy factory, freezing works, chip mill and fertiliser operations all that utilise the road every night and day, yet the actual road has not seen any significant safety nor upgrades to cater for the additional industrial uses.

There have been numerous serious vehicle crashes including five fatalities during the 2013-2022 arising from analysis of crash data. Further, in past year the road there have been serious vehicle crashes. These incidences have led to the road being shut for many hours resulting in traffic and goods being delayed to the Port whilst also restricting residents from Bluff accessing services in Invercargill. The road is the only route for emergency vehicles to pass to attend to situations in Bluff and should there be a closure, this may impact the response time for emergency vehicles.

The road in places is at risk of sea levels rises and can flood during heavy rain. The road runs parallel to many drains and ditches. This is not suitable for our State Highway 1 .

Daily there are many heavy vehicles movements along that section of road together with private motor vehicles. There are school children from Bluff who use that road in the morning and afternoon to further their education. Tourists use this section of road to meet the ferries to Stewart Island whilst it is also used to transport produce to the Port and reciprocally back to the region such as fertiliser or livestock feed. The long flat and curved sections of the road encourage drivers to speed or cause inattention resulting in crashes.

The road is subject to severe weather events such as wind and heavy rain that contribute to risk.

The Te Araroa trail adjoins the road towards Bluff. Walkers and cyclists traverse the trail alongside of the road with no safety intervention measures in place. It creates a sense of unease for those passing along the Te Araroa trail with numerous heavy vehicles on this road.

There are no safety intervention measures on this stretch of road. We would think the use of safety barriers or installation of lights along the road for use at night given that many heavy vehicles traverse the road at all hours would be worthwhile.

There continue to be situations where a moments inattention of a driver could result in significant injuries or loss of life on this road or to those using the Te Araroa Trail. We would think that safety and infrastructure improvements need to be given serious consideration to this section of State Highway 1 together with improvements to the road surface to improve its resilience and grip in severe weather events and to avoid potholes from forming due to heavy usage.

There are significant road maintenance issues particularly at the northern end of this road where Clyde Street merges into one lane with significant rutting and potholes developing. This portion of the road is heavily shaded and believe moisture has a role in the surface issue together with the heavy traffic that passes along.

- Leading on for the above, there was a significant upgrade to the State Highway 1 at Clifton by the construction of new roundabout at the end of Elles Road, Invercargill where it joins on to State Highway 1 to Bluff. We are pleased with the roundabout and it will have reduced the risk of serious vehicle accidents however the construction of the 4th entry/exit to the neighbouring industrial land has yet to be completed which is disappointing.

To access the industrial land at Clifton, traffic still needs to cross State Highway 1. The roundabout was designed to allow safe access to the industrial land and avoid the potential for serious vehicle incidents but the roundabout has not been fully completed.

We submit that the completion of the 4th entry/exit of the roundabout should be made a priority to mitigate the risk of serious vehicle accidents arising from an uncontrolled crossing.

- With respect to the funding of the Southland District Council, we comment that the roading network of the Southland District Council is one of the largest in the New Zealand and funded by a very small rate payer base.

These roads are used by many including milk tankers, rural transport and general freight operators, farmers and their employees, schoolchildren and tourists who often take alternative routes to see the true rural New Zealand.

We submit that this needs to be recognised through the allocation of funding for the Southland District Council.

The Southland District Council is facing significant maintenance and upgrade costs for several bridges that traverse the regions rivers. The Council has proposed some closures, but this has been strongly resisted by the public. In some circumstances, the closure of these rural bridges would result economic inefficiency and significant inconvenience with roads users having to take alternative longer routes whilst affecting connectivity and access to regional hubs for those rural residents.

There is also the concern of climate change resulting in more flooding of rivers that may affect the structural integrity of these bridges.

We submit that there should be a specific allocation of funding to the Southland District Council for the repair and maintenance of these rural bridges, an essential lifeline for rural communities.

- We are somewhat concerned by the lack of provision for specific improvement projects or safety projects in the Southland area that are (not) included in the draft plan. Whilst we understand that whilst funding is allocated, we would like to see some definitive action proposed.

We acknowledge that Covid has affected the ability to deliver on projects, it is now the time to progress and deliver.

Summary

The NZAA Southland do not wish to speak to the submission at the hearing.

For people to live in Southland and for the economy of Southland to thrive, a safe and efficient roading network is a prerogative so that Southlanders can access the region whilst allowing access to other parts of New Zealand. Southland is a significant contributor to New Zealand's economy and to continue to do so and to attract skilled labour to continue doing this, the roading network needs corresponding investment.

We would like that there is a focus on new investment into our region's road networks and not merely just maintenance, repairs, and safety interventions. Our member's expectation is there needs to be investment into new road infrastructure for resilience purposes.

We are pleased to have been given this opportunity for input on the review of the Otago Southland Regional Land Transport Plan 2021-31 and ask that the issues we have raised above are considered and addressed.

Please contact Chris Peddie, Southland District Chair on [REDACTED] [REDACTED] [REDACTED] or email [REDACTED] if you require any further information relating to our submission.

We thank you for the opportunity to make this submission on behalf of our organisation and our Southland members.

Yours faithfully



Chris Peddie
Chairperson
NZAA Southland District Council

Note: Please indicate the specific sections, topics, and the relevant pages, of the RLTP that your submission points relate to. Also, please indicate if your submission relates to a specific region.

My Submission is:

Kia ora,

I would like to voice my support for the reintroduction of both commuter passenger rail in Dunedin and regional passenger rail between Invercargill, Dunedin and Christchurch.

I support the reintroduction of commuter passenger rail for the following reasons:

- increasing mode choice in Dunedin. Reintroducing passenger rail between Mosgiel and Dunedin will increase mode choice for Dunedin Commuters. Trains carry more passengers than buses and are more accessible to people with disabilities. The Mosgiel- Dunedin line would also be faster than buses.
- Enhancing the Dunedin network and resilience. As the southern motorway is reaching its capacity we should be assessing what the options are to increase that capacity. A train service between Mosgiel and Dunedin would alleviate traffic issues on the Southern Motorway. Buses get stuck in traffic and heavy vehicles contribute to the need for increased maintenance of the motorway and suburban streets.
- Transforming Dunedin's transport system. Reintroduction of commuter rail would exponentially improve Dunedin's transport system. Train stations at Mosgiel, Green Island, Kensington and a new station at the stadium to service the university and the stadium would revitalise each of those suburbs. An extension from Mosgiel to the airport in the future would increase accessibility to the airport. Extending the service to Port Chalmers would benefit those harbour communities and take traffic off the busy SH88.

Reintroducing regional passenger rail between Christchurch and Dunedin would also transform the transport options for people living in Dunedin, Oamaru, Timaru, Asburton and Christchurch. I understand from the book "Cant Get There From Here" André Brett & Sam van der Weerden, that there are "off the shelf" options of train stock that could complete the Christchurch to Dunedin journey within 4 hours without the need for major upgrades to the rail lines. people need an alternative to driving, the Intercity bus offer is not a good option as it gets stuck in traffic, takes longer than driving and is not accessible for people with disabilities. A Christchurch passenger service could start in Mosgiel which would increase access to the people who live there, it would also benefit the residents of the cities and towns between Dunedin and Christchurch.

As DCC Councillor Jim O'Malley has publicised, the problem with reintroducing passenger rail is that the lines have been reduced to single track which means there are capacity issues as the lines are used by Kiwirail for freight transport. Councillor O'Malley I understand has advocated for a passing loop at Caversham as an important step to addressing capacity issues allowing passenger trains to be timetabled around freight services. It would also increase capacity for freight services as well.

(Please include additional pages if necessary)



Our Reference: A1071667

10 April 2024

Environment Southland

By email: consultation@es.govt.nz

Mid-Term Review Otago Southland Regional Land Transport Plan 2021/31.

Technical submission prepared by the Otago and Southland Regional Councils Transport Planning staff.

Thank you for the opportunity to submit on the mid-term review of the Otago Southland Regional Land Transport Plan 2021- 2031 (the RLTP). Please find attached the Otago and Southland Regional Council staff technical submission on the draft Regional Land Transport Plan.

Note that this response has been prepared by staff and has not been formally endorsed by either Regional Council or a committee of either Council.

If you have any queries regarding the content of this document, please contact Marcus Roy, Policy and Government Manager, Environment Southland directly on [REDACTED] or by email [REDACTED].

Yours faithfully

A handwritten signature in blue ink, appearing to be "M Roy".

Marcus Roy

Policy and Government Manager
Environment Southland

Background and Context

At the time the Otago Southland Regional Land Transport Plan (RLTP) mid-term review was released for consultation the Government were in the process of preparing a revised draft Government Policy Statement on Land Transport (GPS). The draft GPS was released on the 6 March 2024 for consultation. The final GPS is expected to be released by the 14 June 2024.

Under the Land Transport Management Act an RLTP must be consistent with the GPS. The Act also mandates the New Zealand Transport Agency (NZTA) to provide the latest date the Regional Councils can submit their RLTPs for funding approvals for the ensuring RLTP period. At the time consultation on the RLTP commenced the final date for submission of the RLTP as set by NZTA was the 30 April 2024.

Following release of the GPS the sector was advised that a fully revised State Highway Programme would need to be developed to give effect to the GPS. The final date for submission of RLTPs was extended by NZTA to the 1 August 2024. As a result of the extended timeframe the consultation period for the Otago Southland RLTP period was also extended till the 19 April to allow all Road Controlling Authorities including the State Highway sector to review their projects and request updates or changes to the funding requests and projects included in the RLTP.

Staff have prepared this technical submission to provide the ability to make changes to the RLTP as consulted on through the hearing process.

Otago Southland Regional Council staff technical submission on the draft med-term review of RLTP 2021/31.

Submission Point	Request
Minor editing changes to finalise document.	<p>Council staff request approval to:</p> <ol style="list-style-type: none"> Make minor editing changes to the RLTP document, including minor amendments to text, maps, diagrams, and appendices. Update programme details to include latest information from Approved Organisation transport programme activities (including update of the State Highway Investment Programme (SHIP) and Approved Organisations Long-Term Plans). Make minor amendments to update the document where appropriate to reflect recent government policy changes. Make consequential amendments to the document as a result of submission changes.
Draft Government Policy Statement on Land Transport (the GPS).	<p>The draft RLTP supported for consultation by the Regional Transport Committee in February 2024 was prepared under the draft GPS issued by the previous government in August 2023. Under the Land Transport Management Act 2003 an RLTP must be consistent with the GPS.</p> <p>The draft RLTP should be amended to ensure there is overall consistency with the new GPS. Suggested changes are:</p> <ol style="list-style-type: none"> Update the strategic drivers and narrative around the region's challenges. Review the narrative around growth in the context of the Government's economic growth and productivity strategic priority. Ensure the strategic regional policy platform is consistent with the new draft GPS strategic priorities by:

	<ul style="list-style-type: none"> • reviewing the policy templates to update policy positions where things have moved, • updating the alignment to the new draft GPS strategic priorities, <p>d) Updating with latest information from Road Controlling Authorities, updated supporting figures and maps, and updated summary of regionally significant activities (should this change).</p> <p>e) Updating funding information as a result of the draft GPS and updating investment forecasts over activity classes (RCA updates will come through submissions and the hearing).</p> <p>f) Updating activity tables in line with new draft GPS activity classes should this be required.</p>
Timing implications of GPS delivery.	Council staff request time to present to the Hearings Committee to provide an update on any further implications of the draft GPS for the draft RLTP. This may include providing updates about Road Controlling Authority and NZTA transport programmes if this information has not been provided by way of submission by the RCAs involved.

Submission on the mid-term review of the Otago Southland Regional Land Transport Plans 2021-31

Submitter: Mr Terry Wilson

Public Hearing

I do not wish to be heard in support of my submission

General Comments

Our Regions

- The RLTP's strategic direction for the next ten years is wrong and therefore the prioritization of the projects is wrong. Mode Change (hatred of cars and car drivers) seems to be the dominant strategic influence - even at the expense of safety. The mode that needs to be changed is that of the Committee members and their related staff who disregard the will of the average traveller and plan to use a variety of manipulative, devious and dishonest methods to implement this anti-car policy. Do not implement any mode change plans. Do not deliberately create traffic congestion. Do not remove on and off-street car parks and do not manipulate the price of parking so that it becomes un-affordable. Respond to transport needs as demonstrated by transport users and not your messed-up ideology. Learn to accept the will of the majority and understand that your fanatical hatred of cars is shared by very few. Comparing the car count to the bicycle count on the One-way System, should show you that we reject your car-hating crusade.
- The "SFDT - Princes Street Bus Priority and Corridor Safety Plan" will provide negligible benefit to busses and the main purpose of this project is to hinder, then latter, prevent cars from using Princes St. Do not provide funding for this project.
- The "Mosgiel and Burnside Park and Ride Facilities" is a mistake and should be removed from the list. Travelers will only use this if you people manage to turn the Dunedin CBD into a complete quagmire of traffic congestion and continue your plan of removing car parks. Should you succeed in doing this, the solution will not be park and ride, it will be to reverse your idiotic policies. You are the problem.
- The Dunedin One-way System is now overloaded at peak times and action needs to be taken to increase its capacity. I suggest that a new project be added to the RLTP list - to add an additional lane in each direction giving 3 + 3 lanes. This can be achieved by removing the disused cycle lanes and some car parking.
- The New Dunedin Hospital (NDH): the NDH requires no special traffic arrangement and its construction does not justify destroying the One-way System. Severance and pedestrian safety have been put forward as justification for moving from one-way streets to two-way streets. The reasoning behind this is flawed: at a controlled intersection traffic is stopped and there is no hazard to crossing pedestrians - so therefore, one-way or two-way, makes no difference. For pedestrians crossing not at controlled intersections, one-way streets are safer than two-way streets because the cars are coming from only one direction. You know this - and you know that the NDH is being used to manipulate public opinion into accepting your reckless plan to destroy the One-way System. The current One-way System will be more suitable for the NDH than two-way streets because this will provide less congested routes for ambulances. The Fire & Emergency service have already decided that it will need to move its fire-station to a less congested location if you manage to destroy the One-way System. Remove funding for all projects that assist with destroying the Dunedin One-way System. Leave us alone - bugger off.

Strategic Framework

10-Year Transport Investment Priorities

Programming of Activities



PO Box 1479, Christchurch 8140

19/04/2024

Mid-Term review of the Otago Southland RLTPs 2021-2031

Otago Regional Council

Environment Southland

Via email:

rftp.submissions@orc.govt.nz

consultation@es.govt.nz

Mid-term review of the Otago Southland Regional Land Transport Plans 2021-2031 – NZ Transport Agency (NZTA) submission

Thank you for the opportunity to provide a submission on the Mid-term review of the Otago Southland Regional Land Transport Plans 2021-2031, covering the 2024-2034 period.

Following the election of a new Government at the end of 2023, a new Draft Government Policy Statement on land transport 2024-34 (GPS) was issued in March 2024 and signalled a significant change in the policy direction for land transport in New Zealand over the next ten years.

Under section 70 of the Land Transport Management Act 2003 the NZTA must give effect to the GPS on land transport when performing its functions relating to planning and funding.

This submission requests the Regional Transport Committees amend NZTA's State Highway programme of activities contained within the Otago Southland Regional Land Transport Plans for 2024-34 arising from a review of the new direction for land transport contained in the Draft GPS.

It should be noted that the overall scope of the activities previously provided for the draft Mid-term review document are substantially the same, but with some name changes and some revised project phases and cashflows resulting from the review, which included consideration of the proposed activity classes and activity class funding ranges.

The draft GPS has also prioritised some new state highway projects for Otago which we have called "SH6 Frankton Flats network improvements" (referred to as "Queenstown transport connections" in the draft GPS) and "Otago State Highway bridge upgrades" (referred to as "Bridge upgrades and replacements") to be included in the RLTP.

We have proposed one further activity be included in the RLTP which has arisen due to new evidence presented to us by Dunedin City Council on the growth pressures in Mosgiel and future impacts on the performance of SH1 and SH87. For the 2024-27 period, we have budgeted \$1m to progress a single stage business case to consider intervention options to address this situation.

We therefore propose the following amendments to the draft Regional Land Transport Plans be made:

Table/Page	Organisation	Description/Activity Name	Proposed amendment
Page 47	NZTA (Otago)	10-year forecasts of Revenue and Expenditure	Not available at time of submission. Updated ten-year forecast by activity class to follow (to be updated in Transport Investment Online)
Page 50	NZTA (Southland)	10-year forecasts of Revenue and Expenditure	Not available at time of submission. Updated ten-year forecast by activity class to follow (to be updated in Transport Investment Online)
Page 58	NZTA (Otago)	SH1 Dunedin City and Hospital	Description change to "Improve safety, access and efficiency on SH1 in central city to respond to \$1.7 billion dollar investment in new regional hospital"
Page 59	NZTA (Otago)	SH6 Cromwell to Frankton Resilience	<u>Pre-implementation phase</u> Cost 25/26 change to "\$1,090,000", Total Cost 24-27 change to "\$1,090,000", Total Cost for 2024-30 RLTP change to "\$1,090,000", Total Cost for 10 years change to "\$1,090,000"
Page 59	NZTA (Otago)	SH6 Cromwell to Frankton Resilience	<u>Property phase</u> Cost 25/26 change to "\$530,000", Total Cost 24-27 change to "\$530,000", Total Cost for 2024-30 RLTP change to "\$530,000", Total Cost for 10 years change to "\$530,000"
Page 59	NZTA (Otago)	SH6 Cromwell to Frankton Resilience	<u>Implementation phase</u> Cost 26/27 change to "\$6,104,000", Total Cost 24-27 change to "\$6,213,000", Total Cost for 2024-30 RLTP change to "\$12,317,000", Total Cost for 10 years change to "\$12,317,000"
Page 59	NZTA (Otago)	SH6 Frankton to Kingston	<u>Pre-implementation phase</u> Cost 24/25 change to "\$1,090,000", Delete Cost 25/26 "545,000", Total Cost 24-27 change to "\$1,090,000", Total Cost for 2024-30 RLTP change to "\$1,090,000", Total Cost for 10 years change to "\$1,090,000"
Page 59	NZTA (Otago)	SH6 Frankton to Kingston	<u>Property phase</u> Cost 24/25 change to "\$530,000", Delete Cost 25/26 "1,060,000", Total Cost 24-27 change to "\$530,000", Total Cost for 2024-30 RLTP change to "\$530,000", Total Cost for 10 years change to "\$530,000"
Page 59	NZTA (Otago)	SH6 Frankton to Kingston	<u>Implementation phase</u> Cost 25/26 change to \$3,706,000", Cost 26/27 change to "\$3,706,000", Total Cost 24-27 change to "\$7,412,000", Total Cost for 2024-30 RLTP

Table/Page	Organisation	Description/Activity Name	Proposed amendment
			change to "\$7,412,000", Total Cost for 10 years change to "\$7,412,000"
Page 59	NZTA (Otago)	SH6 OTA Haast to Hawea RESIL IMPR	<u>Pre-implementation phase</u> Delete Cost 24/25 "\$599,500", Cost 25/26 change to "\$599,500", Total Cost 24-27 change to "\$599,500", Total Cost for 2024-30 RLTP change to "\$599,500", Total Cost for 10 years change to "\$599,500"
Page 59	NZTA (Otago)	SH6 OTA Haast to Hawea RESIL IMPR	<u>Property phase</u> Delete Cost 24/25 "\$636,000", Cost 26/27 change to "\$636,000", Total Cost 24-27 change to "\$636,000", Total Cost for 2024-30 RLTP change to "\$636,000", Total Cost for 10 years change to "\$636,000"
Page 59	NZTA (Otago)	SH6 OTA Haast to Hawea RESIL IMPR	<u>Implementation phase</u> Delete Cost 25/26 "\$8,883,500", Cost 26/27 change to "\$9,156,000", Total Cost 24-27 change to "\$9,156,000", Total Cost for 2024-30 RLTP change to "\$18,039,500", Total Cost for 10 years change to "\$18,039,500"
Page 59	NZTA (Otago)	SH6/SH6A Queenstown Offline High Capacity PT IMP	Remove activity from RLTP. This activity has been removed from the State Highway Investment Proposal 2024-34 due to other priorities set out in the GPS and the likelihood of obtaining funding in the next three years. We recommend this project is identified as a project the Region wishes to see developed and is identified as such within the RLTP.
Page 59	NZTA (Otago)	SH88 Dunedin City and Hospital	Description change to "Shift SH88 connection to Frederick Street as a consequence of the new Dunedin Hospital. Improve Frederick Street to State Highway standard to accommodate additional traffic including freight movement to the Port, modify St Andrew St to integrate with the hospital blocks on either side to improve safety and efficiency"
Page 60	NZTA (Otago)	SIP Programme 2024-27 (Otago)	Activity name change to "OTA Share VFM Safety improvement programme" Delete "Property" and "Pre-Implementation" phases <u>Implementation</u> Cost 24/25 change to "\$6,221,264", Cost 25/26 change to "\$6,221,264", Cost 26/27 change to "\$6,221,264", Total Cost 24-27 change to "\$18,663,793", Total Cost for 2024-30 RLTP change to "\$37,327,586", Total Cost for 10 years change to "\$62,212,644"

Table/Page	Organisation	Description/Activity Name	Proposed amendment
	NZTA (Otago)	New activity	Add new activity in Sub-Table A below
	NZTA (Otago)	New activity	Add new activity in Sub-Table B below
	NZTA (Otago) and NZTA (Southland)	New activity	Add new activity in Sub-Table C below
Page 62	NZTA (Southland)	SIP Programme 2024-27 (Southland)	<p>Activity name change to "STLD Share of VFM safety improvement programme"</p> <p>Delete "Property" and "Pre-Implementation" phases</p> <p>Implementation</p> <p>Cost 24/25 change to "\$4,782,710", Cost 25/26 change to "\$4,782,710", Cost 26/27 change to "\$4,782,710", Total Cost 24-27 change to "\$14,348,130", Total Cost for 2024-30 RLTP change to "\$28,696,260", Total Cost for 10 years change to "\$47,827,100"</p>
Page 63	NZTA (Otago)	Otago Regional Transport Planning PBC	Activity name change to "Otago System Plan"
Page 64	NZTA (Otago)	Otago Share Digital Data Strategy	<p>Activity name change to "Otago Share Data Driven Structures Management"</p> <p>Phase change to "Implementation",</p> <p>Cost 24/25 change to "133,817", Cost 25/26 change to "210,303", Cost 26/27 change to "38,243"</p> <p>Total Cost 24-27 change to "\$382,363"</p> <p>Total Cost 2024-30 change to "\$382,363"</p> <p>Total Cost 10 years change to "\$382,363"</p>
Page 64	NZTA (Otago)	Otago Share Digital Data Warehouse	Delete
Page 64	NZTA (Otago)	Otago Share Digital engineering/BIM	<p>Delete "Pre-implementation" phase and dollars</p> <p>"Detailed Business Case" Cost 24/25 change to "\$96,087"</p> <p>"Implementation", Cost 24/25 change to "286,126", Cost 25/26 change to "286,126", Cost 26/27 change to "286,126"</p> <p>Total Cost 24-27 change to "\$858,378"</p> <p>Total Cost 2024-30 change to "1,812,843"</p> <p>Total Cost 10 years change to "1,812,843"</p>
Page 68	NZTA (Otago)	SH6/SH6A Queenstown Offline High Capacity PT IMP	Remove activity from RLTP. This activity has been removed from the State Highway Investment Proposal 2024-34 due to other priorities set out in the GPS and the likelihood of obtaining funding in

Table/Page	Organisation	Description/Activity Name	Proposed amendment
			the next three years. We recommend this project is identified as a project the Region wishes to see developed and is identified as such within the RLTP.
Page 68	NZTA (Otago)	Low cost / low risk improvements 2024-27 (Public transport infrastructure)	Cost 24/25 change to "\$650,000", Cost 25/26 change to "\$650,000", Cost 26/27 change to "\$650,000", Total Cost 24-27 change to "\$1,950,000", Total Cost for 2024-30 RLTP change to "\$1,950,000", Total Cost for 10 years change to "\$1,950,000"
Page 68	NZTA (Otago)	Stanley St Corridor Improvements	Move to Activity class name: State Highway improvements" on page 69 Activity name change to "Stanley St Corridor Improvements"
Page 69	NZTA (Otago)	New activity	Add new activity in Sub-Table D below
Page 69	NZTA (Otago)	Low cost / low risk improvements 2024-27 (State highway improvements)	Cost 24/25 change to "\$3,310,000", Cost 25/26 change to "\$3,310,000", Cost 26/27 change to "\$3,310,000", Total Cost 24-27 change to "\$9,930,000", Total Cost for 2024-30 RLTP change to "\$9,930,000", Total Cost for 10 years change to "\$9,930,000"
Page 70	NZTA (Otago)	SIP Programme 2024-27 (Otago)	Activity name change to "OTA Share VFM safety improvement programme" Cost 24/25 change to "\$6,221,264", Cost 25/26 change to "\$6,221,264", Cost 26/27 change to "\$6,221,264", Total Cost 24-27 change to "\$18,663,793", Total Cost for 2024-30 RLTP change to "\$37,327,586", Total Cost for 10 years change to "\$62,212,644"
Page 72	NZTA (Otago)	Low cost / low risk improvements 2024-27 (Walking and cycling improvements)	Cost 24/25 change to "\$416,667", Cost 25/26 change to "\$416,667", Cost 26/27 change to "\$416,667", Total Cost 24-27 change to "\$1,250,001", Total Cost for 2024-30 RLTP change to "\$1,250,001", Total Cost for 10 years change to "\$1,250,001"
Page 73	NZTA (Southland)	Southland Share Digital Data Strategy	Activity name change to "Southland Share Data Driven Structures Management" Phase change to "Implementation", Cost 24/25 change to "92,264", Cost 25/26 change to "144,998", Cost 26/27 change to "26,367" Total Cost 24-27 change to "\$263,629" Total Cost 2024-30 change to "\$263,629" Total Cost 10 years change to "\$263,629"

Table/Page	Organisation	Description/Activity Name	Proposed amendment
Page 73	NZTA (Southland)	Southland Share Digital Data Warehouse	Delete
Page 73	NZTA (Southland)	Southland Share Digital engineering/BIM	Delete "Pre-implementation" phase and dollars "Detailed Business Case" Cost 24/25 change to "\$66,250" "Implementation", Cost 24/25 change to "\$197,277", Cost 25/26 change to "\$197,277", Cost 26/27 change to "\$197,277", Total Cost 24-27 change to "\$591,831" Total Cost 2024-30 change to "\$1,249,911" Total Cost 10 years change to "\$1,249,911"
Page 75	NZTA (Southland)	Low cost / low risk improvements 2024-27 (Public transport infrastructure)	Cost 24/25 change to "\$220,000", Cost 25/26 change to "\$220,000", Cost 26/27 change to "\$220,000", Total Cost 24-27 change to "\$660,000", Total Cost for 2024-30 RLTP change to "\$660,000", Total Cost for 10 years change to "\$660,000"
Page 75	NZTA (Southland)	New activity	Add new activity in Sub-Table E below
Page 75	NZTA (Southland)	Low cost / low risk improvements 2024-27 (State highway improvements)	Cost 24/25 change to "\$2,720,000", Cost 25/26 change to "\$2,720,000", Cost 26/27 change to "\$2,720,000", Total Cost 24-27 change to "\$8,160,000", Total Cost for 2024-30 RLTP change to "\$8,160,000", Total Cost for 10 years change to "\$8,160,000"
Page 75	NZTA (Southland)	SH94 Milford Road to Te Anau Downs	<u>Pre-implementation phase</u> Cost 24/25 change to "\$1,090,000", Total Cost 24-27 change to "\$1,090,000", Total Cost for 2024-30 RLTP change to "\$1,090,000" Total Cost for 10 years change to "\$1,090,000"
Page 75	NZTA (Southland)	SH94 Milford Road to Te Anau Downs	<u>Property phase</u> Cost 24/25 change to "\$530,000", Total Cost 24-27 change to "\$530,000", Total Cost for 2024-30 RLTP change to "\$530,000" Total Cost for 10 years change to "\$530,000"
Page 76	NZTA (Southland)	SIP Programme 2024-27 (Southland)	Activity name change to "STLD Share of VFM safety improvement programme" Cost 24/25 change to "\$4,782,710", Cost 25/26 change to "\$4,782,710", Cost 26/27 change to "\$4,782,710", Total Cost 24-27 change to "\$14,348,130", Total Cost for 2024-30 RLTP change to "\$28,696,260", Total Cost for 10 years change to "\$47,827,100"

Table/Page	Organisation	Description/Activity Name	Proposed amendment
Page 76	NZTA (Southland)	Low cost / low risk improvements 2024-27 (Walking and cycling improvements)	Cost 24/25 change to "\$141,667", Cost 25/26 change to "\$141,667", Cost 26/27 change to "\$141,667", Total Cost 24-27 change to "\$425,001", Total Cost for 2024-30 RLTP change to "\$425,001", Total Cost for 10 years change to "\$425,001"

Sub-Table A

Activity name	Phase	Description	Cost 24/25	Cost 25/26	Cost 26/27	Total Cost 24-27	Total Cost for 2024-30 RLTP	Total Cost for 10 years
SH1 and SH87 Mosgiel optimization improvements	Single-Stage Business Case	Optimisation measures could include new signals, widening for additional right turn lanes, ramp metering, banning some turning movements			\$1,090,000	\$1,090,000	\$1,090,000	\$1,090,000
SH1 and SH87 Mosgiel optimization improvements	Pre-Implementation	See above					\$981,000	\$981,000
SH1 and SH87 Mosgiel optimization improvements	Property	See above					\$2,120,000	\$2,120,000
SH1 and SH87 Mosgiel optimization improvements	Implementation	See above					\$13,080,000	\$13,080,000

Sub-Table B

Activity name	Phase	Description	Cost 24/25	Cost 25/26	Cost 26/27	Total Cost 24-27	Total Cost for 2024-30 RLTP	Total Cost for 10 years
SH6 Frankton Flats network improvements	Property	Supports NZUP Queenstown package ie KFB to Ross St and Hansen Road to Hardware Lane corridor improvements		\$5,300,000	\$5,300,000	\$10,600,000	\$10,600,000	\$10,600,000
SH6 Frankton Flats network improvements	Implementation	See above			\$32,700,000	\$32,700,000	\$98,100,000	\$98,100,000

Sub-Table C

Activity name	Phase	Description	Cost 24/25	Cost 25/26	Cost 26/27	Total Cost 24-27	Total Cost for 2024-30 RLTP	Total Cost for 10 years
Otago State Highway bridge upgrades	Single-Stage Business Case	Prioritised list of Otago bridge replacements (SH)		\$545,000	\$218,000	\$763,000	\$763,000	\$763,000
Otago State Highway bridge upgrades	Pre-Implementation	See above					\$2,725,000	\$2,725,000
Otago State Highway bridge upgrades	Property	See above					\$636,000	\$636,000
Otago State Highway bridge upgrades	Implementation	See above					\$22,999,000	\$28,449,000
OTA Share Pre-Imp 2027-30 Bridge replacement	Pre-Implementation	Preparation work for the 2027-30 NLTP bridge replacement programme	\$192,174	\$256,233	\$192,174	\$640,581	\$640,581	\$640,581
STLD Share Pre-Imp 2027-30 Bridge replacement	Pre-Implementation	Preparation work for the 2027-30 NLTP bridge replacement programme	\$132,499	\$176,666	\$132,499	\$441,664	\$441,664	\$441,664

Sub-Table D

Activity name	Phase	Description	Cost 24/25	Cost 25/26	Cost 26/27	Total Cost 24-27	Total Cost for 2024-30 RLTP	Total Cost for 10 years
Road Safety Promotion (OTA)	Implementation	State Highway Billboards	\$43,273	\$43,273	\$43,273	\$129,819		

Sub-Table E

Activity name	Phase	Description	Cost 24/25	Cost 25/26	Cost 26/27	Total Cost 24-27	Total Cost for 2024-30 RLTP	Total Cost for 10 years
Road Safety Promotion (STLD)	Implementation	State Highway Billboards	\$22,667	\$22,667	\$22,667	\$68,001		

SH1 Invercargill to Bluff

Given recent discussion on the SH1 Invercargill to Bluff Highway we thought it was a good opportunity to update the RTC on recent and planned activity.

Over the 2024-27 period, we have a significant maintenance, operations and renewals programme submitted for SH1 Invercargill to Bluff. We are planning reseals, pavement rehabilitation and renewals for 33 lane kilometres of this Highway. We also have ongoing maintenance to address pavement defects.

In addition to this, we have recently completed ATP (audio tactile paving) installation on the edgeline and centreline from Invercargill to Bluff. We have Crown resilience funding for Ocean Beach where the road floods in high tide and high-water table is impacting pavement performance. This project is with our Infrastructure Delivery team to deliver. There is also a funding request to upgrade the truck weigh bridge at Awarua next year in conjunction with pavement rehabilitation.

Ngā mihi,

A handwritten signature in black ink, appearing to read 'James Caygill'. The signature is written in a cursive style with a large, sweeping initial 'J'.

James Caygill

Director Regional Relationships (West Coast/Canterbury/Otago/Southland)

Submission on the mid-term review of the Otago Southland Regional Land Transport Plans 2021-31

Submitter: Valerie Dench

Public Hearing

General Comments

We are one of many families who has had to move from Queenstown to Cromwell as the realitors are putting in visitors again to Queenstown and kicking out families.

My suggestion is to have a bus that goes from Cromwell 7am to Frankton bus hub Monday to Friday and 4.30pm from Frankton bus hub to cromwell Monday to Friday for all those families who have to juggle work and school.

It would mean less car's on the road in the morning and afternoon through the Kawarau Gorge.

Many families don't want to change schools from Queenstown to Cromwell because there kids like mine are already enrolled in after school activities and have a curriculum in place and the price of uniforms is a mission to rebuy.

Our Regions

Strategic Framework

10-Year Transport Investment Priorities

Programming of Activities

Submission to the Otago and Southland Regional Transport Committees

19 April 2024

Introduction:

Great South would like to thank the Otago and Southland Regional Transport Committee Chairs for the opportunity to comment on the mid-term review of the Otago Southland Regional Transport Plans 2021-2031.

Great South, Southland's Regional Development Agency, is responsible for economic development and promotion of the Southland region. Great South is a Council-Controlled Organisation, jointly owned by Invercargill City Council, Southland District Council, Gore District Council, Environment Southland, Invercargill Licensing Trust, Maitua Licensing Trust, Southland Business Chamber, Southern Institute of Technology (SIT), and Community Trust South. Great South has a memorandum of understanding with all four Papatipu Rūnaka in Murihiku Southland, Awarua, Hokonui, Ōraka-Aparima, and Waihōpai. Great South works for the benefit of the whole region, placing equal importance on Southland's people, place, environment, and economy.

The recently completed 'Beyond 2025'- Southland Regional Long Term Strategic Plan has identified the need to have an integrated transport plan as critically important for the development of Southland and highlights the need to advocate for an equitable share of transport funding as an important focus which clearly isn't the case and hasn't been the case for at least the past 14 years.

Southland's Economy and Demographics.

It is important to note the economic commentary within the plan for Southland is incorrect and Great South is happy to assist in correcting this.

Southland has a total usually resident population of 103,900 people or 2% of New Zealand's total population.

Southland produces the highest exports per capita in NZ totalling 11.7% of national pastoral exports (dairy, meat, livestock) and 8.1% of national merchandise (Manufactured Goods) exports (physical goods).

The value of the Southland's economy is \$7.3 billion per annum (p.a.) the total annual value of the primary sector including the value-added processing is \$3.95 billion p.a.

Southland's total export sector represents 70% of Southland's GDP. Accordingly, road transport efficiency has a significant impact on maintaining the global competitiveness of our export sector.

Great South's submission is presented in two parts: with part (I) offering an overview of transportation priorities for Southland, the challenges facing the transport sector and strategies for addressing those challenges. Part (II) offers suggestions for how the GPS and local/regional transport priorities align and suggestions for further alignment. Great South works very closely with regional businesses, communities and exporters and believes that Southland's needs are not reflected in Otago Southland Regional Land Transport Plans. Should this approach continue then Southland will be overlooked for National Land Transport Funds as well as additional Crown funding. The plan needs to accurately portray Southland's needs.

Part I: Transportation priorities and challenges in Southland

The greater Murihiku Southland region contains the largest unsealed roading network in New Zealand and the second largest overall roading network nationwide. Southland is also a large region geographically, with a wide area network and a small population and correspondingly low ratings base.

Agriculture is the largest business sector and the largest contributor to exports with indicated above has a GDP contribution of \$3.95 billion p.a. and contributes 11.7% of national pastoral exports (dairy, meat, livestock) come from the Southland agricultural sector. This figure is not reflected in the Regional Land Transport Plan.

As forecasted in the Southland Integrated Transport Study 2005, Southland's Road Transport network is ageing, and unprecedented levels of investment is required. Presently, 94 bridges have been closed or are weight restricted in Invercargill, Gore and Southland Districts and 134 bridges require replacement in the SDC area by 2034. Closed or weight restricted bridges are adding 3.5m kilometres of additional travel within the Southland District adding \$18.5m p.a. of heavy transport travel costs which is being borne by the farming and rural communities, which

in-turn is adversely impacting on the global competitiveness of Southland's farming and the exports sector. These costs are expected to increase rapidly as greater numbers of bridges close, and more weight restrictions are applied unless an active and affordable bridge and large culvert replacement program can be funded.

During the period 2010 to 2021 Southland has contributed close to \$1billion (\$980.2m) towards the National Transport Funds via RUC and Fuel Excise Duty but has only received \$551m from the National Land Transport Fund in local roading and local State Highway investment. Effectively Southland has contributed \$429 million in transportation funding to other regions in New Zealand during this period (ref. Southland Road Revenue & Expenditure Report 2010-2021, GS 2021).

Planned Infrastructure renewals are estimated to be in excess \$672m investments over the next 10 years and it is essential that the Regional Land Transport Plan reflects this investment need and consequences of not investing is and will continue to impact our region.

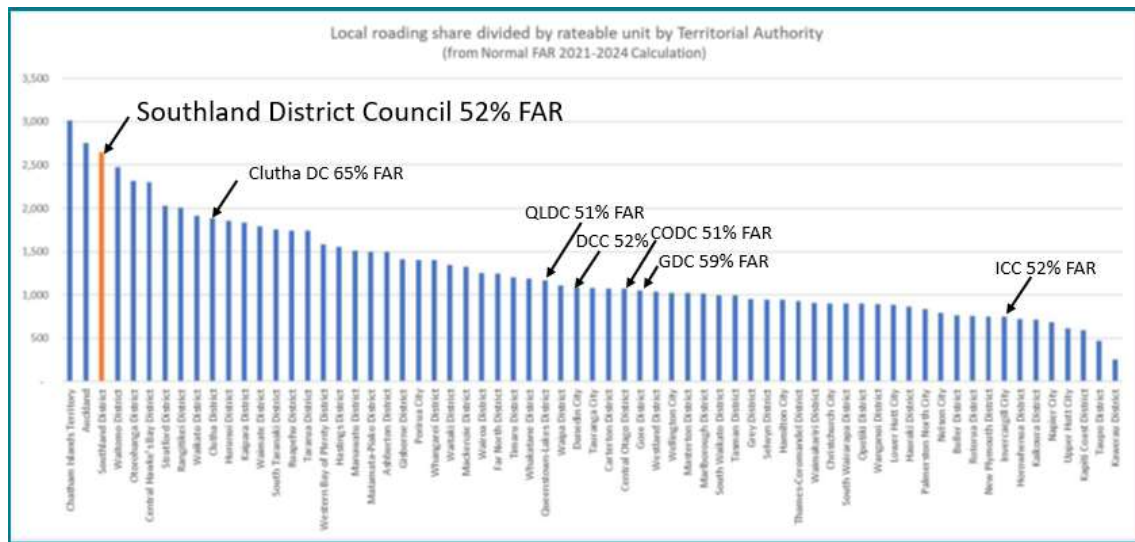


Figure 1 Local Ratepayer contributions towards Roading by Local Authority

As stated above a key challenge for Southland is funding a large roading network supported by a low ratepayer base.

Southland District Council as an example has NZ's the third highest ratepayer contribution towards meeting the local share of transport budgets. Increasing local share does not appear to be an affordable pathway forward and other financial instruments are required to fund future roading investment and to correct past inequities.

Over the past decade Southland has consistently generated a surplus of Road User Charges and Fuel Excise Duty funds for government services resulting in a mismatch between the funds generated by road users in Southland and the investment funding the region receives from the NLTF as managed by Waka Kotahi.

The fact that Southland receives an unequitable share of the National Land Transportation Fund (NLTF), means that major work has been deferred to the point where Southland can no longer afford the investment required. This is not reflected in the Otago Southland Regional Land Transport Plan.

The challenges depicted above present an opportunity for Otago and Southland collaboration with government as the priorities outlined in the GPS align in part with the needs of the regions. There is some significant concern that both the Otago Southland Transport Plans and the GPS do not consider the impacts on the export sector caused by deferred investment in rural roading networks and the negative impacts on the regions that are New Zealand's wealth creators.

Great South therefore applauds the Government's commitment to augment the NLTF funding with other Crown Investment as the need to address systematic under investment in roading, bridge and culvert investments is critically important for the future of regions such as Murihiku Southland but unless these needs are articulated in the Land Transport Plan there is no chance of securing the funds required.

Part II: Alignment with GPS

The 2024/25-2033/34 GPS highlights that "*the government's top priority for investment though the GPS is to support economic growth and productivity.*" As illustrated above, underinvestment in transport in the Southland Region has stifled economic activity and is hindering regional growth. This section demonstrates how the four key priorities of the 2024/25 GPS:

- **Economic Growth and Productivity**
- **Increased Maintenance and Resilience**
- **Safety**
- **Value for Money**

align in part with the needs and priorities of Southland.

Economic Growth and Productivity

- Funding to replace the closed or weight restricted bridges will lead directly to reduced journey times and increased travel time reliability as commuters and commercial users will save 3,500,000 vehicle kilometers travelled p.a.
- Funding to replace closed and restricted bridges will also save regional farmers and exporters \$18.5 million pa.
- Funding will also offer improved access to markets as the dairy, timber and agriculture sectors will be able to avoid the costly detours of the present, and
- Funding will provide a more efficient supply chain for exports, as weight restricted bridges often result in multiple loads resulting in extra costs for the additional trucking movements.
- Redressing the regional funding mismatch would provide a GDP benefit through increased construction activity, an increase in local employment estimated up to 300 jobs and significant reductions in travel costs.

Increased Maintenance and Resilience

- As the second largest roading network in all of Aotearoa New Zealand, increased funding for maintenance will be welcome as the current financial instruments are not being equitably applied.
- As well as the 134 bridges identified as needing replacement within the next ten years, increased funding is also required to repair and replace other ageing infrastructure such as the 13,000- 600mm diameter plus culverts that require replacement.

Safety

- The lack of adequate investment in pavements is in many cases causing surface flushing, wheel rutting, and reduced skid resistance, all of which are adversely impacting road safety. New investment in these areas of activity will inevitably reduce serious accidents and road deaths. Proactive local monitoring of State Highway conditions is required to hold Waka Kotahi to account.

- Increased enforcement will positively impact on driver behavior improving road safety. Non-compliance relating to weight restricted bridges is also an increasing trend and a new and emerging area of risk that needs to be addressed.

Value for Money

- There is a need to address greater resilience through the utilisation of local contractors to rebuild local contracting capability and improve efficiency at a regional level.
- Critically, the funding needs of Murihiku Southland should align with State Highway Improvement, as there is an increasing need to improve the weight capacity of some existing state highways and major arterial routes to meet the needs of High-Performance Vehicles (HPV's). End of life bridge and infrastructure renewals need to consider even greater use of HPV's. Many of the large international heavy vehicle manufacturers are only concentrating on building HPV heavy vehicles. If we do not have roads that can accommodate these vehicles, then Southland will not be able to achieve the desired transport efficiencies.
- The State Highway Pothole Prevention Class as outlined in the GPS offers investment in resealing, rehabilitating and drainage maintenance for state highways, all of which are needed by Murihiku Southland, and the plan should be augmented to reflect this opportunity.

Strategic Alignment

Railway

During the term of the plan the production of coal from the Ohai Nightcaps area is expected to be reduced and phased out commencing in 2027 as major customers convert their boilers to renewable energy primarily electricity and wood biomass fuels. Already 101 industrial and commercial boilers have been converted to date and 58 additional boilers are expected to be converted in the next 4 years. In the past 6 years the demand for biomass fuel has grown from 15,000 tons to a little over 200,000 tons per annum. Large industry has advised that it needs 550,000 tons of biomass fuel p.a. by 2030. Internationally the most efficient way of

transporting these fuels from the production plant to large industry users is by way of Railway networks. The Southland Energy Strategy 2022 to 2050 has recommended that the existing coal handling facilities at Ohia are converted to biofuel manufacturing facilities therefore the Plan should contemplate the probability of some rail investment to both maintain the Ohai Branch line to in turn avoid higher Heavy transport impacts on local and highway networks and that investments in efficient offloading infrastructure should be contemplated at Edendale and other demand points.

Climate Change

The Otago Southland Land Transport Plan does not adequately consider the effects on riverine flooding and coastal Extreme Sea Level Events on forward investment. The absence of rainfall flood flow predictions to support bridge and culvert design means that most structures will not be designed in a fit for purpose manner. The vulnerabilities to coastal areas such as such as Te Waewae Bay, Colac Bay, Riverton, Oban, Bluff Highway, Fort Rose, Waikawa and Curio Bay to extreme weather events is not highlighted in future network risks. Bluff Highway is a good example of this and up to 4kms of the highway will have to be raised to avoid regular inundation to also protect community access and access to the regional port. There is need to ensure that spatial and climate change planning is routinely integrated into the Regional Land Transport processes which currently lacking.

Emission Reduction

There is a lack of alignment with Southland's emissions reductions plans contained in Southland Net Zero 2050 Plan and is a weak response to what is required by the export sector, which is aiming to insulate itself against the cost of carbon. These actions also enhance access to high value export markets. Already Southland has reduced its regional emissions by 15% as part of the Carbon Neutral Advantage initiative. The collective evidence from the Intergovernmental Panel on Climate Change, the Ministry for the Environment, the Climate Change Commission, and scientists worldwide, demonstrates that actions need to be taken now to limit global warming to 1.5 degrees Celsius. Reductions in emissions of Greenhouse Gases are critical if this goal is to be achieved and continuing to add increasing drive distances because of weight restricted and closed bridges is adding up to 4,600 tons of extra CO₂-e emissions per annum. Therefore, actual emissions and reduction targets should be reflected in the plan and network in efficiencies should be highlighted in terms of emissions as well as the other cost benefit factors.

Multi-mode Integrated Transport Plan

Long road transport supply chains are constantly being compromised by flooding events, seismic activity, and extreme weather events and increasingly the effects of permanent sea level rise. This being the case there is a school of thought that shipping and in some cases regional air freight opportunities offer options to avoid or mitigate these risks. The Southland Beyond 2025 Strategy has recommended the urgent need to undertake a Multi-mode Integrated Transport Planning exercise and economic assessment to ensure that future transport investment is directed to the areas of demand to improve transport efficiency and to boost supply and distribution chains efficiency and offer cost effective low emissions transport options.

Conclusion:

We thank the Committee Chairs again for the opportunity to offer our support in part and provide suggestions for how the Otago Southland Regional Land Transport Plans 2021-2031 can best serve the current Southland situation and future needs of Murihiku Southland. We are happy to provide background and evidence to support our submission and to speak to it if an opportunity arises.

Chami Abeysinghe
Chief Executive Officer
[REDACTED]
143 Spey Street, Invercargill 9810
Southland Regional Development Agency

For further information regarding the data referenced in our submission or to contact us regarding this submission, please contact:

Stephen Canny MNZM
General Manager Strategic Projects
[REDACTED] M [REDACTED]
143 Spey Street, Invercargill 9810
Southland Regional Development Agency
[REDACTED]

or:
Alison Floyd, PhD
Senior Spatial Planner and Policy Advisor
[REDACTED]
143 Spey Street, Invercargill 9810
Southland Regional Development Agency
[REDACTED]

References:

- Beyond 2025 Regional Long-Term Plan 2023
- Net Zero Southland 2050 Strategy 2021
- Southland Regional Emissions Report 2023
- Southland Road Revenue & Expenditure Report 2010-2021
- Southland District Council Rooding Transport Business Case 2023
- Southland Murihiku Regional Energy Strategy 2022 – 2050
- Southland Integrated Transport Study Sept 200

Submission Road Land Transport Plan RLTP

Ray Powell [REDACTED] Cell [REDACTED]

10/3/2024

This submission is regarding providing a regular twice daily each way bus service between Milton and Dunedin with stop overs at Waihola, Mosgiel, etc. The Service would operate similar as to the Dunedin Palmerston bus service. The proposed service would connect with the Bus hub in Dunedin and would provide a useful and financially effective alternative to using carbon producing cars for all the population age groups, especially for over 65s who could use a B Card. It is paramount that we reduce greenhouse effects causing global warming and the use of group travel for daily appointments and even shopping for essentials is one way of helping. The E cars are simply out of the price range of most families.

The intensive mining to produce a small quantity of essential elements for the manufacture and then disposal of the redundant batteries at this time can only produce a carbon and chemical foot print that is very hidden and questionable, although I am optimistic that an improved source of energy will be achieved. However I am sure I am preaching to mostly to the converted.

Back to my submission; the cost of running any car including insurance is ever increasing annually compared to the use of group travel. Therefore I consider a bus service between Milton and Dunedin would be practical and helpful for the Citizens in this area, and must reduce even in a small way the destructive problems of global warming.

Patronage would be slow at the start however an efficient and effectively operated Bus Service operating to a strict timetable would soon attract patronage; also there are a growing numbers of workers traveling both ways, and I am confident many would use the service if the timetables suited.

Ray Powell

Submission on the Otago Southland Land Transport Plan ('the Plan')

Name: Shana Lee

Address: [REDACTED]

Contact number: [REDACTED]

I am interested in personally presenting the submission

I would like to express my views on the potential of Invercargill City to promote the use of cycling as the more popular mode of transport within the urban centre. I strongly advocate for the benefit of promoting cycling within Invercargill and request that the Plan gets amended to sufficiently reflect this priority. The information made available in the Plan (Table 5 below) shows that only 2% of people commute to work on their bikes which equals New Zealand's average. In contrast, Nelson City has 6.1 percent and Christchurch City has 5.6 percent of its population cycling to work (www.stats.govt.nz). Such stats suggest that Invercargill City is missing a huge opportunity for reduction in emissions, public health benefits, and marketing of the city as an attractive place to live.

Table 5: Main means of travel to work for people in the major urban areas of the Otago and Southland regions

Location	Dunedin City (%)	Queenstown-Lakes District (%)	Invercargill City (%)	New Zealand (%)
Work at home	10.2	15.7	8.6	11.9
Drive a private car, truck, or van	58.5	48.9	65.2	57.8
Drive a company car, truck, or van	10.1	13.6	12.8	11.2
Passenger in a car, truck, van, or company bus	4.8	3.5	5.8	4
Public bus	3.4	3.2	0.5	4.2
Bicycle	2.1	3	2	2

Invercargill is characterised by a flat landscape and very wide streets, which are fitting for creating good cycle lanes. It appears that one of Invercargill's forefathers designed wider streets in case of an economic boom so they could accommodate the upcoming advances in steam technology. Whilst such an economic boom didn't eventuate, the city can still take advantage of the legacy by accommodating safe, well-designed cycling lanes. It is also a relatively small settlement with the settlement area covering about 389.92 km² (statsnz.maps.arcgis.com) with a population of about 57,900 as of June

2023 (2018 Census place summary: Invercargill City). Establishing cycle lanes on more streets will not be relatively affordable compared to other bigger cities.

While Invercargill does provide some cycling infrastructure, including cycle lanes on several main streets, the network can be improved by:

- Adding cycle lanes to more streets in the residential areas (feasible on many streets due to them having sufficient width) thereby improving connectivity;
- Improving safety features at the intersections thereby improving safety; and
- Improving the visibility of the cycle lanes (e.g. painting cycle lanes in bold colour), again improving safety.

There might be many other measures but I believe the above are the key priorities for promoting cycling in Invercargill. Effective marketing/campaigning should follow the provision of additional features to encourage wider uptake of cycling. Conducting a survey or research to understand the needs and desires of the potential cycling community would also ensure that any plan to improve cycling networks remains grounded in reality.

In conclusion, promoting cycling Invercargill is a surefire and relatively affordable way to make the city and the wider Southland region more liveable, enjoyable, and attractive to younger generations. Embracing sustainability as a region in such a way would be a step in the right direction for Invercargill and Southland, which desperately needs to evolve its economic and social foundations to remain relevant. Therefore, the regional land transport plans should be amended to reflect the need and desire to improve cycling lanes within Invercargill.



Submission Form

Draft mid-term review of the Otago and Southland Regional Land Transport Plans 2021-31

The submission period is open from 12 February 2024 and closes on 15 March 2024

Email your completed submission to Environment Southland at consultation@es.govt.nz or Otago Regional Council at rltp.submissions@orc.govt.nz.

Alternatively, submissions can be posted to RLTP Consultation, Otago Regional Council, Private Bag 1954, Dunedin 9054 or to Environment Southland, Private Bag 90116, Invercargill 9840.

If you require further information, please contact either Varghese Thomas (ORC) on 0800 474 082 or by email to varghese.thomas@orc.govt.nz or Russell Hawkes (ES) on 0800 76 88 45 or by email to russell.hawkes@es.govt.nz.

Submitter details

Full Name:

Organisation (if applicable):

Postal address:

Postcode:

Phone:

Email:

Public hearing

Please choose one of the following options:

- I do not wish to be heard in support of my submission.
- I do wish to be heard in support of my submission.

All submissions will be made available for public inspection.

X

Kathleen Baff

Signature of submitter

Date: 11 March 2024

Note: Please indicate the specific sections, topics, and the relevant pages, of the RLTP that your submission points relate to. Also, please indicate if your submission relates to a specific region.

My Submission is:

First up: the automatic filling in of the above info doesn't work on the form, hence I have put the details as above.

Secondly, thank you for the opportunity to make a submission. Mine is general.

Passenger trains. Taking freight off the roads and onto trains is like the transport system used to be prior to the 1990s- history can teach so much. So, well done for this initiative. The other historic transport that was taken away - passenger transport - and yet, with all the cars on the road, ORC doesn't seem to grasp that passenger trains are a viable option.

Third world countries have better public train services than NZ - that's a hug loss for everyone. Tourists are after stunned and amazed that they can't travel by train anywhere south of Christchurch. And the New Zealander transport 'service', let alone ORC plans, leave much to be desired. Let everyone in Otago and Southland enjoy train travel up and down from Dunedin to Invercargill and Christchurch.

It wouldn't take much to add a couple of passenger railcars to the current freight trains - as a start. This can be easily achieved whilst building 'railcars' that could run the length from Invercargill all the way to Christchurch. Other countries have achieved this minimum - why can't the ORC. Southland and Otago are being left behind the rest of the world where the ONLY focus is on cyclists and trail. Not everyone wants or has the ability nor the time to ride a bike to Dunedin for the day

(Please include additional pages if necessary)

Submission on the mid-term review of the Otago Southland Regional Land Transport Plans 2021-31

Submitter: Heather Owen

General Comments

We need to have passenger rail from Dunedin to Christchurch for the future of our planet, as well as to enable our society to function more efficiently. Below are some of the reasons I believe passenger rail should be supported:

1. We already have the rail, it should be possible to accommodate more usage.
2. It's more environmentally friendly than everyone travelling by cars.
3. Dunedin to Christchurch is a popular route, and so it could be well supported. In fact, going by train is well supported in the majority of countries, I'm sure it's a shock for tourists when they come here that they can't catch a train, despite there being a trainline. Additionally, people often go to and from Chch/ Dunedin for work, how much better to be able to work on the train, rather than waste that time and energy driving.
4. It would also be great to be able to have local commuting trains; personally I would love to be able to catch the train to Dunedin from Waitati, particularly as the bus stop is too far away for us to use with small children.
5. Lastly, the lower south island completely missed out on any sort of transport infrastructure funding from our current government, which is completely unreasonable as well as short sighted.

Our Regions

Strategic Framework

10-Year Transport Investment Priorities

Programming of Activities

Note: Please indicate the specific sections, topics, and the relevant pages, of the RLTP that your submission points relate to. Also, please indicate if your submission relates to a specific region.

My Submission is:

Commuter Rail:

Should be investigated between Mosgiel-Dunedin-Port Chalmers.

Rationale:

Rail is 18x more safer than road

Rail emits 70% less Carbon Emissions than road & is
18x more fuel efficient

Need to get cars off these busy roads.

Steel on steel doesn't project Carbon like RUBBER tyres on tarmac does!

Less wear & tear on rate & tax payer funded roads.

More environmentally friendly

When there is an accident on the road, traffic is brought to a standstill resulting in
even more Carbon emissions

More capacity on a train just add another carriage not another bus & having to
source another Driver!!

Implementation:

Park & ride at Mosgiel & Port Chalmers Stations and add other stops where
required. eg Wingatui Sawyers Bay etc

Use of second hand surplus rolling stock currently stored. Can be brought up to
standard at the new Hillside shops.

No need for passing loops as previously mooted as an impediment, both lines are
not that busy!

An Airport service with a connection at Allanton via a shuttle where there is a
passing loop! (First city in NZ to have a rail connection to an Airport!!)

(Please include additional pages if necessary)

Note: Please indicate the specific sections, topics, and the relevant pages, of the RLTP that your submission points relate to. Also, please indicate if your submission relates to a specific region.

My Submission is:

Topic - Dunedin Passenger Transport

One of the plans key priorities is to have an efficient and accessible transport system/network (pg 40). Fair enough, but I'm not confident that the plan has prioritised where it is best to invest.

The plan proposes with an eye watering spend for the ORC on Dunedin PT improvements of \$95.6M for 2024-30 (pg 53 and 67) which dwarfs almost everything else in the plan. Staggering. On top of this is a further \$23M for the DCC for bus infrastructure improvements. This spend seems completely out of context to our needs or the overarching objectives and policies (pg 35) of the Transport Plan.

While making improvements to PT is not without merit I have been continually disappointed that Dunedin has a fleet of oversized buses for our needs and our network. It is frankly embarrassing that, anecdotally, the vast majority of buses have just a handful of people on board. You do not run a successful, efficient or effective business when the size of your whole fleet is based on catering for a very short term peak demand (the school run mostly).

My solution? The ORC wishes to increase frequency on key routes at key times (fair enough) but surely it would be so much more efficient and less damaging to the road network, less hazardous for other road users and better for the environment if the size of the buses wasn't 48 seats but 18 - 20 seats. Smaller buses, more of them and less cumbersome too. Suddenly the issue of bus stops taking up enormous roadside space and access into or out of bus stops becomes less of an issue. Road safety basics.

Still need some larger buses for that school run? Then keep a few of them for those isolated peak moments. Or simply put on two small buses - even better. Come on decision makers - take a step back and look at the oversize behemoths we have trudging up and down our roads and streets. Dunedin deserves much better and some smart solutions are needed, not the same PT model that works in other cities but is a poor fit for Dunedin. Spend our money wisely, please.

(Please include additional pages if necessary)

Note: Please indicate the specific sections, topics, and the relevant pages, of the RLTP that your submission points relate to. Also, please indicate if your submission relates to a specific region.

My Submission is:

I'm submitting to request that passenger rail be properly considered. It is mentioned in passing only on p.26 in the public transport section. As far as I can tell the current lack of passenger rail is summarised but there is no serious consideration as to how that can be changed. If optimising an efficient and accessible transport network through enhanced mode choice provision across the regions is the goal, why is passenger rail not being seriously considered? It's the choice I'm most interested in for regional transport and could dramatically enhance how locals and tourists explore our regions.

There is a perfectly adequate rail network, and experienced staff, available for use by passenger rail services in our region; indeed the current plan states the existing rail network can "easily" accommodate more usage. Passenger rail services, on existing lines, provide connections between major urban areas such as Dunedin, Invercargill and Christchurch, and with many rural centres along the network (eg Oamaru, Palmerston, Balclutha, Gore). They can also provide local commuter connections (eg Mosgiel-Dunedin-Port Chalmers) and tourist & special services. Investment in modern railcars, or even refurbished rail carriages (such as in the North Island), can be an efficient means of offering passenger rail.

(Please include additional pages if necessary)

Submission on the mid-term review of the Otago Southland Regional Land Transport Plans 2021-31

Submitter: Liz Angelo

Public Hearing

General Comments

On behalf of seniors who can longer drive to visit friends, family, and international airport.

Otago Southland Regional Land Transport Plans 2021-31

"BRING BACK TRAINS BETWEEN CHRISTCHURCH AND DUNEDIN"

Our Regions

Strategic Framework

10-Year Transport Investment Priorities

Programming of Activities

Submission: Draft mid-term review of the Otago and Southland Regional Land Transport Plans 2021-31

Submitter details

Full Name: **Gerard Hyland**

Organisation (if applicable): **Dunedin Tunnels Trail Trust**

Postal address: [REDACTED]

Postcode: [REDACTED]

Phone: [REDACTED]

Email: g [REDACTED], g [REDACTED]

- I do wish to be heard in support of my submission.

Signed: Gerard Hyland, Co-Chair, Dunedin Tunnels Trail Trust

Date: 13 March 2024

Submission

Area: Dunedin City

Specific relevance to the Draft GSP (Aug 2023) priorities of

- Increasing transportation resilience
- Reducing emissions
- Safety
- Sustainable urban and regional development

The Tunnels Trail project is a key piece of Dunedin transport infrastructure, servicing Mosgiel, Fairfield, Abbotsford, Green Island, Caversham, as well as the central city area itself. This would be servicing over 30,000 people with one cycleway.

While this is a critical part of the city's transport infrastructure, and has been justified purely on commuter benefits, it will also enhance the recreational facilities for the city and region, be a boost to the tourism-based economy, and provide an accessible-to-all gateway into the city for the Otago-wide and New Zealand-wide cycleway network.

In terms of transport, the Tunnels Trail will be able to mitigate much of the predicted traffic volume increase, providing a least-cost option for commuters from the southern suburbs, Mosgiel, and the Taieri. This would allow for people to avoid a high-cost car-dependency in their commute. This area of the wider Dunedin city is also experiencing greater population growth and expansion, so making the transport infrastructure more resilient, and providing more and cheaper transport options for the residents.

Not only does this provide a low-cost transport option for individuals and families, with any associated spend staying within the region. Additional spend and economic development will obviously come from tourism as has been shown over and over by all the cycleways around the region and country.

The trail also provides a mechanism for the city to more rapidly move towards Carbon Zero, with the potential for hundreds of car journeys per day between Mosgiel and Dunedin, while at the same time improving the overall health benefits via active transport.

By providing a safe, easy-to-use (Grade 1, rail-gradient trail) Shared Path cycleway, this is also promoting an incentive to move people towards a healthier lifestyle, incorporating exercise into people's routine. Moving people back to a more active lifestyle is key to improving the overall health of the region, potentially providing huge savings long term for the city, the region, and the country.

While the current DCC project has been justified purely on the commute & transport benefits, the trail will provide qualitative and quantitative benefits from the trifecta of commute, recreational, and tourism activities.

The Tunnels Trail project is not a nice-to-have addition as some consider it, but an essential and well overdue part of Dunedin & the Region's transport infrastructure.

Dunedin Tracks Network Trust

Draft Otago Southland Regional Land Transport Plan Draft Mid-term review submission.

15/03/2024

A transport and land use system providing integrated, quality choices that are safe, environmentally sustainable and support the regions' wellbeing and prosperity.

Strategic Objectives

- Connectivity & Choice - Develop a range of travel choices that are used by communities and business to connect.
- Environmental Sustainability - Facilitate understanding and support responses that help meet environmental and emissions targets.
- Future Focused - Position the regions to ensure proactive responses to change and challenges.

Mid Term Proposal

Optimise an efficient and accessible transport network through enhanced mode choice provision across the regions. • Promote safety and wellbeing outcomes across the regional transport network. • Enhance network maintenance and resilience to ensure community access and connectivity.

The Dunedin Tracks Network Trust supports the vision of the Otago Southland Regional Land Transport Plan and applauds the strategic objectives of connectivity and choice, environmental sustainability, and a future focused approach.

Dunedin Tracks Network has a vision to connect to the regional trails at our borders and work with the many other trails who have already done amazing work across the region to create a world-class off-road trail network. We are excited about the mid-term proposal regarding optimising efficient and accessible transport network through enhanced mode choice provision across the regions. What the Trail Groups across the Otago and Southland Regions have achieved is future focused and visionary. Between them they have created 7 great rides with the very real possibility of having off road shared trails all the way from Wanaka and Queenstown to Dunedin. This creates connections from both Wanaka and Queenstown airports to Dunedin Airport and enables truly inspirational rides that will connect the whole region. With the Kawarau Gorge trail being started and the Wanaka connection being investigated there is a need to fill the gaps in the network.

We want to speak to and support the Active Transport section of the Draft – Pages 21,23 of the plan.

There are huge benefits for the Otago and Southland Regions to supporting a regional and connected network of shared trails. The economic benefits are clear – with the communities these trails pass through benefiting from increased local, regional, domestic, and international tourism. Local communities also gain active transport systems that encourage people to bike or walk to work or school, lower the carbon footprint of travel, create massive recreational and lifestyle opportunities, and improve people's physical, mental, and spiritual wellbeing's. Trails

are often on old travel routes for both Mana Whenua and our Early Settlers and offer the opportunity for telling our regions stories.

We submitted to the Regional Land Transport Plan and to the Otago Regional Council that this off-road regional network was an opportunity for a joined up regional vision that supports the four and wellbeing's of local government across the whole Southern Region.

Vision: The largest and longest connected network of off road trails in the Southern Hemisphere

Thanks to the vision , dedication and hard work of many the Otago Territorial Authority has the largest network of shared trails in the Southern hemisphere.

Central Otago

- Once the planned Kawarau Gorge, Wanaka to Cromwell and the clip-on link is added to the Roxburgh Gorge are finished these trails will consist of 536km of contiguous trails – the Largest in the Southern Hemisphere.

Waitaki/Mackenzie Country

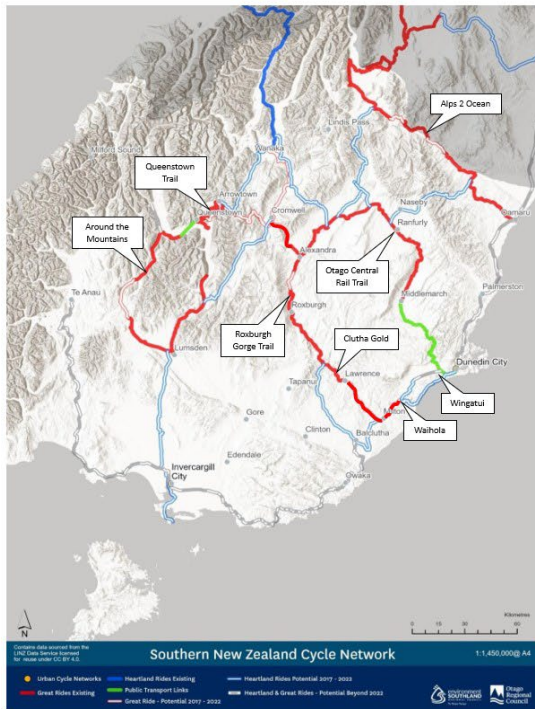
- Alps to Ocean = 301 km of Trails – The longest continuous trail

Should the gaps in the network be filled Otago and the Waitaki and McKenzie Country would have continuous linked off-road shared trails of 1037km easily the largest in the Southern hemisphere.

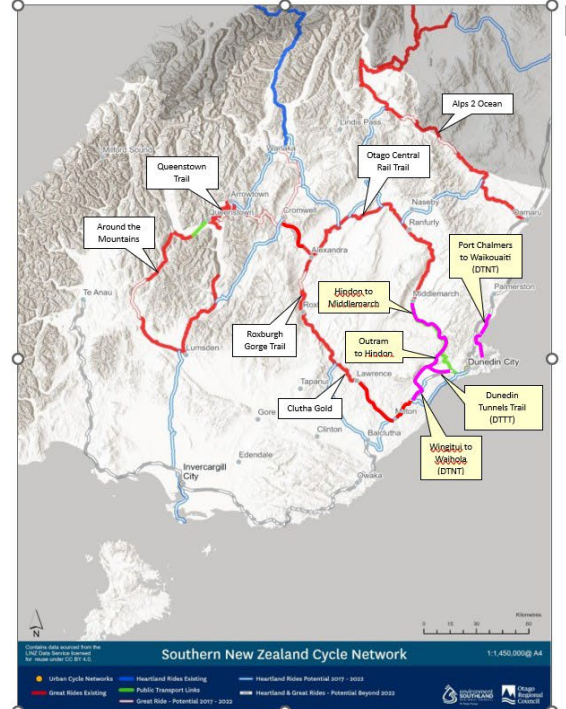
Missing links -112.8 km State Highway 1 Oamaru to Dunedin – to the Alps to Ocean Trail

- 28 km State Highway 1 Mosgiel to Waihola - to the Clutha Gold
- 60km State Highway 87 Wingitui to Middlemarch – to the Otago Central Rail Trail
- 33km State Highway 8 Roxburgh to Alexandra
- 32km State Highway 6 Kawarau Gorge
- 54.2 km State Highway 6 Cromwell to Wanaka

The stated desire from Queenstown, Central Otago and the Waitaki is for the trails to connect with the Dunedin Airport and pull people across their regions. Their goal: that the region becomes one of the top cycling/walking destinations in the world. Creating a low carbon, accessible and sustainable network of trails that benefits both the people of the region and the environment.



The Southern NZ cycle network. [Otago Southland Regional Land Transport Plan 2021-31]



Potential additions to the Southern NZ cycle network. [Otago Southland Regional Land Transport Plan 2021-31]

Dunedin Tracks Network Trusts Submits:

1. We see the opportunity for an amazing and world class network. We support investment in an integrated cycling plan for the Otago /Southland Region. We support yearly meetings of all the trails would enable strategic thinking and enable more developed trails to share their knowledge.
2. We support investment, support and an enabling approach to fill the gaps in the network. These need to be identified and then those trails trusts looking to fill those gaps need seed funding and a proactive approach from NZTA and councils regarding land, access to stop banks and supporting easements and resource consents etc to enable these volunteer groups to achieve active transport routes.
3. There needs to be recognition of the contribution of these trails make to the 4 well-beings of local government and that the gaps in the network are put into the regional land transport plan. Even though current land transport settings are not conducive to cycle funding it is important that they are included in plans to express the vision of the regions.
4. Dunedin Tracks Network Trust wants to promote two trails to the Regional Land Transport plan. Both are gaps in the Regional Network of Trails and also provide for safe active transport and recreation for their communities.

- a. Waihola to Dunedin Trail. The Taieri Trail . Connection to the Clutha Gold and on to Queenstown and Wanaka and safe off road commuting between Outram and Mosgiel. The planned Mosgiel to Outram off road trail will connect the communities of Mosgiel (pop 14,500) and Outram (pop 880) via a 15km route that follows the banks of the Silverstream from Mosgiel to the Taieri river, then across private farmland adjacent to Riverside Rd, and finally over the Taieri River via a "clip on" to the existing SH87 Outram bridge. (Consultation has commenced with NZTA personnel re the ability to attach a clip on to the SH87 bridge).

This planned route will be a vital transport link for the following reasons

- Is stage 1 of a 3 stage plan to connect the Clutha Gold cycle trail (itself part of the extensive Central Otago trail network) to Dunedin city via the Tunnels trail (now under construction). This economic value of cycle tourism is well established (estimates of \$260 to \$400 per day spend per person), and having this link will enhance and grow the value of the whole network to the regional economy.
- The existing Clutha Gold trail is creating a growing number of cyclists choosing to ride to Dunedin via the Dunedin to Waihola Connector Route (see attached image). This will result in an ever increasing danger from shared use of the SH87 bridge by cyclists and motorists.
- The growing popularity of e-bikes for recreation and exercise by the general population is creating increasing numbers of people now riding the roads of the Taieri, as it is one of the few flat riding areas available to the greater Dunedin area residents. SH87 and the Taieri river bridge is the main access connection between the north Taieri and South Taieri plain areas, and hence ever increasing shared cyclist and motor traffic use.
- There is existing desire by parents in both Outram and Mosgiel for a safe, off road connection that will allow their teenage kids to ride to the Outram Glen from Mosgiel, and from Outram to Mosgiel, for Saturday sports, swimming at the Mosgiel pool, etc. Presently their only option is to transport them by car, due to the danger of otherwise riding on SH87

Accordingly, we request this trail be included in the transport plan for the region.

- b. The Coastal Community Trail Connection to Regional Trail – Alps to Ocean at Oamaru and Safe off-road Connection for Coastal Communities. We support the prioritisation of the cycling safety and accessibility improvements outlined for the North Coast area, in particular the Coastal Communities Cycle Connection, to connect the communities of Waikouaiti-Karitane and Warrington/Evansdale-Waitati. Significant progress has been made on this project already. With the route defined by a feasibility study, we have pressed on with Runaka consultation and support, Kiwirail approvals in principle and landowner easements. A major landowner between Waitati and Port Chalmers has signed an agreement to grant an easement, opening up a link to Te Ara Moana. Funds raised from the community and private funders are coming in as we work to get shovel ready. Prioritising further support through the FDS will accelerate progress and ensure the sections reliant on government funding are eligible for it (eg the section Evansdale to Waitati, providing an off-road alternative to

SH1). Significant 'value for money' can be had by supporting this project through to implementation. The CCCC satisfies multiple of the 12 strategic directions of the FDS, including supporting healthy, connected communities, an accessible city and the protection of te mauri o te taiao. Access to green and blue networks is an important part of the CCCC.

The Dunedin Tracks Network Trust was established to support Trails Groups to achieve the goals of the Trust which is to create a World Class Network of Trails for Dunedin - linking local trails and connecting to the great rides at our borders.

We would like to speak to our submission.



Submission Form

Draft mid-term review of the Otago and Southland Regional Land Transport Plans 2021-31

The submission period is open from 12 February 2024 and closes on 15 March 2024

Email your completed submission to Environment Southland at consultation@es.govt.nz or Otago Regional Council at rltp.submissions@orc.govt.nz.

Alternatively, submissions can be posted to RLTP Consultation, Otago Regional Council, Private Bag 1954, Dunedin 9054 or to Environment Southland, Private Bag 90116, Invercargill 9840.

If you require further information, please contact either Varghese Thomas (ORC) on 0800 474 082 or by email to varghese.thomas@orc.govt.nz or Russell Hawkes (ES) on 0800 76 88 45 or by email to russell.hawkes@es.govt.nz.

Submitter details

Full Name: Barbara Sloan

Organisation (if applicable):

Postal address:

Postcode:

Phone:

Email:

Public hearing

Please choose one of the following options:

- I do not wish to be heard in support of my submission.
- I do wish to be heard in support of my submission.

All submissions will be made available for public inspection.

X



Signature of submitter

Date: 15-03-2024

Note: Please indicate the specific sections, topics, and the relevant pages, of the RLTP that your submission points relate to. Also, please indicate if your submission relates to a specific region.

My Submission is:

Funding the RLTP - Local Share - Page 46

The contribution which we as ratepayers are paying should be a uniform charge. Why is it not? Everyone should be treated equally. Also I have a separate empty section which I am also charged for the buses. The DCC rates don't charge for libraries and swimming pools on their rateable values.

Also the bus fares need to increase - 60c for children and \$2 for adults is just a joke. You can hardly even buy anything in shops these days for these amounts. It should be user pays. Increase the fares but not put the increase onto the ratepayers.

(Please include additional pages if necessary)

13/03/2024

Tēnā koe,

Please accept the following feedback as the Ministry of Education's submission on the *Mid-term review of the Regional Land Transport Plans 2021-2031*. As School Transport assistance is provided by the Te Pou Hanganga, Matihiko group of the Ministry, the Secretary for Education, Iona Holsted, has asked me to provide the following feedback on her behalf.

Background

While caregivers are ultimately responsible for getting students to and from school, the Ministry may offer assistance to students in cases where distance, mobility or other issues create barriers to accessing an appropriate learning environment.

Ministry-funded school transport assistance is provided through the administration of an appropriation from Vote Education. The purposes for which this appropriation may be used are detailed in section 559 of the Education and Training Act, 2020 which states:

Section 559 School Transport

The Secretary for Education *may* assist in the provision of school transport by doing any of the following:

- a) paying schools to provide school transport to their students;
- b) arranging transport providers to provide school transport;
- c) contributing to the cost of parents providing school transport.

To meet our obligations under the Public Finance Act, we are required to work within our school transport assistance policy settings, including our eligibility criteria. These settings are designed to help us make effective and efficient use of limited resources and help us maintain the integrity of local schooling networks across New Zealand. As stewards of public money, we have a responsibility to ensure existing resources are used cost effectively and efficiently.

The Ministry applies a range of criteria to determine eligibility for Ministry-funded school transport assistance consistently across New Zealand. These criteria ensure the careful application of this limited resource, and the sustainability of local schooling networks. To be eligible for school transport assistance a student must meet all three of the following criteria:

1. They are attending their closest state or state-integrated school they can enrol at.
2. They live more than a certain distance from the school:
 - 3.2km for Years 1 – 8
 - 4.2km for Years 9 – 13
3. There is no suitable public transport available.

In assessing suitable public transport options, the Ministry gives consideration to the following guidelines:



- Suitable public transport must travel within:
 - 2.4km of the roadside gate of the student's home, and
 - 2.4km of the closest appropriate school.
- The student:
 - won't have to be picked up before 7 am
 - can get to school before it starts
 - can be picked up no later than one hour after school finishes
 - won't have to change buses more than once on a journey

Demarcation between Public Transport Authorities (such as regional councils) and Ministry-funded services

The Ministry has a specific focus on reducing barriers to educational access and offers transport assistance as an enabling service in support of this objective. The Ministry's school transport services traverse the whole country but largely consist of low-volume services in rural and peri-urban areas where there are no suitable Public Transport (PT) options. Despite significant differences in their funding models, legislative mandate and geographical distribution, Ministry-funded services can overlap with PT operations delivered by public transport authorities.

One of the marked differences between the Ministry's school transport services and PT networks is that the Ministry's school transport services is restricted to only students. Whereas PT network can be served by mixed usage services (i.e. services able to carry both students and commuters), as well as opting to run dedicated school services which to help to manage capacity at peak times.

While we engage through formal and informal communication channels to try to avoid duplication or gaps in services in regions, there are no formal, national guidelines governing the demarcation of PT and Ministry-funded School Transport services. Historically, the Ministry has assumed that PT planners will observe Waka Kotahi's 2013 guidelines for Public Transport (PT) planning, which states the Ministry is a 'provider of last resort':

Section 9.2 Consultation with Key Stakeholders

Ministry of Education: in respect of school transport services, the Ministry of Education is a provider of 'last resort' – where a suitable public transport (SPT) service exists, the Ministry of Education is legally unable to provide a duplicate service.

The Ministry maintains ongoing dialogue with Waka Kotahi and the Ministry of Transport, and regularly advocates for greater co-operation between public transport authorities and the Ministry's School Transport group to maximise efficiency of the wider PT network and minimise gaps and disruption for the network's users.

We believe that there is a significant opportunity for meaningful continued collaboration between Otago Regional Council (ORC) and the Ministry to work co-operatively to develop, clarify and refine operational policies that govern the provision of transport services that serve students.

Queenstown School Transport Review Project

In 2022, the Ministry initiated a routine review of Ministry-funded bus routes in the Queenstown area and commenced engagement with ORC. Due to the development of both the local network of schools and the public transport network, it was identified that a significant number of students no longer met the eligibility criteria for Ministry-funded school transport assistance as they either are



not attending their closest school, or have access to suitable public transport, or both. To align with Ministry policy, there is a requirement to transition these ineligible students onto public services or other alternative transportation.

It is the Ministry's preference to collaborate with ORC in planning the transition of students to the public network. To date, the Ministry has provided ORC an impact analysis on the volume of students that may be removed from Ministry-funded services, as well as a draft Memorandum of Understanding (MoU) which proposes terms on how the Ministry and ORC can collaborate in area planning and transition.

As previously advised to ORC officials, the intention is for this transition to be complete by 2025 to align with regional council funding cycles. At this stage of the project, we would have expected to be engaging with ORC over detailed area planning, however this has not yet occurred.

We have provided a table of specific feedback to the Mid-term review of the RLTP below, which we believe will enhance our joint strategic and collaborative approach and allow both agencies to ensure that services remain responsive to the needs of the Otago region.

I hope this information is helpful.

Nāku noa, nā

A handwritten signature in blue ink, consisting of a stylized first name and a more complex surname.

James Meffan

Group Manager, School Transport
Te Pou Hanganga, Matihiko | Infrastructure & Digital



RLTP Statement	Ministry of Education Comments
Objective 3 – Connectivity and Choice: Develop a range of travel choices that are used by communities and business to connect	<p>The Ministry is generally supportive of this objective and provides the following feedback:</p> <ul style="list-style-type: none">- It is recommended that students are considered a key community in regards to network and infrastructure planning, particularly public transport.- It is noted that additional funding (\$5,275,899) from 2026/2027 is being budgeted under “Queenstown PT Improvements – Public Transport Services”. The Ministry assumes that this includes any required ORC investment resulting from the transition of ineligible students currently using Ministry-funded services onto the PT network.- The Ministry is keen to progress joint planning on the Queenstown transition project. It has been noted in a recent Queenstown Public Business Case Update (15/01/2024) that ORC may be considering picking up the school bus contracts as a “stop gap” to allow time for a more detailed review. It is recommended that ORC and MoE engage on options as soon as possible and collaborate on education sector engagement and communications.- More generally, the Ministry would like to maintain regular engagement with ORC regarding our respective bus networks across the wider region.

Submission on the mid-term review of the Otago Southland Regional Land Transport Plans 2021-31

Submitter: Helen McLagan

Public Hearing

General Comments

I would like to register my support and encouragement for the return of reliable and numerous rail routes in New Zealand, including a regular passenger service between Dunedin and Christchurch.

I urge the provision of infrastructure, locomotives and carriages to aid the speedy development of both urban and rural passenger and goods train services.

This program would create jobs, reduce the need for road maintenance and assist in the reduction of emissions which cause global heating.

Our Regions

Strategic Framework

10-Year Transport Investment Priorities

Programming of Activities

Submission on the mid-term review of the Otago Southland Regional Land Transport Plans 2021-31

Submitter: Louise Borrie

Public Hearing

General Comments

BRING BACK TRAINS BETWEEN CHRISTCHURCH AND DUNEDIN

Our Regions

Strategic Framework

10-Year Transport Investment Priorities

Programming of Activities

Submission on the mid-term review of the Otago Southland Regional Land Transport Plans 2021-31

Submitter: Jerry Walton

Public Hearing

General Comments

Need to be reinstalled trains between Dunedin and Christchurch. Too many big trucks on road.

Our Regions

Strategic Framework

10-Year Transport Investment Priorities

Programming of Activities

Submission on the mid-term review of the Otago Southland Regional Land Transport Plans 2021-31

Submitter: Jerry Walton

Public Hearing

General Comments

I think there is a strong case to bring back trains between Ch Ch and Dunedin.

Something like the old Railcar for people and more goods trains to transport freight.

The present situation of using large trucks is damaging to our roads and makes driving for the ordinary motorist dangerous.

And finally diesel burning trucks are much harder on the Environment than Electric powered trains which will hopefully be the way of the future.

Our Regions

Strategic Framework

10-Year Transport Investment Priorities

Programming of Activities

Submission on the mid-term review of the Otago Southland Regional Land Transport Plans 2021-31

Submitter: Allan Walker

Public Hearing

General Comments

This submission is regarding providing a regular twice daily each way bus service between Milton and Dunedin with stop overs at Waihola, Mosgiel, etc. The Service would operate similar as to the Dunedin Palmerston bus service. The proposed service would connect with the Bus hub in Dunedin and would provide a useful and financially effective alternative to using carbon producing cars for all the population age groups, especially for over 65s who could use a B Card. It is paramount that we reduce greenhouse effects causing global warming and the use of group travel for daily appointments and even shopping for essentials is one way of helping. The E cars are simply out of the price range of most families.

The cost of running any car including insurance is ever increasing annually compared to the use of group travel. Therefore, I consider a bus service between Milton and Dunedin would be practical and helpful for the Citizens in this area, and must reduce even in a small way the destructive problems of global warming.

Patronage would be slow at the start however an efficient and effectively operated Bus Service operating to a strict timetable would soon attract patronage. Also, there are a growing number of workers traveling both ways, and I am confident many would use the service if the timetables suited.

Our Regions

Strategic Framework

10-Year Transport Investment Priorities

Programming of Activities



MOSGIEL-TAIERI COMMUNITY BOARD

50 The Octagon | Dunedin 9015 | PO Box 5045 | Dunedin 9058 | New Zealand
E dcc@dcc.govt.nz P +64 3 477 4000 www.dunedin.govt.nz

Mid Term Review of the Regional Land Transport Plans 2021 – 2031

Submission of the Mosgiel Taieri Community Board

March 2024

RTC Chairs and Members,

The Mosgiel Taieri Community Board (MTCB) appreciates the opportunity to submit to the Mid Term Review.

Tunnel Trail – Mosgiel to Dunedin. The MTCB supports the advancement of the shared path known as the Tunnel Trail between Mosgiel and Dunedin. This trail will be an important link in the developing network of tourist cycle trails throughout Otago. The MTCB is actively promoting extensions of the Clutha Gold Cycle Trail from Waiholā through to Mosgiel, and also the extension of the Otago Central Rail Trail from Middlemarch through to Mosgiel. The Tunnel Trail will be essential to link these trails through to Dunedin.

Additionally, the Tunnel Trail will be a heavily used commuting and recreational asset for Dunedin citizens linking Mosgiel, Green Island and Dunedin with an accessible and almost flat cycling and walking alternative to car travel.

Heavy Transport By-Pass for Gordon Road. The number one priority for the MTCB remains the formation of a Heavy Transport By-Pass to take heavy traffic away from Gordon Road, the main street of Mosgiel. Gordon Road runs through the heart of Mosgiel and the presence of heavy traffic including logging trucks and stock trucks is a significant hazard to a vulnerable population, characterised by the elderly and by over 3 000 school children, many of who cross Gordon Road to access school each day. A public meeting organised by the MTCB in 2023 on this matter was attended by over 250 people. The meeting heard from senior citizens who were too afraid to use Gordon Road, and from a school principal who told of numerous near-misses and the daily anxiety of wondering if 'today would be the day that there is an accident'.

Of equal importance is the growing necessity for a second entrance into Mosgiel from SH1. Increasing volumes of heavy and light traffic are using Riccarton Road as access to and egress from Mosgiel to avoid using Quarry Road and Gordon Road. While this is easing the queues forming on SH1 to access Quarry Road there are daily occurrences of the queue of traffic trying to access Mosgiel via Quarry Road backing up on SH1 beyond the slipway provided creating the potential for a very serious accident. Similarly, the heavily increasing volume of traffic using Riccarton Road is creating a significant hazard at the SH1/Riccarton Road intersection and the Riccarton Road/Bush Road intersection which are not constructed to handle heavy traffic loads.

The MTCB urges the RTC to progress the feasibility study for a HT By-Pass for Mosgiel with urgency and considers that a common solution could deal with both of the serious safety issues identified above.

Freight Hub for the Taieri. The MTCB is aware of proposals from Port Otago and others to establish a freight hub around the existing rail head at Stedman Road, North Taieri. The purpose of this freight hub would be to move freight from trucks to rail prior to freight being sent to Port Otago for export. This will bring major benefits for Dunedin reducing the number of heavy trucks passing through Dunedin and reducing the number of trucks on SH88. A freight hub at North Taieri will also bring employment opportunities and growth to the Taieri.

The MTCB is advised that freight will arrive at the freight hub from both North and South. The North Taieri location has the unique advantage of being served by an existing branch railway line and rail head running alongside an existing industrial park. However, this industrial area is separated from SH1 by the township of Mosgiel. The MTCB considers that the community's support for the proposed freight hub would be conditional upon the creation of a viable heavy transport by-pass for Mosgiel township.

We wish to be heard in support of this submission.

Thank you,

Andrew Simms
Chair



Submission Form

Draft mid-term review of the Otago and Southland Regional Land Transport Plans 2021-31

The submission period is open from 12 February 2024 and closes on 15 March 2024

Email your completed submission to Environment Southland at consultation@es.govt.nz or Otago Regional Council at rltp.submissions@orc.govt.nz.

Alternatively, submissions can be posted to RLTP Consultation, Otago Regional Council, Private Bag 1954, Dunedin 9054 or to Environment Southland, Private Bag 90116, Invercargill 9840.

If you require further information, please contact either Varghese Thomas (ORC) on 0800 474 082 or by email to varghese.thomas@orc.govt.nz or Russell Hawkes (ES) on 0800 76 88 45 or by email to russell.hawkes@es.govt.nz.

Submitter details

Full Name: Janeen Margaret Wood
Organisation (if applicable): Cromwell and District Community Trust. Southern Lakes
Postal address: [REDACTED]
Postcode: [REDACTED]
Phone: [REDACTED]
Email: [REDACTED]

Public hearing

Please choose one of the following options:

- I do not wish to be heard in support of my submission.
- I do wish to be heard in support of my submission.

All submissions will be made available for public inspection.

X JmWood
Signature of submitter

Date: 15/3/24

Note: Please indicate the specific sections, topics, and the relevant pages, of the RLTP that your submission points relate to. Also, please indicate if your submission relates to a specific region.

My Submission is:

I refer to the pages 21 and 22 regarding support of a regional connected network for mode choice, active transport and economic growth.

The Cromwell and Districts Community Trust started with this concept back in 2008 with the first community plan suggesting a trail connecting Cromwell and Clyde.

Since then this has evolved into a network of Trails in the region connecting the Great Rides. My next Trust the Central Otago Queenstown Trail Network Trust got funding approved in 2018 from Central Lakes Trust, Otago Community Trust and Central Government to build 5 projects.

The highly successful Lake Dunstan Trail was our first project. This was completed in May 2021.

Bureaucracy delays have been resolved and we are finally underway with the construction of the Kawarau Gorge Trail. This trail connects the Queenstown Trails, from Gibbston Valley through to Bannockburn and the Lake Dunstan Trail. The construction started in January this year with a completion date before the end of 2025.

The Wanaka Link is underway with access already secured, detailed planning and consenting are the next steps planned for 2024.

The Roxburgh Gorge Gap is another of our projects and is being actively managed with MBIE presently.

Our original Business Case for the Network linking the existing Great Rides outlined the importance of creating sustainable off road travel for both cyclists and walkers. Completion of our network was designed to create 530km of continuous trail. My trust is now called the Southern Lakes Trails. Our strategy and vision has the ability to extend beyond these original 5 projects.

There are other groups who have been involved in extending the Clutha Gold trail to Waihola. This is good progress towards the concept of arriving in Queenstown Airport, dispersing to the regions and being able to fly out of Dunedin airport.

There is also the potential to link the end of the OCRT from Middlemarch into Mosgiel and onto Dunedin. This network would create a world class destination to the Otago and the Lower South Island.

(Please include additional pages if necessary)

Note: Please indicate the specific sections, topics, and the relevant pages, of the RLTP that your submission points relate to. Also, please indicate if your submission relates to a specific region.

My Submission is:

Te Awa Otakou / Peninsula Connection

(Please include additional pages if necessary)

Submission on the mid-term review of the Otago Southland Regional Land Transport Plans 2021-31

Submitter: Hoani Langsbury (Otago Peninsula Trust)

Public Hearing

I wish to be heard in support of my submission

General Comments

As the Ecotourism Manager for the Otago Peninsula Trust, I am responsible for the day to day operations of the Royal Albatross Centre. On a weekly basis I observe dangerous driving of buses on Harington Point Rd. However this is not the fault of the driver, there continues to be unsafe corners on Harington Point that require larger vehicles to cross over the centre line on blind corners. Many of the operators including myself, had an expectation that the Peninsula Connections project would have fixed this dangerous issue prior to now. However the re-prioritisation of the Otakou section now has the most dangerous section of the entire project not being corrected for another 10 years. I have been the other driver in what is a weekly event of meeting large vehicles on this section of the road and are unsure if we are waiting for deaths to occur before the council responds to have this section of the road completed to address the known safety concerns.

Our Regions

Strategic Framework

10-Year Transport Investment Priorities

Programming of Activities

Submission on the mid-term review of the Otago Southland Regional Land Transport Plans 2021-31

Submitter: Lars Van Beusekom

Public Hearing

I do not wish to be heard in support of my submission

General Comments

The ORC should focus on creating a wider network of systems for the general public to use. We live along the number 8 bus service, which is one of the better bus links in town, running every 15 minutes. In general, this is a fantastic service. However, some of the other services need to be more reliable. If more buses are running on routes, then it is far more likely that people will opt to use the bus. It is very difficult to get anywhere on a Sunday morning. While it is understandable that on the weekend there are fewer services, there are still a large number of people who work or are out and about on a Sunday morning who simply cannot use the bus services as there are none. This must be a priority. Increasing the number of buses running routes so that they run every 15 or 20 minutes would also be beneficial on other routes. Having more buses to Mosgiel and beyond to the airport would also be beneficial as I understand it is very popular and will help Dunedin City reduce its emissions. Having a bus that goes as far as the airport would also be of massive value to Dunedin. I also would support the reintroduction of passenger rail in Dunedin. A lot of the infrastructure is already in place for routes such as Port Chalmers-Dunedin and Mosgiel-Dunedin. Dunedin currently struggles with too much congestion. These ideas will hopefully help towards easing this.

Our Regions

Strategic Framework

10-Year Transport Investment Priorities

Programming of Activities

Submission on the mid-term review of the Otago Southland Regional Land Transport Plans 2021-31

Submitter: Emily Cooper (Coastal Communities Cycle Connection)

Public Hearing

General Comments

Our Regions

Strategic Framework

10-Year Transport Investment Priorities

Programming of Activities

We support the DCC's proposed programme of activities - namely the provision for the Strategic Walking and Cycling network upgrades - in order that the DCC may financially support the Coastal Communities Cycle Connection project (CCCC). There is no dedicated safe walking and cycleway between the north coast communities, and cycling on the state highway raises safety concerns. The DCC has stated in the RLTP that: "To support active transport, Dunedin City is investing in a cycleway project between Caversham and Mosgiel and working with community groups to facilitate their investigations into a walking and cycling connection in the north, servicing the communities of Warrington, Karitāne and Waikouati." The DCC has included the 'Northern Cycleway' in the Transport Plan submitted to the 2024 RLTP in August - \$31,530,000 for Future NLTP Budget (post 2027): to "Connect northern coastal communities to each other and to Dunedin with a walking and cycling trail." We anticipate that the cycleway will be identified in the DCC's Walking and Cycling Strategy due for release too. Significant progress has been made on this project already. With the route defined by a feasibility study, we have pressed on with Runaka consultation and support, Kiwirail approvals in principle and landowner easements. A major landowner between Waitati and Port Chalmers has signed an agreement to grant an easement, opening up a link to Te Ara Moana. Funds raised from the community and private funders are coming in as we work to get shovel ready. We are only \$9000 away from covering the \$25,875 cost of the preliminary design for the Waikouaiti river rail bridge clip-on. The ORC has provided fees-free consent processing. Prioritising support through the RLTP will accelerate progress and ensure the sections reliant on government funding are eligible for it (eg the section Evansdale to Waitati, providing an off-road alternative to SH1). We understand that the DCC and ORC are required to prepare the Future Development Strategy in time to inform budgeting decisions for the RLTP. At the Future Development Strategy hearings we, along with multiple other submitters, requested that the timeframe of the CCCC in the document be brought forward to 1-10 years, rather than 10-30 years - a request we hope was successful. We do expect that the discussion and suggestion by the panel Chair to change the description to a 'shared commuter and tourist pathway' will have gone through, as we wish to be eligible for Waka Kotahi funding as well as tourism infrastructure funding. The work already done on the CCCC can encourage earlier investment towards completion. We therefore ask that the CCCC is specifically included in the programme of activities for the next 1-10 years. Significant 'value for money' can be had by supporting this project through to

implementation. The CCCC satisfies the three investment priorities of the RLTP: providing more transport choices for people in how they move around; promoting safety, health and wellbeing for the community and the environment; enhancing maintenance and network resilience to ensure community access and connectivity. Costings for the recommended routes as per the feasibility study (publicly available) and expected stages: Stage 1: Section 5a - Waitati to Orokonui Ecosanctuary \$1,280,000 Stage 2: Section 1 - Waikouaiti to Karitane \$4,500,000 Stage 3: Section 3 - Warrington to Evansdale \$300,000 Stage 4: Section 5b - Orokonui Ecosanctuary to Port Chalmers \$1,600,000 Stage 5: Section 4 - Evansdale to Waitati \$14,300,000 Stage 6: Mountain Rd to create loop - Leith Saddle to Waikouaiti \$826,000 Uncosted: Stage 7: Section 2 - Karitane to Warrington Updated details of the expected stages of construction and the progress per section are available to council staff any time.



Submission Form

Draft mid-term review of the Otago and Southland Regional Land Transport Plans 2021-31

The submission period is open from 12 February 2024 and closes on 15 March 2024

Email your completed submission to Environment Southland at consultation@es.govt.nz or Otago Regional Council at rltp.submissions@orc.govt.nz.

Alternatively, submissions can be posted to RLTP Consultation, Otago Regional Council, Private Bag 1954, Dunedin 9054 or to Environment Southland, Private Bag 90116, Invercargill 9840.

If you require further information, please contact either Varghese Thomas (ORC) on 0800 474 082 or by email to varghese.thomas@orc.govt.nz or Russell Hawkes (ES) on 0800 76 88 45 or by email to russell.hawkes@es.govt.nz.

Submitter details

Full Name: Christine Garey

Organisation (if applicable): N/A

Postal address: [REDACTED]

Postcode: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Public hearing

Please choose one of the following options:

I do not wish to be heard in support of my submission.

I do wish to be heard in support of my submission.

All submissions will be made available for public inspection.

X CP. Garey
Signature of submitter

Date: 18/4/24

Prioritising and scheduling of projects

Please refer Mid Term Review RLTP - Programming of Activities p52

Te Awa Ōtākou /Peninsula Connection

I write in my personal capacity as someone very familiar with a project as it has unfolded over the past seventeen years and one that is currently included in the RLTP - the Peninsula Connection, aka Te Awa Ōtākou. For the final sections yet to be constructed, more urgency needs to be given to them in the RLTP and this is my reason for making a submission.

While pleased to see it included in the RLTP, the “Future” timing of the project beyond Portobello, means I understand, a thirty year timeframe. This lacks the urgency this project requires for a number of reasons.

It does not now fit where the project has recently landed in the DCC and ORC’s consideration of the Future Development Strategy. The incomplete sections of the project have now been given more urgency in the FDS following the hearings as I understand it and especially in response to a submission by mana whenua.

In addition and most importantly, given promises made in the past, there is an expectation from the community that the completion of the Peninsula Connection will be funded as a matter of priority by the relevant bodies. It has always been a truly community led project from the beginning but most people in the community have no understanding of how the funding mechanisms are applied and are at a loss to understand why such an impactful project would not be considered a priority for funding to complete it.

My intention in making this submission is to ensure you have all of the facts and to emphasise the need to give it a higher priority, to finish it sooner. While I appreciate the GPS has changed in focus with a new government and the assessment you are required to apply doesn’t necessarily fit this unique project, it’s important to ensure you are aware of the background and the wider context.

Much of institutional knowledge and full context of the project had been lost over time with changes in staff and elected members. I want to ensure all aspects are well understood by all decisions makers who have a part to play in the completion of the project.

Project overview

Originally known as the Portobello/Harington Pt Rd Safety Improvement Project, it was designed to deliver significant safety improvements for pedestrians, cyclists and drivers travelling from Vauxhall to the base of Taiaroa Head. This safety project was first requested by the community from 2002, finally committed to by Dunedin City Council in 2015 and was to be completed by 2023/24. For the three sections yet to be completed, the design has already been agreed and resource consent granted - these final sections are truly ‘shovel ready.’ What remains, is for funding to be secured.

Three sections to complete the project

1. Ōtākou Bus Stop (Ellison’s Cnr) around Fisheries corner

Concerns include:

- Erosion - road undermined during storm events; worsening with climate change/sea level rise
- Accidents - road too narrow for two buses from opposite directions to pass; buses have to cross centre line to navigate a blind corner, inundation of road by sea during storms a danger to those unfamiliar with the road.
- Single access cut off - affecting community, marae, emergency services, four tourist attractions including the globally significant, Royal Albatross Colony.

2. From Portobello past Portobello School to bus turnaround

From a school safety perspective, it's proximity to the township section just completed and through the cutting by the school, makes this section a priority. The cutting is currently a pinch point for through traffic, including large buses and cyclists. Portobello School students do not have the same level of safety experienced by other Peninsula school students.

3. The inland section of road ending at Ōtākou bus stop

This more straight forward inland section could be constructed over an extended period. A delayed approach to this section may be a compromise the community is willing to make if within an agreed timeframe and with the other two sections prioritised for early completion.

Progress to date

Construction of the project has been completed as far as Portobello. Benefits have already been experienced by Dunedin residents, particularly those who live and work on the Peninsula, as well as visitors from further afield.

The completed sections have already connected and strengthened Peninsula communities in everyday lives, as well as providing recreational opportunities previously unavailable and better access to the harbour. It has unlocked potential for new businesses, as well as significantly enhancing the Peninsula's status as a desirable destination.

The completed sections have been reinforced and raised to deal with the impact of sea level rise. The shared path is very well used and there has been a significant drop in vehicle accidents on the improved sections of road. The construction of the remaining three sections will complete the shared path around the harbour; an asset for the wider city.

Background to the Project

This community-led project evolved out of a request by the Macandrew Bay community in 2002 for a footpath wide enough for two prams side by side. Pressure grew from the wider Peninsula community against a backdrop of serious injury accidents and fatalities. It was picked up as a project in 2005 by the then newly formed Otago Peninsula Community Board, becoming its top priority and it remains so. During the consenting process mana whenua graciously agreed to extensive reclamation of the harbour which was necessary for the project to proceed.

While these three remaining sections at the Ōtākou end of the Peninsula were due to be completed first, back in 2015 there was a need for Council to change the sequence due to Waka Kotahi funding criteria at time, these three sections then became last in the order. At the time Council clearly restated its commitment to mana whenua and to the community to complete the *whole* project. Council also resolved at the time that any future

work on the project was to be built to the 'agreed final layout standard' ie the agreed design, following extensive community consultation.

Treaty considerations

Edward Ellison, on behalf of the Te Rūnanga o Ōtākou, was approached at the time of resequencing and well remembers the request to change the order of the project with the section approaching the marae changing from first to last. He recalls reluctantly agreeing to the change in sequence, concerned that the final sections beyond Portobello may be forgotten over time. He asked and received a clear commitment that the whole project would be completed.

Mr Ellison's submission to the FDS hearing last week made clear the issues with the section of road between Ōtakou bus stop and around Fisheries Corner on the approach to the marae - the erosion, the safety issues, and the spectre of history repeating itself in an inequitable outcome.

In addition, I have just received the following from Janine Hayward, a resident of Company Bay and I quote :

"I am a professor of politics at the University of Otago and last year my masters students co-designed a research project with Ōtākou runaka to analyse the speeches that Southern Māori member of parliament H.K. Taiaroa made in Parliament in the 1870s and 1880s. This was the time when the road out to the Heads was under construction. For years H.K. Taiaroa gave impassioned pleas for the section of the road outside the marae to be completed – it was the final section of the road to be finished and progress on this section had stalled. Ultimately, it was his arguments that this would benefit Pākehā communities beyond the marae that won favour with the House and saw the road completed. I am sure the Council does not want to repeat the injustices of the 1870s and 1880s in failing to provide equitable services to all Peninsula communities."

Conclusion

While I appreciate the limitations working within the RLTP, there is a strong case to ensure this project is given a higher priority and scheduled within the RLTP more urgently for completion in the next 1-3 years.

I am sure none of us wish to see a whole community cut off during one of the ever increasing storm events with the inevitable scramble and increased costs, disruption to access for four visitor attractions, one globally significant, let alone repeating the injustices of the 1800s that befell mana whenua. We can do better and need to find a way to do so. I ask that you to do your part to ensure the completion of the Peninsula Connection is given the priority it deserves.

Te Aka Ōtākou, nearly marathon length in its unique setting around the Otago Harbour, will enhance Ōtepoti, Dunedin as a destination once it's completed. It will deliver not only a world class asset but finally, safe and future proofed access for the people who live, work and visit there.

Christine Garey
18th April 2024

18 April 2024

Otago Regional Council
rtp.submissions@orc.govt.nz

Otago Southland Regional Land Transport Plans 2021-31 - Review

Submission from NZAA Southern Lakes District Council

The following submission is made on behalf of the New Zealand Automobile Association Southern Lakes District. The organisation has over 1.2 million members nationally and over 800,000 vehicle-based associates.

The AA Southern Lakes District Council represents the interests of more than 15,000 members within the Southern Lakes and Central Otago district.

We appreciate the opportunity to comment on the review of the RLTP.

We focus our comments principally on the Southern Lakes projects relevant to district areas and our members.

Our submission considers the general expectation of our members for a roading network that results in efficient and safe travel for road users that is resilient to the effects of climate change and use.

We make comment on the roading network within the **SOUTHERN LAKES DISTRICTS AREA**, as follows:

- **MAINTENANCE:** Much of the region's networks are aging and require prioritisation of maintenance. The deteriorating state of the regions roading and related assets is recorded as a major concern of our members and results in significant related safety issues and can also have an impact on transport and freight operators and accordingly a negative economic 'flow-through'.

We understand the challenges of funding constraints and limited local budgets. In this situation we agree that prudent asset management is essential to ensure investment is directed where it is most needed and we agree with the emphasis across Central Otago and Queenstown Lakes that needs to be placed on regular inspections, condition assessments and early intervention to ensure asset condition is maintained at a level which meets the needs of our road users.

However, regular maintenance may not be enough and a commitment to full remediation should be a focus to avoid recurring long term maintenance which should ensure a better road network that will be more efficient and safer in the long term rather than relying on regular road maintenance being undertaken.

- **SPEED HAS A PLACE BUT IS NOT THE SILVER BULLET:** Many of our roads are rural. This has a flow on to the number of higher speed accidents experienced. The Government has through the GPS on roads, emphasised that reduction of speed limits is not the complete resolution to resolving the safety risk on our roads. It is but one of several tools that must be considered together to mitigate the risk posed by our roads. For example, improved engineering and maintenance together with safety intervention measures are other means that may mitigate the risk on our roads. While we agree there will always be merit in reviewing speed limits that is

certainly not the only tool available and should be considered if other reasonable alternative solutions are not practicable or if the risk is that great that speed management is the only mitigant available.

- **REGIONAL PUBLIC TRANSPORT:** With respect to the lack of ‘alternative mode’ networks and the high use of private vehicles within Southern Lakes, this is largely a factor of the region having many low population towns and larger distances to travel that tend to be associated with a rural based population.

The rural nature of the region lends itself to the use of private vehicles for both private and business purposes, and the development of any public transport alternatives will always be a challenge.

We would like to see development of a Central Otago / Southern Lakes regional transport plan to connect our people and townships to the major hubs of our region and for that plan to be followed through. It would allow residents within our smaller regional towns to have access to employment, healthcare, welfare, and financial services without the need of relocating to our major hubs thus avoiding pressure on housing availability and pricing in the hubs where residents may relocate and the drain of residents from small regional towns that support so many rural businesses.

Reducing the number of vehicle movements on our regional roads and highways must be better for the environment, is more sustainable from a road maintenance perspective and would provide a direct connection for our rural communities.

- **NEED FOR SAFETY AND INFRASTRUCTURE IMPROVEMENTS:** Whilst we recognise the need for significant new investment in Queenstown Access Roads, we would still expect that through the allocation of funds, Safety and Infrastructure improvements are made and not just merely given lip service too including for example more passing lanes where needed such as along State Highway 6 between Cromwell and Wanaka. Investment in this road is critical to ensure that there is safe access to the Upper Clutha.

Passing lanes or safety and infrastructure interventions would also be invaluable on tourist routes along State Highway 8 from Omarama to Cromwell together with State Highways 6, 8 & 8a Tarras / Wanaka, Wanaka / Haast. There are a significant number of vehicles movements along these routes and with the return of tourism, these routes are likely to be more congested leading to a greater risk of accidents occurring. Many of the sections of the roads are broad and suit the construction of passing lanes without the need for significant excavation.

- **RESILIENCE:**

THE ALBERT TOWN BRIDGE is urgently needing to be upgraded to two lanes due in part to Tourism, but also due to the increase in housing development in the Hawea area – with public transport not being available between Hawea and Wanaka, this route is quickly becoming overwhelmed.

The alternative to this bridge is the **ONE-LANE LUGGATE (RED) BRIDGE** on Highway 8a which requires a large amount of maintenance and will continue to deteriorate due to increased traffic volumes and heavy vehicle use – consideration to replace this bridge must be a high priority.

The third bridge of concern is the **LINDIS BRIDGE ON HIGHWAY 8**, not only because it is one way but also because of the alignment – many accidents have occurred with the right angled approach to this bridge.

All three bridges are vital to the Southern Lakes area as major Tourist routes, but also, they provide an economical link for all communities within the region - the economic cost and personal inconvenience can be significant at times when any of these bridges are closed due to accidents and or maintenance requirements.

- **RESOURCE MANAGEMENT:** Mode shift is raised often within the RLTP review, but Councils need to consider Urban design locations to enable / encourage the community to support other mode options, especially where public transport is not a viable option.

We support Central Otago and Queenstown Lakes Councils in their focus on maintenance and renewals as the major priority but would like to see their respective District Plans recognise and support the RLTP in prioritising Mode shift when considering future Urban developments.

CRITICAL INFRASTRUCTURE: We note that the BP roundabout, Frankton, is being upgraded outside of RLTP funding - we are very concerned with the timeframe currently proposed for this major upgrade, completion being January 2028 (with a contingency of 2 more years).

We believe that State Highway 6 and 6a are vital roading infrastructure and the time frame in upgrading could create huge congestion issues for many years.

Support from RLTP representatives to speed up this upgrade would be beneficial.

SUMMARY:

The NZAA Southern Lakes Districts do not wish to speak to the submission at the hearing.

We are pleased to have been given this opportunity for input on the review of the Otago Southland Regional Land Transport Plan 2021-31 and ask that the issues we have raised above are considered and addressed.

Please contact Jeff Donaldson, Southern Lakes District Chair on [REDACTED] or email [REDACTED] if you require any further information relating to our submission.

We thank you for the opportunity to make this submission on behalf of our organisation and our Southern Lakes members.

Yours faithfully

Jeff Donaldson
Chairperson
NZAA Southern Lakes District Council
Email: [REDACTED]
Phone: [REDACTED]



THE NEW ZEALAND AUTOMOBILE ASSOCIATION INCORPORATED

450 Moray Place
Dunedin

18 April 2024

Submission from AA Otago on a review of the Regional Land Transport Plans 2021-2031

The NZ Automobile Association (AA) appreciates the opportunity to comment on the Regional Land Transport Plan 2021 – 2031.

The AA is an incorporated society with over 1.8 million members, including over 40,000 in the Dunedin and Otago Region. The AA was founded in 1903 as an automobile users' advocacy group, but today our work reflects the wide range of interests of our large membership, many of whom are cyclists and public transport users as well as private motorists.

Given the scale and scope of the proposals outlined, this submission predominantly focuses on principles and provides high level observations rather than commenting on individual roads or proposals. However, AA is concerned on several projects that are under consideration in the Dunedin City and Otago region.

AA Southland and AA Lakes Districts have lodged submissions on the Regional Land Transport Plans 2021-2031 review and AA Otago supports their views in principle.

Summary:

- The AA recognises that speed management, including speed limit reductions, is an important road safety tool. We firmly believe that speed limits need to have the public's endorsement. Public agreement that speed limits are appropriate is central to achieving good levels of compliance, which is required to maximise safety benefits.
- The AA agrees with the principle of lower speed limits around schools and considers this to be a concept the vast majority of people are on-board with. As a general principle, we feel variable speed limits around schools are most appropriate as this approach ensures lower speed limits are in place when children are travelling to and from school, and there are greater levels of activity on the road and roadside, including children, and therefore a higher degree of risk. We consider variable speed limits need to be complimented with electronic flashing signage.
- We continue to be concerned that too many speed limits are being put in place that don't have sufficiently high levels of public support. We strongly urge the Regional Land Transport Committee to undertake further work to understand how the community feels about different speed limits/speed limit proposals and why. Where support is low, the Roding Authorities should explore the reasons for this and seek to address them.
- We are also concerned that as motorists increasingly encounter different speed limits on the roads (typically, but not limited to, 30km/h, 40km/h and 50km/h on urban roads and 60km/h and 80km/h on rural roads), there will be more instances of motorists finding themselves confused about what the speed limit is. To maximise compliance, and therefore safety, the Regional Transport Committee should take all reasonable steps to communicate the speed limit to motorists, not only through regular speed limit signage but also interventions like road surface markings.
- AA Otago supports the Governments review on speed limit reductions which is under consideration as indicated by the Minister of Transport.



THE NEW ZEALAND AUTOMOBILE ASSOCIATION INCORPORATED

Summary of the AA's Otago's views:

- **AA Otago considers variable speed limits are the most logical approach to reducing speed limits around schools.**
- **Variable speed limits should be accompanied by electronic flashing signage on most streets.**

Further to this submission.

Mosgiel safety concerns:

- AA Otago has raised concerns with the Rounding Authority over the congestion entering Mosgiel from the Southern Motorway on Quarry Rd onto Gordon Road (State Highway 87) between 8.30 -9.30am and 2.30-5.30pm. This is causing safety issues with traffic backed up on State Highway 1, Saddle Hill, which is 100km/h zone. AA Otago considers this is a priority and should be addressed in the current plan.
- AA Otago would also support a heavy vehicle by-pass through Mosgiel as currently using the main street which is State Highway 87 is not suitable.

Dunedin City concerns:

- AA Otago is concerned the lack of certainty on how traffic flow will be impacted with the new hospital rebuild on both St Andrew Street and Castle and Cumberland streets which are both State Highways. Current draft plans show raised platforms at both Castle and Cumberland St Intersections. AA Otago believes this will create traffic congestion and increase travel times.
- Stage one and two of the Eastern Harbour Arterial Route has been completed. Stages three and four appear to be on hold. AA Otago believes this project should be completed before changes are made to the current one way systems and that this is a priority.
- AA Otago considers the Regional Land Transport Committee should be sending a strong message to Government to ensure road maintenance is prioritised and roading contractors are held accountable to make sure the work is up to the required standard.

Thank you again for the opportunity to provide feedback on Regional Land Transport Plans 2021-2031 review.

Yours sincerely

Malcolm Budd
Chairman AA Otago





Thursday 18 April 2024

Feedback submission to Otago Regional Council

Re: Mid term review of Otago Southland Regional Land Transport Plans 2021-31

To whom it may concern,

Thank you for the opportunity to provide feedback on the mid-term review for Otago Southland Regional Land Transport Plans 2021-31.

Destination Queenstown (DQ) is the Regional Tourism Organisation responsible for both destination marketing and destination management in Queenstown.

Our role is to position Queenstown in both international and domestic markets and to work collaboratively with our partners to deliver the region's destination management plan, focusing on regenerative tourism by 2030.

Queenstown Lakes District's destination management plan, *Travel to a Thriving Future*, commits to rapid decarbonisation of the visitor economy by 2030, and there is significant opportunity for land transport to support this ambitious goal.

With the district's geographical challenges, it is difficult to simply build more roads, therefore it's important to consider alternative solutions to road transport, such as electric ferries and ropeways.

We strongly believe that moving residents and visitors from private vehicles to a range of public transport modes can significantly improve wellbeing within the community and lower carbon emissions.

Thank you for taking the time to consider our feedback.

If you have any questions, please don't hesitate to contact me.

Yours sincerely,

A handwritten signature in black ink, appearing to be "Mat Woods", written in a cursive style.

Mat Woods
Chief Executive
Destination Queenstown

1.0 Overview of Queenstown Lakes District

- 1.1 Queenstown Lakes district is one of the fastest growing populations in New Zealand Aotearoa.
- 1.2 Currently with a population of approximately 49,500 the district has experienced rapid growth (74%) over the past 10 years, with Statistics New Zealand predicting the district's population will grow an additional 48% by 2043.
- 1.3 Prior to 2020, Queenstown Lakes district experienced a period of rapid tourism growth with more than 3 million visitors arriving annually¹ and visitor expenditure growing from \$1.3B in 2009 to \$3.1B in 2019²
- 1.4 Visitation recovery is coming back strongly for Queenstown with numbers nearly back at 2019 levels, highlighting the importance of region's destination management plan which focuses on regenerative tourism and a carbon zero visitor economy by 2030.
- 1.5 Queenstown's Visitor Experience Survey reveals the following about visitor sentiment towards transport:
- Of all satisfaction measures, 'Ease of using public transport' and 'Ease of parking your vehicle' were rated the lowest (6/10 respectively).
 - Areas related to transportation rated as the largest "opportunities for improvement" - 16% think traffic flow/ management needs to be improved and 5% think public transport needs improvement. As 14% of visitors use the public transport system, this means almost half of visitors using public transport think it needs improving.
- 1.6 According to Queenstown Lakes District's Quality of Life Survey 2023, 78% of residents in the district are concerned or very concerned about the effects of climate change, further highlighting the need for elimination of transport emissions.

2.0 Responding to climate change and emissions goals

- 2.1 Destination Queenstown strongly supports the need for the Otago Southland Regional Land Transport Plan 2021-2031, with priority focus on responding and adapting to climate change and eliminating emissions.
- 2.2 Rapid adoption of low emission transport is urgently needed to support Queenstown Lakes Districts Destination Management Plan (DMP), 'Travel to a thriving future', which aims for a carbon zero visitor economy by 2030.
- 2.3 There is significant opportunity to eliminate emissions through better use of land transport. This includes mode-shift away from private vehicles and adoption of alternative transport including

¹ Source: Qrious visitation counts

² Source: Ministry of Business, Innovation and Employment (MBIE) monthly regional tourism estimates

walking, cycling and a wide range of public and shared transport methods across Queenstown Lakes and the Otago region.

- 2.4 With the district's growing population and strong visitor arrivals, immediate attention is needed on reducing reliance on cars and rapidly adopting low emissions public transport.
- 2.5 Destination Queenstown encourages the Otago Regional Council to improve public transport beyond the existing bus network, by introducing electric or hydrogen buses, electric or hydrogen ferries, and ropeways such as Gondolas or Whoosh.
- 2.6 Destination Queenstown would encourage Otago Regional Council and Waka Kotahi to engage with Doppelmayr to scope a ropeway solution connecting the airport with suburbs around the Whakatipu basin and Queenstown town centre.
- 2.7 The introduction of 11 electric buses in Dunedin is encouraging to see and Destination Queenstown would like the Queenstown fleet prioritised with urgency.
- 2.8 The existing Queenstown ferry service between Queenstown CBD, Queenstown Marina, and Kelvin Heights provides an alternative solution to road travel, however cost, frequency, and accessibility from surrounding suburbs means this service is inadequate and underutilised by residents or visitors.
- 2.9 There are suburbs surrounding Lake Whakatipu that would benefit from ferry connections including Jacks Point, Hanley's Farm, Frankton, resulting in reduced road congestion and lower emissions for the district.
- 2.10 Queenstown Lakes District Council's recent endorsement of plans to electrify Queenstown's Frankton Marina, provides significant opportunity to electrify the district's water ferry service, with plans underway for a widened berth to accommodate two electric boat chargers/bowers,
- 2.11 The recent announcement of New Zealand's first electric hydro-foiling ferry on Lake Manapouri is a leading example of the possibility of a zero-emissions water ferry, and Queenstown will soon have the technology in place to support this type of transport.

3.0 Queenstown Airport connections

- 3.1 Queenstown Airport recorded its busiest January in 2024 with a total of 249,916 people moving through the airport (up from 238,786 January 2023, and 236,283 in January 2020).
- 3.2 Public transport between Queenstown Airport, around Whakatipu basin and the wider region is inadequate for a world-renowned visitor destination with rapidly increasing airport demand.
- 3.3 To provide a seamless and sustainable transport experience for visitors, and contribute to the district's zero carbon goal, Destination Queenstown strongly suggests consideration of a dedicated Queenstown Airport to town centre express transfer – such as low emission bus, ferry, or ropeway.

3.4 Adopting the above approaches would benefit visitors and also provide more convenient transport for local commuters without having to compete with airport travellers and luggage.

4.0 Regional connectivity

- 4.1** Queenstown Airport is a connection point for visitors wanting to explore the lower South Island region.
- 4.2** Destination Queenstown would like to see a low emissions regional transport network between Queenstown, Cromwell, Wānaka, Alexandra and Dunedin, connecting airport arrivals, departures, and local commuters.
- 4.3** To support seamless low emissions transport, investment is needed in infrastructure such as shared use charging stations and further support is needed for initiatives to boost electricity supply into the region.

5.0 Payment innovations

- 5.1** For Queenstown residents and visitors to utilise the region's public transport system with convenience, global standard payment methods such as PayWave must be introduced, as other destinations around the world have adopted.
- 5.2** The existing Bee Card system for bus and ferry travel provides a significantly reduced rate over cash, however visitors do not know where to buy these cards before boarding transport as they are currently available only at Paper Plus inside the terminal.
- 5.3** As an interim solution, the very least requirement is a dedicated information kiosk and ticketing facility at Queenstown Airport and one in Queenstown town centre.
- 5.4** As part of our DMP, we anticipate repeat visitation and that visitors will be motivated by, and will engage with, payment friendly transport options so they can tap on and tap off with their existing bank card through PayWave.

6.0 Conclusion

- 6.1** In conclusion, Queenstown Lakes urgently needs to shift toward a regenerative future and rapidly decarbonise, and there is significant opportunity for land transport to support this goal.
- 6.2** Queenstown has geographical challenges, and it is not easy to build more roads. It is important to think of other solutions to roads such as ferries and ropeways.
- 6.3** Moving residents and visitors from private vehicles to public transport can significantly improve wellbeing within the community and lower carbon emissions.

18 April 2024



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Otago Regional Council,
Private Bag 1954,
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Submission on the Otago Southland Regional Land Transport Plan 2021-31 mid-term review

Waitaki District Council (WDC) makes the following submissions in response to the Otago Southland Regional Land Transport Plan 2021-31 mid-term review.

Proposed Strategic Direction

Comments:

- Despite the Draft GPS Land Transport not recognising the impacts of climate change including transport emissions in its strategic priorities, WDC understands that the consequences of climate change are expected to increase network vulnerability, and that replacing like for like will not result in fit for purpose infrastructure for the future.
- WDC supports Objective 4 (Environmental Sustainability – facilitate understanding and support responses that help meet environmental and emissions targets) and Policy 4.1 (Prioritising projects that address potential issues relating to natural hazard risks and the impacts of climate change).

Recommendation:

1. Note WDC's support for Objective 4 and Policy 4.1.

Kakanui Bridge Improvement Project

Comments:

- WDC notes that the current replacement work category has been re-classified in the Draft GPS Land Transport.
- The replacement of the Kakanui Bridge in Waitaki has been an ongoing project for some time. This project was listed as a replacement project under the previous government categorisation.

Recommendation:

2. Consistent with the prioritisation methodology, WDC requests that the Kakanui Bridge replacement be identified as a new line-item improvement project on page 66

under Waitaki District Council's low-cost / low-risk improvements for 2024-27 - \$3 million per year.

State Highway Improvements

Comments:

- The SH1 intersections of Regina Lane/Arundel Street and Redcastle Road were part of the previous government's Transport Choices Programme which is no longer in place under the new government.
- Both projects are yet to progress, are shovel ready, have wide public acceptance and significant support.
- WDC remains concerned around flooding on SH1 Hildethorpe, north of Oamaru. There have been ongoing flooding issues for at least 17 years at this location. Despite some minor improvements such as the deepening of roadside drains, an adequate solution has not yet been found. Work by other agencies including KiwiRail have also failed to improve the issue. Any significant rain event will result in flooding at this location, and sometimes road closures.
- WDC supports NZTA (Otago) SH1 Katiki resilience (rock armouring) and the importance of the State Highway 1 resilience at this location.
- WDC notes that there is a significant safety issue for users through being unable to call emergency services for significant distances on state highways across Otago.

Recommendations:

3. Include a new line item under State Highway Improvements on pages 69/70 under NZTA (Otago) for Oamaru State Highway Intersections at Regina Lane/Arundel Street and Redcastle Road – at \$1.25 million per intersection resulting in a 100% FAR from NZTA.
4. Note WDC's concerns around the effects of flooding on SH1 at Hildethorpe near Oamaru.
5. Include a new line item under State Highway Improvements on pages 69/70 under NZTA (Otago) for SH1 Hildethorpe to allow for the development of a strategic case, business case, and improvement programme to address flooding at this location.
6. Note WDC's support for NZTA (Otago) SH1 Katiki resilience (rock armouring) programme.
7. Consider facilitating improved infrastructure to ensure cell phone coverage along the entire road corridor of SH1.

Conclusion

Thank you for the opportunity to submit on the Otago Southland Regional Land Transport Plan 2021-31 mid-term review.

Yours sincerely



Mayor Gary Kircher
Mayor for Waitaki

Person for Contact: Victoria van der Spek, Principal Advisor, Waitaki District Council



Submission Form

Draft mid-term review of the Otago and Southland Regional Land Transport Plans 2021-31

The submission period is open from 12 February 2024 and closes on 15 March 2024

Email your completed submission to Environment Southland at consultation@es.govt.nz or Otago Regional Council at rftp.submissions@orc.govt.nz.

Alternatively, submissions can be posted to RLTP Consultation, Otago Regional Council, Private Bag 1954, Dunedin 9054 or to Environment Southland, Private Bag 90116, Invercargill 9840.

If you require further information, please contact either Varghese Thomas (ORC) on 0800 474 082 or by email to varghese.thomas@orc.govt.nz or Russell Hawkes (ES) on 0800 76 88 45 or by email to russell.hawkes@es.govt.nz.

Submitter details

Full Name: David Cormack
Organisation (if applicable): Wenita Forest Products Ltd.
Postal address: [REDACTED]
Postcode: [REDACTED]
Phone: [REDACTED]
Email: [REDACTED]

Public hearing

Please choose one of the following options:

- I do not wish to be heard in support of my submission.
 I do wish to be heard in support of my submission.

All submissions will be made available for public inspection.

X

Signature of submitter

Date: 18 April 2024

Note: Please indicate the specific sections, topics, and the relevant pages, of the RLTP that your submission points relate to. Also, please indicate if your submission relates to a specific region.

My Submission is:

This submission relates to both Otago and Southland.

We support well maintained and safer roads and alternative transport options. We also agree that transport networks need to be resilient and future focused, in terms of forecast usage and the potential impacts of climate change.

Discussions about removing trucks from SH87 and SH88 are premature until reliable, cost comparable alternative modes or routes are available. Prioritising work on the long anticipated heavy vehicle bypass in Mosgiel would be a good start.

We have concerns about an inland port development in Mosgiel because most of the information about traffic and cargo movements, benefits and costs is being supplied by vested interest parties. This project must be independently evaluated before it takes on a life of its own and it can't happen without the abovementioned Mosgiel bypass.

Based on past experience we have little faith in Kiwi Rail to deliver an efficient and reliable alternative to road transport.

(Please include additional pages if necessary)

Submission on the mid-term review of the Otago Southland Regional Land Transport Plans 2021-31

Submitter: Mr Andy Parsons (Coastal Communities Cycleway)

Public Hearing

I wish to be heard in support of my submission.

General Comments

Our Regions

Strategic Framework

10-Year Transport Investment Priorities

Programming of Activities

Re: Active Transport & Coastal Communities Cycleway Project I believe that funding for the project connecting Port Chalmers to Waikouaiti via Waitati, Warrington and Karitane should be a high priority. There are currently no safe off-road alternatives for this, especially Waitati to Warrington being predominantly on the main highway. Cycle/walkways are fundamental to community health and wellbeing and enhanced connectivity between small coastal communities has to be a positive thing. The opportunity of a carbon zero form of transport must also be valued.

April 2024



Association of Blind Citizens of New Zealand Otago Network

Blind Citizens NZ

Submission in response to the draft mid-term review Otago Southland Regional Land Transport Plans 2021-2031

1. About the Association of Blind Citizens of New Zealand Inc

Founded in 1945, the Association of Blind Citizens of New Zealand Inc (Blind Citizens NZ) is a disabled people's organisation (DPO), with branches and networks across the country. We are a leading blindness consumer organisation and one of the country's largest organisations of disabled consumers. Our members are blind, deafblind, low vision and vision-impaired.

Blind Citizens NZ exists to give voice to the aspirations and lived experiences of blind, deafblind, low vision and vision-impaired people living in New Zealand. We aim to achieve this by heightening awareness of our rights and to remove the barriers that negate our ability to live in an accessible, equitable and inclusive society.

2. Submission Summary

- 2.1** In the context of our submission responding to the draft mid-term review | Otago Southland Regional Land Transport Plans (Land Transport Plans), we advise that hereafter when using the word "blind", that this encompasses all those who are blind, deafblind, low vision or vision-impaired.
- 2.2** This submission is made on behalf of Blind Citizens NZ Otago Network. Our Local Otago Network Coordinator is Juanita Willems.
- 2.3** Comments offered in response to the Land Transport Plans will primarily bring a disability | blindness perspective. We are not commenting on all sections of the Land Transport Plans.
- 2.4** Should there be an opportunity to speak further to our submission, or if information is needed to elaborate on feedback provided please contact:
- Chief Executive Rose Wilkinson via: **Phone** [REDACTED] or **Email:** [REDACTED] and
 - Otago Local Coordinator Juanita Willems via: **Phone** [REDACTED] or **Email** [REDACTED]



3. Otago Network Blind Citizens NZ's Submission

3.1 Disability Data

- a. The collection of disability data must be an essential and central component of Otago and Southland Regional Councils' planning now and into the future. Disability data is absolutely necessary to cater for and recognise the needs of disabled people.
- b. Disability data will inform the Regional Land Transport Plan with respect to its commitment to increasing customer voice on connectivity, accessibility, and transport options.

3.2 Defining Accessibility

- a. The Regional Land Transport Plan uses the term 'accessibility' fairly loosely in our view. We urge Otago and Southland Regional Councils to define what is meant when this term is used. For blind people and other disabled people accessibility has a significant meaning and is often the difference between inclusion or being left behind. We suggest that accessibility is far more than just installing 'dropped kerbs'.
- b. We applaud the focus being given to delivering safety interventions around Dunedin's schools to protect our tamariki. The installation of additional crossing points on key arterial routes for pedestrian safety, and interventions at dangerous intersections is a positive. However the inclusion of controlled crossing and audible signals for blind pedestrians when these installations and interventions are happening must be recognised as additional safeguards.
- c. Blind people and other disabled people are home-owners, rate-payers, tenants, and contributors to society. Our ability to access information independently with confidence and dignity is paramount. Therefore information must therefore be available in blindness alternate formats (Braille, audio, large print and 'accessible' electronic files) to meet the needs of blind people and New Zealand Sign Language for the Deaf and hard of hearing and Easy Read for people with a learning disability.

3.3 Housing

- a. The Regional Land Transport Plans refer to the number of people aged 65 and over increasing. It recognises that older people are particularly vulnerable to social isolation due to loss of health, mobility, income and | or support networks.
- b. Disability can be age-related. Older people can therefore acquire physical and | or sensory impairments | disabilities which equally contribute to social isolation, loss of independence and potentially to change housing needs.
- c. The Regional Land Transport Plan recognises the need for Councils to plan for expansion and provide well-functioning urban environments. This includes promoting

accessibility for everyone between housing, work, social interaction opportunities, services, and public open spaces, especially through public and active transportation.

- d. We applaud the approach referred to in 'c' above, however we again question what is intended when referring to 'accessibility' and whether this actually recognises the needs of blind people and other disabled people.
- e. Planning must factor the accessible journey for pedestrians – this is about accessible public transport and accessible pedestrian access being recognised as paramount for everyone to safely get to and from spaces and places. This includes the proximity of bus stops throughout residential areas – they must be well-placed i.e. not require someone to walk more than 10 minutes.
- f. At all times, new infrastructure needs to be designed and constructed according to the universal design principles. This approach should enable users to have inclusive access to all homes and buildings.

3.4 Transport, infrastructure and connected communities

- a. While potentially out of scope we take this opportunity to reinforce that 'accessible public transport' for blind people must include audible announcements on buses. This enables blind people to independently track where they are going and what stop they need to get off at.
- b. Planning must factor accessible bus stops that provide shelter, accessible real time information signs, and safe access i.e. stops should not be positioned across drive-ways and | or access-ways that would compromise the safety of blind people.
- c. Accessible public transport for disabled people involves the need for staff | drivers as part of their upskilling to participate in disability awareness training that is given by disabled people themselves. Our Otago Network offers to assist with raising awareness of the needs of blind travellers.

3.5 Footpaths are for pedestrians

- a. The Regional Land Transport Plans comments that 'as society ages and disability levels rise, the requirements and expectations for pedestrian infrastructure will inevitably evolve. However, the increasing demand for footpath space and the introduction of emerging modes have in some instances led to conflicts between traditional users and those adopting micro-mobility options, particularly electric scooters. Micro-mobility presents both opportunities and challenges. Micro-mobility can offer a sustainable and efficient means of transportation...'

Councils must be forward thinking and ensure that micro-mobility 'transport' such as E-scooters, skateboarders, and cyclists (other than young children) have their own

dedicate lane | space. They should not and must not be permitted to use footpaths which then compromise the safety of pedestrians and from our perspective blind people in particular.

4. United Nations Convention on the Rights of Persons with Disabilities (Disability Convention)

- 4.1** New Zealand signed up to the United Nations Convention on the Rights of Persons with Disabilities (Disability Convention) in September 2008.
- 4.2** The Regional Land Plans identify its 'legislative and policy context'. While this does identify for example the Climate Change Response Act 2002 which establishes the framework to enable New Zealand to meet its international obligations, there is no reference to any other international treaty.
- 4.3** We refer to the following specific Articles from the Disability Convention, which should guide all approaches towards 'accessibility' so as to meet the needs of disabled people. In particular for blind people with respect to audio description, accessibility and usability of all Apps, websites, information, streaming platforms, and the environment.. Additionally, all internal technology platforms and infrastructure should be accessible so as to enable blind people to be employed by Otago and | or Southland Regional Councils. Articles we refer to include:
- Article 1 - Purpose
 - Article 3 - General Principles
 - Article 4 - General Obligations,
 - Article 9 - Accessibility
 - Article 27 - Work and employment
 - Article 30 - Participation in cultural life, recreation, leisure and sport.

5. Conclusion

- 5.1** The points raised within our submission are a light-touch only, to demonstrate the extent to which blind people are in our view, disadvantaged over and above all other under-represented populations.
- 5.2** When speaking to our submission, our aim is to provide greater context about the extent to which blind people can be marginalised, compromised and therefore potentially excluded from active involvement in our community, if systems and public spaces and places are not inclusive and | or accessible.



Disabled Persons Assembly NZ

March 2024

To: Otago Regional Council and Southland Regional Council

Please find attached DPA's submission on Draft Mid-Term Review Otago Southland Regional Land Transport Plans 2021 - 2031

For any further inquiries, please contact:

Chris Ford

Policy Advisor (Central and Southern)

Disabled Persons Assembly New Zealand

Email: [REDACTED]

Introducing Disabled Persons Assembly

We work on systemic change for the equity of disabled people

Disabled Persons Assembly NZ (DPA) is a not-for-profit pan-impairment Disabled People's Organisation run by and for disabled people.

We recognise:

- Māori as Tangata Whenua and [Te Tiriti o Waitangi](#) as the founding document of Aotearoa New Zealand;
- disabled people as experts on their own lives;
- the [Social Model of Disability](#) as the guiding principle for interpreting disability and impairment;
- the [United Nations Convention on the Rights of Persons with Disabilities](#) as the basis for disabled people's relationship with the State;
- the [New Zealand Disability Strategy](#) as Government agencies' guide on disability issues; and
- the [Enabling Good Lives Principles](#), [Whāia Te Ao Mārama: Māori Disability Action Plan](#), and [Faiva Ora: National Pasifika Disability Disability Plan](#) as avenues to disabled people gaining greater choice and control over their lives and supports.

We drive systemic change through:

Leadership: reflecting the collective voice of disabled people, locally, nationally and internationally.

Information and advice: informing and advising on policies impacting on the lives of disabled people.

Advocacy: supporting disabled people to have a voice, including a collective voice, in society.

Monitoring: monitoring and giving feedback on existing laws, policies and practices about and relevant to disabled people.

The submission

DPA welcomes this opportunity to give feedback on the Draft Mid-Term Review Otago Southland Regional Land Transport Plans (RLTP) 2021 – 2031.

DPA notes the concerning changes recommended in the recent Draft National Land Transport Policy Statement issued by new Minister of Transport, Hon. Simeon Brown, as this consultation was in its closing phase

From an early analysis we have made of the Minister's plan, it concerns us that there has been minimal focus placed on the need for an accessible, inclusive transport system, an aspect that was included in the previous government's transport statements.

DPA stresses the need for both central and local government as outlined in the "Transport experiences of disabled people in Aotearoa New Zealand Report" (2022) to jointly develop transport networks enabling accessible journeys through taking a whole of journey approach. ¹

We also support the need for our transport system to meet climate and emissions reductions targets and, for this reason, both regional councils should set higher regional targets which go above and beyond those formulated by the new government.

In our view, transport needs to be both climate friendly and meet accessible journey requirements for two reasons:

- 1) Disabled people, as a population group, are already impacted by the adverse effects of climate change and will continue to be so²; and
- 2) Demand for accessible transport will continue to increase as our population ages.

¹ Doran, B., Crossland, K., Brown, P., & Stafford, L. (2022). Transport experiences of disabled people in Aotearoa New Zealand (Waka Kotahi NZ Transport Agency research report 690). Retrieved from <https://www.nzta.govt.nz/resources/research/reports/690>

² Harvard University Center for the Environment. (2023, January 19). *Disability in a Time of Climate Disaster*. Retrieved from <https://environment.harvard.edu/news/disability-time-climate-disaster#:~:text=Climate%20change%20amplifies%20the%20marginalization,rate%20of%20mortality%20in%20heatwaves.>

In this submission, we will elaborate further on these points and make recommendations on how they can be further enhanced to create an integrated, inclusive and accessible transport system.

We will draw on the Transport experiences report as well through referencing it at relevant points in this submission.

1. Background

The current Otago-Southland RLTP has the following 30-year Strategic Objectives:

- Road Safety
- Asset condition
- Connectivity and Choice
- Environmental Sustainability
- Future Focus.

Using these objectives, DPA sees that there has been considerable progress made by both regional councils towards making the public transport system and supporting infrastructure more accessible for disabled people and other transport disadvantaged groups.

Over the last three years since the current plan's adoption in 2021, the following improvements have been made by local councils which have all supported transport accessibility:

- The roll-out of new electric buses beginning in Dunedin that incorporate accessibility features with plans to introduce more.
- A reduction in public transport fares to being only \$2 flat fares in Dunedin, Invercargill and Queenstown – a move that has resulted in increased bus patronage.
- Increased contact between Otago Regional Council transport staff, disabled people and disability organisations in the Dunedin, Invercargill and wider region.

- The building of accessible, inclusive new transport/pedestrian infrastructure in the form of shared walking/cycling/traffic spaces in the Dunedin and Invercargill central business districts.
- Supporting the roll out under the previous government of the new Total Mobility scheme user discounts which have gone from covering 50% to 75% of all taxi and small passenger service fares for eligible scheme users.

However, more work remains to be done in the accessible journeys space across Otago and Southland.

This is why we are supportive of the three investment priorities outlined in the mid-term plan of:

- **Priority One:** Optimise an efficient and accessible transport network through enhanced mode choice provision across the regions.
- **Priority Two:** Promote safety and wellbeing outcomes across the regional transport network.
- **Priority Three:** Enhance network maintenance and resilience to ensure community access and connectivity.

DPA will outline the need for both regional councils to continue the path that has been set by the current 2021-31 RLTP while navigating the changes that central government have proposed.

Most importantly, DPA will outline the need for more accessible transport and supporting infrastructure including footpaths, walkways, cycleways (separate but parallel to pedestrian footpaths) to be built in partnership with all road controlling authorities throughout the region.

2. Regional Disability Demographics

According to Statistics New Zealand's 2013 Disability Survey, the Otago-Southland region had the fourth highest disability population rate in the country, with 26 percent identifying as disabled people.³

3

This figure is disproportionately higher than the total percentage of disabled people in New Zealand which stood at 24 percent (n=1,100,000).

If the 2013 disability population numbers are overlain with the estimated 2022 total Otago-Southland population (n=358,500), then there are at least 93,210 disabled people currently residing in the region.

The growing number of disabled people is why all regional councils - including those in Otago and Southland - should plan for the development of fully accessible, inclusive transport options.

3. Building accessible, integrated connected and safe regional transport networks

a.) Mobility taxi shortage and Total Mobility (TM)

Disabled people throughout the Otago-Southland region continue to face significant challenges in being able to exercise transport choice, especially when it comes to accessing mobility taxis/small passenger vehicle services aimed at people using wheelchairs and mobility devices.

In 2023, media reports highlighted how the shortage of mobility taxi van services had reached crisis point nationally. Small passenger service/taxi company providers pointed to prohibitively high set up costs⁴ as being one of the main reasons for this.

This factor exacerbated a driver shortage as many passenger service operators could not be persuaded into providing these services. And all this at the same time as the Waka Kotahi fund (jointly administered with regional councils) to subsidise small passenger service vehicle mobility conversions had not had much uptake as small passenger service providers claimed that the amount available did not fully cover the costs involved in vehicle conversion.

⁴ <https://www.mz.co.nz/national/programmes/checkpoint/audio/2018920173/money-set-aside-for-wheelchair-taxis-not-being-spent>

During this renewed crisis for the mobility transport system, Waka Kotahi announced a highly anticipated review of the Total Mobility (TM) Scheme⁵ to consider these and other issues that have surfaced around it over the last decade.

However, the review could take around a year to deliver recommendations and then possibly a further year after that to begin implementing any changes. During that time, disabled people in Otago-Southland will still need access to affordable, accessible public transport options.

That is why we recommend that both Councils set aside additional funding for the next two financial years of the plan (2024/25 and 2025/26) by maximising their respective contributions (over and above the Waka Kotahi contribution) to enable more mobility vehicle fit outs to be undertaken throughout the region so that potential passenger service operators (who often have minimal capital) do not have to carry any cost.

Doing so would enable potential providers to fully cover the costs of conversions, allowing them to put more vehicles (preferably electrical or low carbon) on the road sooner.

After that period, central government (via Waka Kotahi/NZ Transport Agency) and regional councils might then be able to agree on a more viable funding model for mobility vehicle conversions.

Otherwise, DPA recommends that both councils await the outcomes of the national TM review before implementing any further changes.

Recommendation 1: that Environment Southland and the Otago Regional Council maximise its contribution (over and above the Waka Kotahi contribution) to the cost of fitting out all new mobility service passenger vehicles through increased funding for this purpose.

⁵ <https://www.transport.govt.nz/area-of-interest/strategy-and-direction/total-mobility-scheme/>

Recommendation 2: that Environment Southland and the Otago Regional Council await the outcome of the Total Mobility review before proceeding with any further changes.

b.) Urban bus services

As noted above, DPA is pleased with the progress that has been made in terms of rolling out new, accessible bus services in both Dunedin and Invercargill.

Additionally, we have heard reports from disabled people around their being some improvement in the responsiveness of frontline staff, including bus drivers, towards disabled people. This has occurred through, for example, more drivers knowing when to lower bus ramps and kneel at the curb.

We attribute this to the increased roll out of disability responsiveness and awareness training for all bus drivers and hope to see this continued during the remainder of the RLTP and beyond.

However, DPA is concerned about other developments originating from central government which could impact on public transport provision.

One of these concerns the previous government's free transport for children and young people policy which will see these age groups charged full fares again as of May 1.

We are also concerned about plans signalled in the Draft National Transport Policy Statement around de-prioritising investment in public transport and requiring greater fare box recovery from bus users.

This will probably result in higher fares that will particularly impact upon a considerable number of people, including disabled people.

DPA recommends that both the Otago and Southland Regional Councils invest in keeping fares as low as possible, at the current flat rate of \$2, to ensure that people have continued access to affordable, accessible public transport on urban bus services across both regions.

The Transport Experiences of Disabled People report also elaborated on the lack of accessible interregional transport options for disabled people in the form of bus and coach services like Intercity and Atomic Shuttles, which are currently inaccessible to wheelchair and mobility aid users.

This issue is pertinent in the small rural communities of the Otago-Southland region. This creates barriers to disabled people living within them to accessing not only their own communities but healthcare and other important appointments in major centres including Dunedin and Invercargill.

One of the ways in which this has been managed have been through the establishment of small-scale door-to-door passenger services (including health shuttles), but these are not always accessible either as privately owned buses or shuttles very rarely incorporate wheelchair loading mechanisms including hoists.

For these and other reasons, DPA recommends that both regional councils in their review of interregional and alternative transport options investigate the development of accessible transport services that would be inclusive of everyone, including disabled people across the whole region.

Recommendation 3: that Environment Southland and Otago Regional Council invest in keeping urban bus fares as low as possible.

Recommendation 4: that Environment Southland and Otago Regional Council investigate the development of interregional and alternative accessible transport services that would be inclusive of everyone, including disabled people.

c.) Rail

We note that there is much discussion in this document about having more freight moved via rail to take pressure off existing road networks and that is a positive.

However, the need for rail to move people too for environmental, social and economic reasons should be given equal consideration. We see the potential for a re-established passenger rail service to provide greater access for disabled

travellers. Already, the Te Huia commuter rail service that runs between Hamilton and Auckland is well patronised and has accessibility features built into its carriages for the benefit of disabled passengers.

DPA outlined the multiple benefits of passenger rail for disabled people in our submission to the Parliamentary Inquiry into Interregional Rail Services run by the previous Parliament's Transport Select Committee in 2023.⁶ Disappointingly, the committee's recommendations around the need to re-establish a nationwide passenger rail network were rejected by the former government.

In the absence of any central government action in this space (which looks set to continue with the new government) both regional councils should fund feasibility studies into the development of locally based commuter rail services to illustrate what could be possible if there was more central government investment in rail.

A feasibility study could investigate whether, for example, whether the re-establishment of a fully accessible, modernised Southerner passenger rail service (axed in 2002) running between Christchurch, Dunedin and Invercargill would be viable, and the investment levels required for it to be so.

Recommendation 6: that Environment Southland and the Otago Regional Council (alongside other interested parties) fund a feasibility study into passenger rail services in both regions as part of the next phase of the RLTP.

d.) Walking, cycling and micromobility

DPA welcomes the ongoing commitment of both regional councils to supporting the creation of walking, cycling and other micromobility options.

However, we note with concern that the new government's proposed draft National Land Transport Policy Statement gives lesser priority to the development of active transport options.

⁶ <https://www.dpa.org.nz/page/71/AllSubmissions.html>

If the government's draft policy statement is adopted in its current form, this will mean less funding from Waka Kotahi being available for the building of the accessible walkways, cycleways and places where micromobility vehicles can go which are all necessary if we are to further reduce carbon emissions as a country.

DPA recommends that both regional councils (alongside other local authorities) continue to invest in safe, accessible and inclusive walking, cycling and micromobility options to the maximum extent possible.

Recommendation 7: that Environment Southland and the Otago Regional Council (alongside other local authorities) continue investing in safe, accessible and inclusive walking, cycling and micromobility options.

e.) Maintaining safe networks: lowering risk of exposure to extreme events

DPA supports the need for transport networks to be effectively managed around their risk of exposure to extreme events.

These extreme events include climate change related impacts including storms and sea level rise as well as geological events including earthquakes and landslides.

Like any other population group, disabled people need access to good, reliable transport networks, especially in times of emergency and natural disaster. The need to provide safe evacuation routes, the maintenance of essential services including power as well as enabling family/whānau and emergency responders to come through in times of emergency are all very important for our disabled community.

Both Environment Southland and the Otago Regional Council should work with central government and other stakeholders to ensure that transport networks remain as effective and operational as possible in a time when more extreme events, including climate change related storms, are expected to become more common.

e.) Maintaining safe networks: timely fixing of our roads

More investment needs to be undertaken to enable the timely, efficient fixing of Otago and Southland's roads and other transport network infrastructure wherever safety issues are identified.

This would ensure that everyone, including disabled drivers, passengers and users of the region's roads, cycleways and footpaths are able to be better protected from injury or even death.

Both regional councils should collaborate with Waka Kotahi to set much firmer timeframes within which any urgent roading issues should be fixed, with an emphasis on dramatically reducing the time taken to do so by contractors.

Similar rules should also apply to fixing urgent safety issues on cycleways, footpaths and other active, climate-friendly transport infrastructure.

Recommendation 8: that Environment Southland-Otago Regional Council and Waka Kotahi set much firmer and quicker timeframes within which roads and other active transport infrastructure should be fixed wherever safety issues are identified.

f.) Maintaining safe networks: road safety

DPA notes that the Government's Draft National Land Transport Policy Statement will permit road controlling authorities to reverse blanket speed restrictions where it is safe to do so.

Speeding traffic is a deterrent to pedestrians - including for the many disabled people who mobilise this way - and reversing the speed management plans that have been implemented around schools and high-risk traffic areas will be counterproductive and a waste of the resources invested in this beneficial work.

Speeding traffic is a strong deterrent to pedestrians and presents safety issues, factors that will lead more people to no longer choose either walking or cycling. In the long-term, these moves will negatively impact on population health – including that of disabled people - and slow down (or even reverse) emissions reductions.

The best way in which to address this risk would be through both regional councils working with all RCAs in the Otago/Southland region to conduct cost/benefit analyses of any proposals to raise speed limits and that these take account of the costs of reduced walking and cycling activity.

Recommendation 9: that Environment Southland and Otago Regional Council work with all RCAs in the Otago/Southland region to conduct cost/benefit analyses of any proposals to raise speed limits.

**WAIKOUAITI COAST
COMMUNITY BOARD**

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E dec@dec.govt.nz P +64 3 477 4000 www.dunedin.govt.nz

Mid-term Review
Otago Southland Regional Land Transport Plan 2021 - 2031
c/o Otago Regional Council
Private Bag 1954
Dunedin.

19th April 2024

This submission relates to sections of State Highway 1 north of Dunedin.

1. The section between Waikouaiti and Karitane and the section between Warrington and Waitati are not safe for cyclists travelling along these parts of the highway, and we seek your input into how safety could be improved.

There is currently a project entitled 'Coastal Communities Cycle Connection' which will provide safe access for cyclists and pedestrians away from the highway corridor when completed, but its completion is some way off. Work is underway regarding design of a clip-on lane beside the railway bridge which traverses the Waikouaiti River close to Karitane. Work is also underway to obtain consents for a section of the track between Waitati and Port Chalmers.

It is important to recognise that this is not a 'nice to have' tourist attraction. It is infrastructure that is required to provide safe daily travel options for the communities north of Dunedin.

In our view, it should be possible for NZTA to provide a fenced shoulder along the side of the highway to permit this safe travel access.

2. We are often approached by residents who are concerned about the speed of traffic around the curve beside the Waitati turnoff from State Highway 1. As a starting point for this discussion, we would like to see the results of a Traffic Count which we believe should be implemented sooner rather than later. We are aware that NZTA has data from some vehicle GPS organisations, but we are not sure how comprehensively accurate this is.

The speed data from traffic counts should be able to form the basis for discussion about improvements to safety signage and speed reduction around this curve in the road.

3. Safety is a concern for many residents of Waikouaiti, relating to the speed of vehicles on the section of State Highway 1 which is the main road through Waikouaiti.

We can understand the reluctance of NZTA to have a pedestrian crossing in place, but we feel that safety islands on the road could be a sensible alternative and we would like to discuss this, on site, with appropriate people.

4. Tree management along the state highway is another topic we would like to discuss with NZTA at the time of upcoming site visits.

5. We have been closely involved in discussions with Otago Regional Council on the topic of Public Transport on Route 1 north of Dunedin. We will be expanding on this in our upcoming submission to the ORC Long Term Plan 2024 – 2034.

I would like to speak at any upcoming hearing.

Kind Regards

A handwritten signature in blue ink, appearing to be 'Alasdair Morrison', with a long horizontal stroke extending to the right.

Alasdair Morrison
Chairman
Waikouaiti Coast Community Board
Email: [REDACTED]
Ph: [REDACTED]

19 April 2024

Via email: rltp.submissions@orc.govt.nz

SUBMISSION TO OTAGO REGIONAL COUNCIL ON THE MID-TERM REVIEW OF THE REGIONAL LAND TRANSPORT PLANS 2021-2031

Thank you for the opportunity to present this submission on the Mid-Term Review of the Regional Land Transport Plans 2021-2031 (RLTP). Queenstown Lakes District Council (QLDC or Council) has significant institutional knowledge and on the ground experience addressing complex intergenerational transport challenges. This experience will positively contribute to the development of the RLTP in a way that can complement the Otago and Southland Regional Transport Committees objectives for the region's transport network.

QLDC broadly supports the RLTP, its vision, objectives and priorities. However, there are a number of matters that Council wishes to highlight for further consideration. The following key messages are expanded on in the body of this submission:

- QLDC strongly supports the RLTPs 10 Year Investment Headline Targets and 10 year Transport Investment Priorities.
- The RLTP should further recognise and provide for resident and visitor growth of the Queenstown Lakes District (QLD). This growth has had, and continues to have, a significant impact on the ability of the district's transport network to operate efficiently and effectively, resulting in increased travel time and decreases in reliability and resilience.
- The RLTP should better recognise the QLDs significance to the Aotearoa New Zealand economy, and make commensurate investment.
- QLDC supports the emphasis placed on climate response and emissions reduction, however additional detail is required on the actions to achieve these goals.
- QLDs alpine landscape, climate variability and difficult road conditions should be recognised and provided for within the RLTP.
- QLDCs transport network provides extensive and economically important inter-regional connections and strategic corridors (including the Queenstown Airport), and these should be strongly recognised in the RLTP.

QLDC would like to be heard at any hearings that result from this consultation process and welcomes any other opportunity to discuss matters raised in this submission.

Thank you again for the opportunity to comment.

Yours sincerely,



Tony Avery
General Manager – Property and Infrastructure

SUBMISSION TO OTAGO REGIONAL COUNCIL ON THE MID-TERM REVIEW OF THE REGIONAL LAND TRANSPORT PLANS 2021-2031

1. The Queenstown Lakes District Context

- 1.1. The QLD has an average daily population of 71,920 (visitors and residents) and a peak daily population of 114,790¹. The district is experiencing unprecedented growth with its population projected to nearly double over the next 30 years, and is one of Aotearoa New Zealand's premier visitor destinations, drawing people from all over the world.
- 1.2. Economic activity and growth within the QLD are more in line with metro centres, with GDP growth on average outperforming the rest of Aotearoa New Zealand. The provision of adequate transport infrastructure and services to accommodate resident and visitor growth is a key challenge for QLDC. For the year ending June 2023, there were 3.3 million unique visitor arrivals to the district, which equates to 63 visitors per resident. Affordability constraints present ongoing difficulties for local government with significant capital work cost escalations². This backdrop in relation to services funded by ratepayers creates significant pressure on the district's transport network.
 - 1.1. Infometrics NZ³ shows that the GDP in the QLD was provisionally up 5.9% for the year to December 2023, compared to the previous year. Growth in the QLD was higher than in Aotearoa New Zealand as a whole (0.7%). Tourism expenditure also grew by a strong 9.2% over the year to December 2023, reflecting the ongoing recovery of international visitor arrivals. This further exemplifies the importance of providing adequate transport infrastructure and services to accommodate resident and visitor growth.
 - 1.2. Because of geographical limitations, the district's transport network cannot be significantly increased (i.e. via lane additions). Accordingly, the network must be utilised more efficiently to transport an increasing number of people and goods. A balanced investment in road improvements as well as encouraging alternative modes of transport, discouraging single-occupancy private motor vehicles, and encouraging commuting outside peak periods must be supported.
 - 1.3. The QLDC Spatial Plan⁴ was developed through the Grow Well Whaiora partnership between Central Government, Kāi Tahu, QLDC and Otago Regional Council, and provides a proven framework to deliver infrastructure to enable the district to grow well.
 - 1.4. The region's Regenerative Tourism Plan⁵ has been achieved through partnership between QLDC, regional tourism organisations, Kāi Tahu, the Department of Conservation and other agencies. Ensuring that transport networks preserve and enhance the visitor experience is of paramount importance.

¹ <https://www.qldc.govt.nz/media/ygilrton/demand-projections-summary-march-2022-2023-to-2053.pdf>

² Infometrics, Analysing increases in local government costs – February 2024 *'Capital cost escalation had accelerated substantially over 2021-2023, with the overall capital goods price index peaking at 13%pa, and civil construction costs at 15%pa. In greater detail, transport capital cost escalation peaked at 19%pa (with bridges peaking at 29%pa!), and water systems peaking at 15%pa'. 'Bridges are 38% more expensive to build over the last three years, and sewerage systems are 30% more expensive. Roads and water supply systems are around 27% more expensive'*.

³ <https://qem.infometrics.co.nz/queenstown-lakes-district>

⁴ <https://www.qldc.govt.nz/your-council/council-documents/queenstown-lakes-spatial-plan/>

⁵ <https://www.queenstownnz.co.nz/regenerative-tourism-2030/>

1.5. QLDC's Climate and Biodiversity Plan⁶ strives to reduce emissions, prepare for climate adaptation and undertake biodiversity restoration. The plan pursues a low-emission transport network and a collaborative approach to travel behaviour change. The transportation sector is the most significant source of greenhouse gas emissions within the district⁷.

2. Population demand in QLD in both residents and visitors alike continues to increase year on year.

2.1. The population estimates in table 1 of the RLTP⁸ represent resident population only. This fails to represent that the visitor population can be almost double the resident population on a peak day. QLDC believe it is important that this also be represented in table 1 and throughout other relevant parts of the RLTP as this has a crucial effect on transport network demands.

2.2. Table 2 of the RLTP⁸ represents Otago rather than the QLD. QLDC considers it is important to represent QLD future resident demand. QLDCs most recent population projections show an increase in resident population from 52,020 in 2023 to 63,640 by 2033 which is a 2% increase per year. Equally as impactful is the visitor increase. On an average day this is projected to increase from 19,900 in 2023 to 31,430 by 2033, a 4.7% increase.

2.3. Both the increase in resident and visitor population accentuates the importance of supporting the 10 year transport investment priorities highlighted in the RLTP including:

- Enhance network maintenance and resilience to ensure community access and connectivity.
- Optimise an efficient and accessible transport network through enhanced mode choice provision across the regions.
- Promote safety and wellbeing outcomes across the regional transport network.

2.4. Further explanation of the impact of an aging population on the network should be given, for example public transport access for older adults and lowered pavements.

2.5. Activity limitations by Territorial Authorities (TA) also requires further explanation of what the impact on the network this has i.e. difficulty hearing and seeing requires the implementation of tactile ground surface indicators at pedestrian kerb crossing points, approaches to stairways, ramps etc.

2.6. Recommendations

2.6.1. The RLTP be amended to explicitly recognise resident and visitor population changes specific to the QLD, due to its historic and continued high growth. In particular, the RLTP should use the population projections⁹ produced by QLDC to support RLTP actions.

2.6.2. The RLTP be amended to address the needs of an aging population and those with other needs on the transport network. This could include (but is not limited to) tactile paving,

⁶ https://www.qldc.govt.nz/media/iw3pqsy1/qldc_climate-and-biodiversity-plan_jun22-web.pdf

⁷ Carbon Zero Discussion Paper at page 6. Regenerative Tourism By 2030 (queenstownnz.co.nz)

⁸ Page 14

⁹ <https://www.qldc.govt.nz/community/population-and-demand/>

suitable approaches to stairways and ramps (including for buses and other transport options), lowered kerbs and pedestrian crossings.

3. The nature of QLD's network and physical landscape provides challenges and limits viable options for the transport network.

- 3.1. QLDC support the emphasis on the extensive funding required in the region. Further attention should be given to QLD's alpine landscape. The steep and winding roads with extreme climate and temperature changes and weather patterns provide challenges to road users, especially given the high number of visitors that are unfamiliar with these driving conditions.
- 3.2. More severe weather patterns, such as heavy rainfall causes slips and slides on the network causing road closures (often for long periods of time - up to 48 hours). The QLD also experiences snowfall and ice events (i.e., over the crown range). This emphasises the requirement for a reasonable funding allocation to ensure user safety and preventative maintenance can be implemented. These factors also make maintenance activities on the network difficult.
- 3.3. The extreme consequential impacts of natural disasters should also be recognised in order to highlight the importance of resilience and maintenance activities in the QLD.
- 3.4. The inclusion of tables 5 and 6¹⁰ (main means of travel for work and education) are important context in the RLTP. However, the document provides no explanation of what this means for the region/s. The reliance on private car, truck or van appears to be the highest choice of travel across all of the territorial areas for work purposes, and the QLD still has a heavy reliance on private car usage. Within the QLD, this has a significant impact on key transport corridors, increasing congestion especially at peak times with no alternative routes or public transport lanes. Reducing private vehicle usage and increasing the use of public transport patronage or active travel use is a significant challenge in the QLD. This highlights the need for investment in public transport and active travel infrastructure to encourage the uptake of these modes.
- 3.5. Recommendations
 - 3.5.1. The RLTP recognise and provide support for QLDC to manage those challenge that the district's alpine environment places on the transport network in terms of challenging roads for drivers, variable and extreme weather conditions, maintenance difficulties, and the need to increase resilience, particularly on the Glenorchy-Queenstown Road and Crown Range Road¹¹.

4. QLDC supports the emphasis on reduction of our transport emissions in the RLTP.

- 4.1. QLDC supports the emphasis on a climate response in the mid-term review. Objective 3 relates to connectivity and choice and Objective 4 relates to Environmental Sustainability.
- 4.2. While Objective 4 and Policies 4.1 - 4.3 address environmental and emissions targets, there is little detail around what specific actions will be taken to achieve this objective.

¹⁰ Page 19

¹¹ For example, Shepherds Creek Hut bridge resilience project which is included in QLDCs National Land Transport Plan 2024 – 2027.

- 4.3. When considering alternative public transport options, QLDC would like to see further research into the use of electric ferries included as a possibility. For areas like Queenstown, there is potential for reducing single occupancy vehicles, traffic congestion and emissions reduction by servicing key parts of the district with an enhanced ferry service.
- 4.4. QLDC also supports further investigation into inter and intra-regional public transport services.
- 4.5. Figure 6¹² is a key diagram in relation to transport emissions, however it is important to note that transport is the main contributor to emissions in the QLD. This highlights the importance of planning and delivery, Travel Demand Management and mode shift away from private vehicles to other modes such as walking, cycling or public transport.
- 4.6. QLDC supports the importance of active travel use in the region as described in the RLTP.
- 4.7. QLDC supports the importance of public transport in the region and recognition of the issues with delivery of a public transport service in smaller townships.
- 4.8. Recommendations:
 - 4.8.1. The RLTP provide more detail on what specific actions will be required to achieve Objective 4 and Policies 4.1 - 4.3.

5. The roading network provides extensive means of access across Otago and Southland.

- 5.1. Table 8 – Community at Risk Register 2022 for Otago and Southland represents data at 2022. QLDC believe that representing data as changes over time (in years) would further emphasise the impact of funding over time. The Strategic Road Network heading of the document should further explain the data in the table and highlight the key areas for investment. For example, QLDs collective risk for accidents involving cyclists is 2. Therefore, investment in safe infrastructure on the cycling network will contribute to a reduction in this figure.
- 5.2. QLDC supports the inclusion of inter-regional and connections and strategic corridors. However, further breakdown is required that highlights roads such as the Crown Range as a key route. Other important resilience networks in the QLD region to note are the roads to Glenorchy and Kinloch, that have no alternate routes available. These examples emphasise the importance of delivering preventative maintenance works.
- 5.3. QLDC supports the inclusion of airports as being integral to our region. Further emphasis could be included with regard to the importance of the Queenstown airport as the main access point to Aotearoa New Zealand's premier tourist district.
- 5.4. Recommendations
 - 5.4.1. That a more detailed explanation of how further investment in specific road safety topic areas will contribute to a reduction in personal risk (deaths and serious injuries) on our network.

- 5.4.2. That the district's strategic corridors include reference to the Crown Range Road, and that the roads between Glenorchy and Kinloch be recognised and provided for within the RLTP, noting that they allow critical connections between the district's communities and support economic activity (as key tourist routes).
- 5.4.3. The significant connections (nationally and internationally) enabled by the Queenstown Airport be recognised and provided for within the RLTP, including its role as a critical gateway into the district and entire South Island.

6. QLDC requests updates to table 14 – ‘10-year Forecasts of Revenue and Expenditure for Otago’.

- 6.1. QLDC requests updates to tables 14¹³ and 16¹⁴ – ‘10-year Forecasts of Revenue and Expenditure for Otago’ as below. QLDC would also like to note that that LTP24 continues to be reviewed and updated. The below represents the most up to date iteration (March 24).
- 6.2. QLDC request that Waka Kotahi NZTA State Highways Otago allocate funding in the Investment Management Activity (002) for a new multi modal district Transport Model. This is a shared model between QLDC, ORC and Waka Kotahi NZTA, and is a key tool to ensure any investment in the future transport system is effective and efficient and supports economic growth and productivity.
- 6.3. Recommendations
 - 6.3.1. That tables 14 and 16 be updated as noted below¹⁵ (~~strikethroughs~~ represent recommended deletions and underlines represent recommended additions)
 - 6.3.2. That the RLTP allocate funding in the Investment Management Activity (002) for a new multi modal district Transport Model.

¹³ Page 47

¹⁴ Page 52

¹⁵ Note – There have been multiple budget changes compared to QLDCs National Land Transport Plan 2024 inputs to Waka Kotahi NZTA. However, many of these are not significant. The updates shown above in tables 14 and 16 represent only **major** budget changes that have occurred.

Table 16: Otago Region: Prioritised Improvement Activities

Activity Name	Phase	Description	Cost 24/25	Cost 25/26	Cost 26/27	Total Cost 24-27 NLT	Total Cost for 2024-30 RLTP	Total Cost for 10 years	Source	RLTP Objective	RLTP Priority	Regional Priority
Queenstown Lakes District Council (QLDC)												
Arthurs Point Bridge Pre – Implementation - The existing single lane Edith Cavell Bridge at Arthur's Point is the sole crossing of the Shotover River on the route between Arrowtown and Queenstown (the only alternative route for SH6A). The heritage listed bridge was constructed in 1919 and is indicated to fail catastrophically in a major earthquake event. The bridge services between 4,500 and 8,000 vehicle movements per day depending on the time of year.												
^	Pre-Implementation	^	0	954,006	1,945,434\$ 1,118,563	7,538,642\$ 1,118,563	7,538,642\$ 5,597,359	7,538,642\$ 9,562,955		3	1&3	4
^	Implementation	^	0	0	0	0	37,749,869	61,136,576		3	1&3	4
Capell Avenue Road Formation - Hawea is a rapidly growing township. The environment court has recently approved a significant extension to the Urban Growth Boundary south of Cemetery Road. The extension of Capell Ave (following unformed legal road) will facilitate a critical multi modal connection between the established township and the newly developing area to the south. This will support safe and equitable access to education, social, and commercial facilities. There is a time limited opportunity to align formation of this road with the installation of a planned water supply main												
^	SSBC Lite	^	100,00			100,00	100,00	100,00		3	1&2	28
^	Implementation	^	906,558 826,190	2,466,921 \$2,394,802		3,373,479 \$3,220,992	3,373,479 \$3,220,992	3,373,479 \$3,220,992		3	1&2	28
Shepherds Creek Hut Bridge Resilience - Following a significant rainfall event in April 2022, a debris flow event was triggered in the Shepherds Hut Creek catchment. This event resulted in blockage of the culvert and subsequent over topping of the culvert which passes beneath the Glenorchy-Queenstown Road. The event caused water and debris to flood the road resulting in a total loss of service for 36 hours. The subject site has a history of debris flow occurrence. The previous significant event was July 2018.												
^	SSBC Lite	^		171,046		171,046	171,046	171,046		2&4	1	19
^	Implementation	^		\$170,551	2,005,607 \$1,999,810	2,005,607 \$2,170,362	2,005,607 \$2,170,362	2,005,607 \$2,170,362		2&4	1	19
*Bennetts Bluff Resilience – Glenorchy Queenstown Road is a critical route to access the communities at the Head of Lake Wakatipu, and there is no alternative. The route is at high risk from geohazards, particularly slope and rock instability. there have been a number of events at the Bennett's Bluff site.												
Δ	Implementation	Δ	\$103,500	\$106,595		\$210,095	\$210,095	\$210,095		2&4	3	34
*Crown Range Slope Resilience – The Crown Range is a key tourist route that connects the two main town centres in the district (Wanaka and Queenstown). It contributes significantly our districts economic and social well being and provide an alternative access to the state highway for connecting these communities. It is NZ's highest sealed public road. The risk of slope failure is a significant resilience issue.												
Δ	Implementation	Δ	\$414,000	\$426,379		\$840,379	\$840,379	\$840,379		2&4	1	19

*The above Bennetts Bluff and Crown Range Slope Resilience projects have been added to or LCLR bid for the NLTP24 bid and therefore are not required to be included in table 16: Prioritised Improvement Activities

Mid-term review of the Regional Land Transport Plans 2021-2031

Submission
Access for All Otago
March 2024

We would like to speak to our submission.

Access for All

Facilitated By
Livingwell Disability Resource Centre
Cnr George and Bath Streets
Burns House
10 George Street
Dunedin 9016

Ph: 03 471 6152
Email: info@livingwellcentre.nz

ACCESS FOR ALL OTAGO

Access for All Otago is a not-for-profit organisation run by and for disabled people and was formed in 2019 with the purpose to collaborate with both the Dunedin City Council and Otago Regional Council to develop a city-wide plan for future work towards the vision.

The vision of the group is for Dunedin City to be recognised as a national leader in accessibility across the physical and built environment, information and communications, goods and services and transport.

The group is led by disabled people and their representative organisations, Disabled Persons Organisations (DPOs) in collaboration with disability agencies and community groupings involved in the access space.

Introduction

Thank you for the opportunity to present this submission.

An accessible transport system contributes to community wellbeing and reduced emissions. Recent improvements such as the introduction of the \$2 flat bus fare with the resulting increase in patronage, the increase in the Total Mobility subsidy and the introduction of electric buses in Dunedin have improved accessibility and have made a difference to disabled and transport disadvantaged people. In addition to this the central city upgrades in Invercargill and Dunedin with accessible footpaths, seats, and mobility parking etc have increased the opportunities for disabled and older people to access facilities that contribute to their improved wellbeing. Investment in all aspects of Accessible Public Transport and footpaths is a cost-effective way to contribute to improved community wellbeing and reduced transport emissions.

Draft Government Policy Statement – Transport

The Draft Government Policy Land Transport Policy Statement is likely to have a negative effect on increasing all aspects of accessible transport in the region and will disadvantage disabled and transport disadvantaged people and contribute to poorer community wellbeing. Factors contributing to this include increased transport costs, limited transport improvements and lack of funding for walking and cycling, footpaths etc.

Recommendations

- a) We strongly urge the Councils to maintain the progress made in creating a more inclusive community by continuing to invest in accessible transport, including walking and cycling. This provides value for money by allowing the whole community to join and contribute to the community.

Relationships with disabled people

We acknowledge the relationships that disabled people have with Councils across the region and consider that these have contributed to improved accessibility and productivity.

Recommendation

Insight provided by disabled people contributes to cost effective investment and we recommend that Councils continue to build and strengthen relationships with disabled people particularly in rural areas.

Total Mobility

Total Mobility (TM) allows many people to carry out essential activities and contribute to the community. The increase in the subsidy allows many people to be certain that they will be able to afford transport to participate in community activities including shopping, health visits, accessing education or training and socialisation with friends, family/whānau and community. However, the need for TM exceeds the availability of TM services. Whilst acknowledging that the TM review is being conducted, it is important that TM continues. We note that the Draft Government Policy Statement on Land Transport mentions funding for TM and consider that the Council should investigate ways of increasing the availability of TM in a cost-effective manner. For example, the access improvements to public transport will allow some TM users to use buses and increase the availability of TM vehicles for people with greater access requirements.

Recommendations

- a) That the Councils Continue to fund TM at the 75% subsidy.
- b) That Councils continue to support new operators to convert/purchase vehicles that meet the TM requirements.
- c) That the Councils investigate additional concessions for TM permit holders e.g. allowing TM permit holders and a companion/support person to use public transport free of charge.
- d) That the Council investigates the provision of TM services in Rural areas.

Public Transport

Public Transport makes a strong and cost-effective contribution to a productive community and contributes to reduced emissions. We have no doubt that the expected increase in farebox recovery will reduce bus patronage and therefore income from fares and will be counterproductive. Increased fares will mean that people on limited fixed incomes will again be faced with difficult decisions that will have a negative effect on their wellbeing e.g. more immediate needs such as food will be prioritised over health.

Public transport from rural to main centres is inaccessible (where it exists) and there is a high demand for public transport. This means that many people who do not have access to cars find it very difficult to travel to important appointments e.g. specialist health appointments in the main centres. We regularly hear of people having to pay exorbitant and unaffordable costs to travel to health appointments. The transport subsidy provided by Te Whatu Ora is minimal.

Recommendations

- a) That the \$2 flat bus fares are maintained and funded.
- b) The Councils feedback re the GPS discusses the disadvantages of this proposed policy and the benefits of the \$2 flat fare.
- c) That the Councils work with inter-region public transport providers to provide more accessible buses and investigate the provision of inter- regional bus services.

Community Transport

Many disabled people and older people find it difficult to move around rural towns due to a lack of public transport and taxi services, this means that essential trips e.g. health and social service appointments are prioritised over trips to the supermarket or social events. We frequently hear of people who miss health appointments because of the lack of/cost of transport. We have received feedback from disabled people across New Zealand that on demand transport such as minibuses has enabled them to access important appointments and social events.

Recommendations

- a) We recommend that the Councils commit to developing a process to quantify the need and fund the development of local community transport trusts that can utilise local knowledge and good will to provide local and interregional transport.

Active Transport/Mode Shift

Facilities that allow people to walk around their neighbourhood and to public transport are crucial to improve community wellbeing and reduce transport emissions and we consider that the draft GPS in its current state will halt progress on this.

Recommendations

We recommend that Councils fund improvement to accessible walking and cycling projects and that they work with disabled people to identify areas of greatest need that will make a cost-effective contribution to the community and productivity.

Reversing Speed restrictions

We note that the draft GPS will allow Road Controlling Authorities (RCA's) to reverse *blanket speed restrictions where it is safe to do so*. Speeding traffic is a deterrent to pedestrians and reversing the speed management plans that have been implemented around schools and high-risk traffic areas is counterproductive and will be a waste of the resources invested in this beneficial work. Speeding traffic is a strong deterrent to pedestrians and is a safety issue, increasing speed limits will mean that many people will no longer choose to walk and cycle. This will have long term negative effects on their wellbeing and reducing emissions.

Recommendations

- a) We recommend that cost benefit/cost analysis criteria used to make decisions regarding the reintroduction of increased speed limits examines the benefits of reduced speeds resulting from people not accessing the community, walking etc and the cost of this and of increased accidents particularly those involving pedestrians.
- b) That the Council makes strong submissions against the proposed changes to the Land Transport Rule: Setting of Speed Limits 2022 to enable Road Controlling Authorities to reverse blanket speed limit reductions where it is safe. It is our

Reduced Emissions

The transport improvements achieved will contribute to decreased emissions and it is essential that ongoing, similar transport improvements are achieved to continue emissions reduction.

Rail

We support the reintroduction of rail services.



CCS
disability action
Including all people

TE HUNGA HAUĀ MAURI MŌ NGĀ TĀNGATA KATOĀ

Mid-term review of the Regional Land Transport Plan 2021-2031

Submission CCS Disability Action March 2024

We would like to speak to our submission.

Mary O'Brien (she/her)

National Coordinator Street Accessibility Audit

Southern Region Access Coordinator

[REDACTED]

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Background

Thank you for the opportunity to provide feedback regarding this review.

CCS Disability Action

CCS Disability Actions Vision is - *Every disabled person/whānau hauā. is interwoven into the lives of their whānau and community*¹. We support around 5,500 disabled people to live in the community. In addition to advocating for disabled people we operate the Mobility Parking scheme (with around 150,000 permit holders) and advocate for national and local improvements in the scheme. Recognising the need for guidance regarding accessible residential housing, aged care facilities and commercial buildings we established Life Mark™ and Barrier Free. Understanding the need for and lack of tools to improve accessibility we collaborate with sustainable transport consultancy MRCagney and have developed a method of identifying the proportion of disabled people using footpaths, the Street Accessibility Audit and Mobility Parking Reviews and predictions of future Mobility Parking demand. We also support Local Authorities to improve accessibility.

Introduction

We recognise that the consultation document for the Mid-term review of the Regional Land Transport Plan (the draft plan) was developed prior to the publication of the Government Policy Statement on land transport 2024² (GPS) and that this change in direction will slow or stop recent progress e.g. \$2 flat bus fares and make it difficult to carry out ongoing plans to increase bus services. However, there is a demand for accessible transport and communities, which will continue to grow as the population ages. Improving transport accessibility contributes to transport mode shift and reduces vehicle kilometers travelled and subsequently vehicle emissions. The GPS also requires Councils to ensure that investments provide value for money and contribute to productivity. This can be achieved by ensuring that improvements, maintenance, and any new builds by measuring participation of disabled people, identifying areas with high accessibility requirements and prioritise work/projects that will make the most difference to the most people.

Recommendations

- We strongly recommend that the Councils commit to maintaining the recent gains made and commits locally generated funds to continue this progress.
- We recommend that the broad benefits of improving accessibility such as reducing emissions and safety improvements are considered when making decisions relevant to the draft plan.

Transport and community wellbeing

Transport contributes to wellbeing and productivity.

Transport systems that are available, accessible, and affordable enable citizens to engage in work, education, community, and leisure activities that are essential for a healthy and meaningful life³.

Understanding community transport limitations

The draft plan (pg. 15) stated that *understanding the limitations communities face is important for transportation planning*⁴, we fully support this view. Our submission focuses on

the transport needs of disabled people who regularly experience the ill effects of community severance resulting from significant transport difficulty. Disabled people are not alone in experiencing transport difficulty, most people experience an access need at some time in their lives. Other population groups who experience the ill effects of inaccessible transport and benefit from improved community accessibility include older people, younger people, children and their care givers, people with chronic conditions and those with limited incomes which do not extend to covering transport costs etc.

Understanding the transport limitations and consequences of inaccessible transport that disabled people face provides Local Authorities with a framework to improve improving community wellbeing and livability. There is a sound and growing evidence base re the negative effects of inaccessible transport on disabled people and the benefits of improving accessibility which can be generalised to the whole population. Addressing the transport needs of disabled people results in improved community wellbeing, transport mode shift and reduced vehicle emissions.

Transport and disabled people

Inaccessible transport is a barrier to disabled people accessing opportunities for wellbeing and productivity.

Inaccessible transport has long been a barrier to disabled people accessing the community and in 2023 the Human Rights Commission conducted an enquiry into accessible public transport in New Zealand. *The Accessible Journey reported: -*

Barriers in one form or another unfairly prevent many disabled people from using public land transport to go to work, to go to school, to enjoy community activities and to fully participate in society. At the same time, there is growing public acceptance that improving the accessibility of public land transport will benefit both disabled people and all New Zealanders. These are two of the key messages of this report ⁵.

However, in 2022 a further investigation *The Transport experiences of disabled people in Aotearoa New Zealand* concluded that: -

- *The persistent challenges faced by disabled people using transport in Aotearoa New Zealand have not changed in any measurable way since the Accessible Journey Inquiry almost two decades ago⁶.*
- *Disabled people are more likely to report a trip not made than other people because the time, distance, and effort required make their threshold for staying home lower than that for other people⁷.*

Disabled people (25.8%) are more likely than nondisabled (21.5%) people to find it difficult to access public transport⁸

Disabled people experience greater social exclusion and experience poorer wellbeing.

Please read the sections below in conjunction with the Disability Gap 2018. A snapshot of life for disabled New Zealanders⁹ Appendix 1.

Disabled people experience greater social exclusion and have lower levels of community participation than their non-disabled peers. This can be due to barriers such as inaccessible

community facilities and transport systems¹⁰. When compared with non-disabled people disabled people fare worse across a range of outcomes relating to their homes and neighborhoods, as well as their economic and social lives, they have lower income and are less likely to be employed¹¹.

There is a need for accessible transport in Otago and Southland

Disability is spread across the age range and 26% of the Otago/Southland population has a disability, in addition to this disability increases with age (59% of the New Zealand population over 65 has a disability)¹² and the expected population imbalance with more older people and decrease in younger people to pay taxes and provide goods and services the need for accessible transport will increase. This means that it is crucial that the already stretched demand for community support, social and health services is not further stretched simply because people cannot use the transport system to reach these services. This is already an issue in New Zealand.

Activity limitations can be used as an indicator for the need for accessible transport and the 2018 Census asked whether people had difficulty with six basic activity restrictions (walking, seeing, hearing, cognition, self-care, and communication) see (Tabel 3.pg. 15) *Activity Limitations by Territorial Authority,2018 Census* for the Territorial Authorities (TA’s) Although, Stats NZ cautioned that this was a new variable and that there were a high number of missing responses the table shows that residents of six of the eight TA’s in the district reported activity limitations over the New Zealand rate (6.5%). These include Waitaki District Council (8.8 %), Dunedin (7.2%), Clutha District Council (7.3%), Gore District (9.9%), and Invercargill City Council (8.4%), whilst Central Otago (6.2%), Queenstown-Lakes District Council (2.8%) and Southland District Council activity limitation rates are below the national rate.

Territorial Authority	One or more activity limitations
Waitaki District	8.8%
Central Otago District	6.2%
Queenstown-Lakes District	2.8%
Dunedin City	7.2%
Clutha District	7.3%
Southland District	5.5%
Gore District	9.0%
Invercargill City	8.4%

Activity Limitations by Territorial Authority,2018 Census

Recent transport improvements benefit disabled people and the wider community.

- The \$2 flat bus fares have increased bus patronage, and we have feedback from disabled people who can now afford public transport to access opportunities that were previously not available.
- The increase in the Total Mobility subsidy has provided card holders with and affordable transport the Doctor and supermarket.

- With more affordable transport and the recent developments in the Invercargill and Dunedin CBD's disabled people are attracted to and able to enjoy the pleasant accessible surroundings and contribute to the economy.
- We consider that that strong relationships between Councils and disabled people has contributed to the success of the recent improvements out lined above.

Recommendation

- That Councils and disabled people continue to strengthen their collaboration.

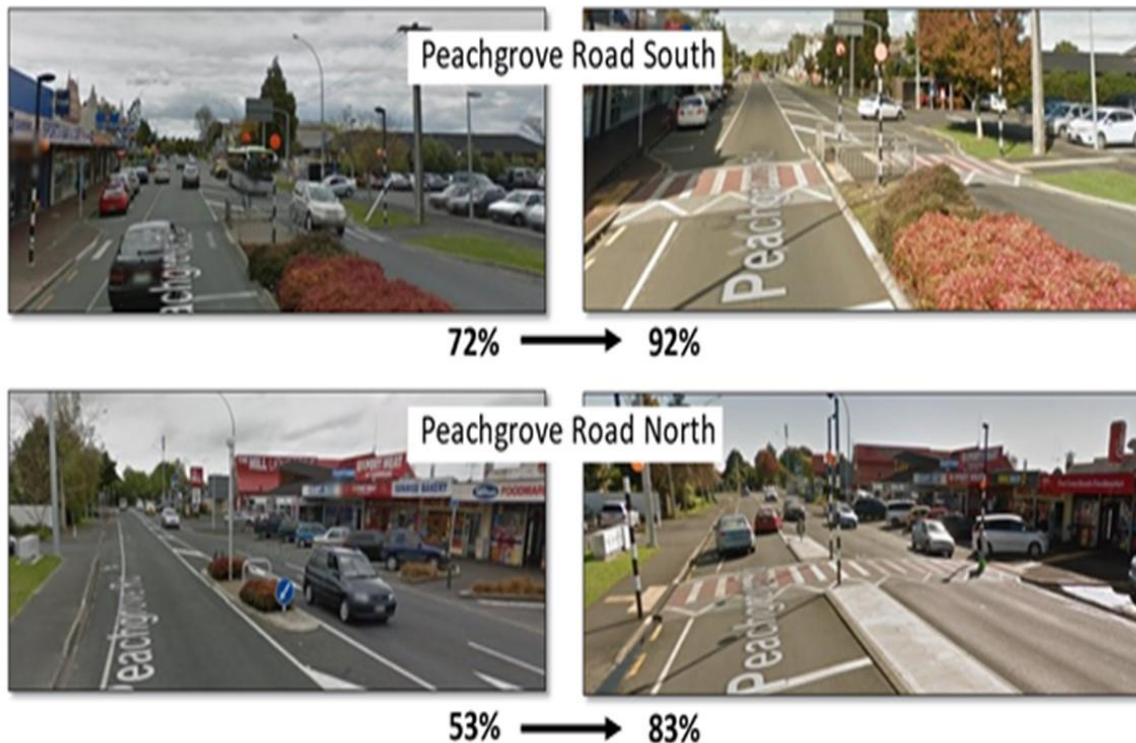
Transport and Community participation

A transport journey is very often the first step to participating in economic and social activities – from jobs to schools to hospitals¹³. In addition to creating benefits for disabled and older people and an accessible, affordable, and easily available transport system allows transport difficulty people and the wider community to contribute to the community and increase productivity.

Access improvements increase community participation

Participation by disabled people and all people using formal crossings was measured before and after access improvements including raised zebra crossings on the main approaches to a roundabout and a signified crossing on one road approaching the crossing. This resulted in an increase of pedestrians using the crossing 72% to 92% on Peachgrove Road South and from 53% to 83% on Peachgrove Road North¹⁴.

Five Cross Roads, Hamilton: proportion of pedestrians using the formal crossing, before and after improvements were made



Value for money – planning and creating an accessible transport system.

It is clear that the existing demand for accessible transport will continue to grow and that this will be accompanied by increasing community demands to be able to access and participate in all aspects of the community, reduced vehicle emissions and sound financial management. This creates considerable challenges and the “do nothing” option will exacerbate existing transport issues and their consequences for future generations.

Value for money can be achieved by consulting with disabled people and other people experiencing transport difficulty to identify key areas where they would like to go but cannot, measuring participation, including access in transport project plan development and safety reviews, conducting street accessibility audits, mobility parking reviews and using this information to prioritise areas that create safety risks and or access barriers e.g. non – compliant kerb cuts at important locations e.g. in CBD’s, Hospitals etc. on highly frequented footpath routes to bus shelters etc.

Recommendations

- The development of a high-level policy commitment to improving transport accessibility.
- Systematically improve access by committing a small percentage of the budget e.g.1% to the following: -
- Targeting investment in areas that will create the greatest benefit e.g. CBD’s, areas with high populations of disabled/elderly people etc.

- Identifying areas to target access improvements by consulting with disabled people, and depending on issues identified conducting Street Accessibility Audits/Mobility Parking Review etc.
- Using the information to prioritise areas/defects that create the greatest risk that need prompt attention,
- Schedule, ongoing improvements within normal maintenance replacement.

Total Mobility

Total Mobility is the only method of public transport available to some, it provides a subsidized taxi fare for people who are unable to use other forms of public transport. This service provides a degree of certainty to card holders that they will be able to access transport to appointments essential for their wellbeing e.g. health appointments, supermarket shopping etc. However, the need for Total Mobility exceeds the demand particularly during the times when the service is being used to transport school children. Total Mobility Services in the evening are minimal and many have no Total Mobility services. It is likely that some Total Mobility users would use other forms Public Transport where they accessible/available and that this would reduce the demand for Taxis and increase the availability for others who do not have this choice. Other Councils are creating opportunities for Total Mobility Card holders who are able to use alternative forms of accessible transport. These include, providing additional concessions that allow Total Mobility Card Holders and a companion to use buses free of charge, implementing local on demand bus services and community transport.

Recommendations

- That the Councils commit to the ongoing operation of the Total Mobility Scheme and to maintain the subsidy at 75% of the fare.
- That the availability of the Total Mobility service is increased by: -
 - Encouraging new operators to convert/purchase vehicles that meet Total Mobility Standards.
 - Implementing additional concessions for Total Mobility card holders that allow them and a support person to use other forms of public transport free of charge.
 - Investigating the provision of Total Mobility in areas where there is no or very limited Total Mobility services.

Public Transport

Public transport allows people who do not have access to a car or choose not to drive to access essential opportunities, contribute to society and the economy. It also contributes to transport mode shift and reduced vehicle emissions. Accessible public transport such as urban buses, interregional, buses, community transport, Total Mobility and Mobility Parking make it possible for people experiencing transport difficulty to access and contribute to the community.

Fare box recovery

The \$2 flat bus fare has increased patronage and made it possible for people to access services and opportunities essential to their wellbeing, participate in the community, employment, and productivity.

In April 2022 the Aotearoa New Zealand Government introduced a transport relief package to support New Zealanders through the global energy crisis. This included universal half price public transport fares until 23rd June 2023.

The half price fares played an important role in affordability and accessibility for those who face transport difficulty, enabling them to access key destinations and services that they had not accessed previously, and alleviating some of the financial stress associated with travel¹⁵.

The expected increase in farebox recovery will reduce public transport patronage particularly for people who experience transport difficulty who will again be faced with unaffordable transport which will have negative effects on their wellbeing as they will be forced to make difficult and unreasonable choices e.g. purchase food or go to the Doctor.

Recommendations

- That bus patronage is closely monitored, including use by people experiencing transport difficulty.
- Other ways of maintaining affordable bus fares are investigated.
- Feedback is provided at a national level regarding the negative effects of the price increases.

Interregional transport and community transport

Accessible interregional transport is extremely limited, many disabled people find it impossible to use the limited interregional transport available.

Transport access to health care

Disabled people (11%) are more likely to have difficulty accessing health care than non-disabled people (3.6%)¹⁶ The *Te Whatu Ora draft Te Waipounamu Health and Wellbeing Plan 2024-27* identified **travel costs and transport a key barrier to priority populations identified in the plan Māori, Pacific, disabled people, and rural people receiving the care that they need**. The plan also proposed to *Undertake a regional review of patient Transport infrastructure and options, including assessing the variability across communities (NTA/Public/Shuttles) – with the objective to identifying opportunities to improve equity of access¹⁷*

We regularly hear reports of difficulties that people face, and these include

- A \$250.00 approx. return companion driver taxi fare (Oamaru to Dunedin) for specialist health appointments.
- Families in areas where there is no Mobility Taxi Service having to choose between food and health care or waiting until several family members require health treatment to justify a taxi fare which is approx. \$80 return. NB – these stories relate to beneficiaries who do cannot afford these costs.
- Community service agencies driving people with no transport choices to health appointments.
- People in the main centers being unable to attend health appointments due to long walks to bus shelters or destinations at the other end of the trip, frequency, accessibility of services. The likely increase in bus fares as a result of the fare box recovery policy outlined in the GPS will add another barrier to accessing health care.

A recent ODT article re a recent meeting in Oamaru provides a snapshot of issues experienced across the region.

Hato Hone St John met the Oamaru public on Thursday to discuss running a shuttle to out-of-town hospitals, but people were not happy to hear the service could be up to two years away.

One woman said it was getting harder to get medical treatment in Oamaru and now more trips were needed to Dunedin or Timaru¹⁸

Locally based volunteer community transport is a practical solution to addressing the transport needs of rural people to health appointments. They use local knowledge and can be developed to suit community requirements. There are successful models of community transport in New Zealand and some organisations collaborate to provide community transport e.g. Waikato Regional Council, Community Waikato and Te Whatu Ora Health New Zealand Waikato provide community health shuttles¹⁹. Regional Councils support community transport by providing Grants, funding, and facilitating community forums.

Recommendations

- Engage with Te Whatu Ora Southern and Local Authorities regarding the regional review of patient transport and identify areas with no or high needs for community transport.
- Work with Te Whatu Ora Southern, Local Authorities and communities to establish community health shuttles.
- Work with the Waitaki District Council, Hato Hone St John and the local community to urgently establish community health shuttles to Dunedin and Oamaru.

On demand buses

On demand buses such as My Way by Metro in Timaru provides an on-demand, accessible service, that is easily used with varied options for booking the service and making payment²⁰. On demand transport is a turning point in the provision of public transport for people experiencing transport difficulty in areas with limited inaccessible transport or no public transport. Internationally, it has also been successfully used on local areas in large cities.

Recommendations

- The council conduct a trial of an on-demand community bus service in Oamaru, and
- Uses this information to develop similar services across the region.

Walking and Footpaths

- New Zealanders spend 205 million hours annually as pedestrians in the road environment and walk an estimated 807 million kilometers per year.
- 73% of urban New Zealanders view walking as a great way to get around town easily and efficiently.
- Walking is New Zealanders' preferred recreation activity with 64% of adults walking regularly. This suggests that improving the attractiveness of the walking environment could increase the amount that people walk for transport.²¹

- Because of the time, distance, and effort, disabled people forgo more travel than other people²²

Whilst the draft GPS does not support walking and cycling it is clear that there is a demand for safe accessible walking facilities as means of transport and recreation.

Recommendations

- That provision for safe accessible footpaths continues and is supported via local funding

Reversal of previous speed reductions

We note that the draft GPS will require Road Controlling Authorities (RCA's) to reverse *blanket speed restrictions where it is safe to do so*. Reducing vehicle speeds around schools lowers the likelihood and severity of injuries to children crossing roads to and from schools²³. Speeding traffic is a strong deterrent to pedestrians and is a safety issue, increasing speed limits (by reversing the recently implemented speed restrictions) will mean that many people will no longer choose to walk and cycle. This will have long term negative effects on their wellbeing and reducing emissions.

Recommendation

We recommend that cost benefit/cost analysis criteria used to make decisions regarding the reversal of recently introduced speed restrictions around schools etc. Thoroughly investigate the links between speed and serious injury/deaths incidents involving pedestrians and school children blanket speed restrictions and make a strong case to the relevant authorities to maintain the speed reductions that have been implemented.

Conclusion

Addressing the increasing need for accessible transport will improve community wellbeing and reduce transport emissions. Measuring participation and systematically improving accessibility in all aspects of transport planning and development will contribute to this.

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The disability gap 2018

A snapshot of life for disabled New Zealanders

How we work, live, and connect with people affects everyone's wellbeing but the experiences we have are not equal for all New Zealanders.

Disability data shows that disabled people are more likely to have worse outcomes than non-disabled people across many aspects of life. This is often more pronounced for those aged under 65 years.

Almost 1 in 4 New Zealanders are disabled.

- 2013 NZ disability survey *



Work life

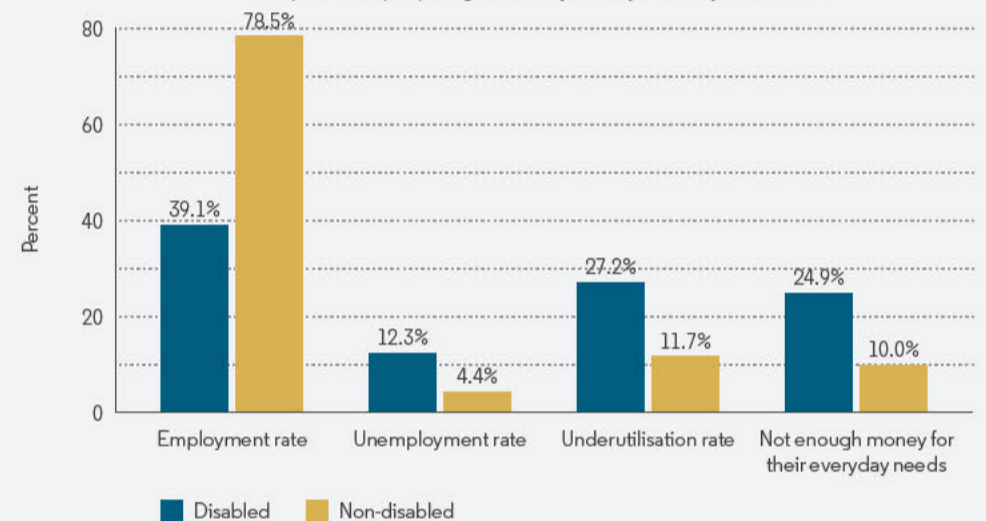
Disabled people are under-represented in higher-income occupations, tend to work fewer hours, and are less likely to have qualifications than non-disabled people.

In 2018, working disabled people aged 15-64 years:

- Earned a median \$901 a week from wages or salaries, \$98 less than non-disabled workers.**
- Worked an average 35.2 hours a week, 3 hours less than non-disabled workers.**
- Stayed in a job for an average 8.9 years, 2.5 years longer than non-disabled workers.**
- 60% of working disabled people were satisfied with their job compared with 77% of non-disabled people.**

Selected economic measures

Proportion of people aged 15-64 years, by disability status, 2018



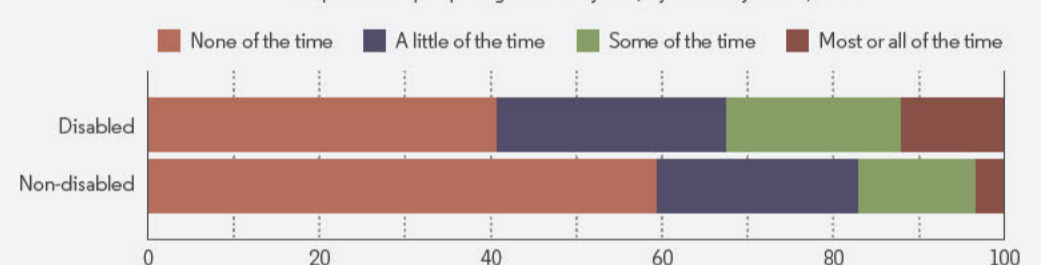
Social life

Of disabled New Zealanders aged 15-64 years in 2018:

- 9.7% found it hard to be themselves, compared with 1.6% of non-disabled people.**
- 37% experienced discrimination in the past 12 months, compared with 19% of non-disabled people.**
- 46% had high levels of trust in our education system, compared with 67% of non-disabled people.**

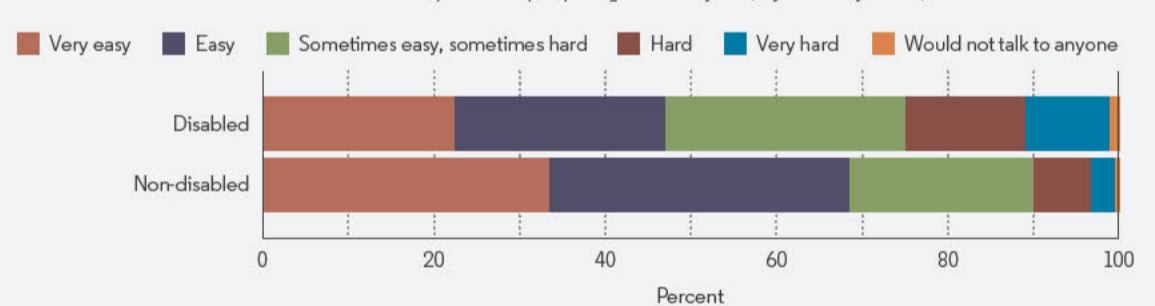
Amount of time people felt lonely in past 4 weeks

Proportion of people aged 15-64 years, by disability status, 2018



Ease of asking to talk to someone if needed

Proportion of people aged 15-64 years, by disability status, 2018



Home life

Of disabled New Zealanders aged 15-64 years in 2018:

- 47% lived in a rented home, compared with 35% of non-disabled people.**
- 31% lived in a mouldy home, compared with 20% of non-disabled people.**
- 40% rated their housing affordable, compared with 50% of non-disabled people.**
- 1 in 10 rated their housing as unsuitable for their needs, compared with 1 in 25 non-disabled people.**

Find it difficult to access key public facilities

Proportion of people aged 15-64 years, by disability status, 2018

