

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

Hi

Please see my submissions below.

I read through your document, but I'm not sure where these fit in exactly. Please consider for now or for the future.

- Junction of SH6 and 8B – at busy times it is really difficult for traffic on 8B turning right onto 6 to head towards Wanaka. I have seen several near misses by vehicles pulling out partially and having to stop suddenly as they didn't appreciate at first that there was traffic going straight through on SH6 and/or under-estimating the distance/speed of that traffic. Perhaps a refuge lane would be the appropriate solution (as a minimum), so that the right-turning traffic can turn into the refuge lane when safe to do so from traffic approaching from the right, and then stopping or slowing in that refuge lane (to give way) until able to merge with the main traffic.
- Junction of Tucker Beach Rd with SH6 near Lower Shotover – this is a similar problem to the above. I stayed there recently, and it was very hard with the traffic density on SH6 to come out of Tucker Beach Rd and turn right towards Frankton. A small refuge lane that is clearly marked and perhaps with kerbing and plastic poles to visually mark it would help here.
- Kawarau Gorge (SH6) speed limit – I would support a general lowering of the speed limit here to 80km/h. I know that most New Zealanders hate speed reductions on the open road (and quite a few ignore them), however in my opinion this road is only suitable for a speed of 80km/h, being relatively narrow, elevation changes and bends. I drive through here regularly in a good new car and it is not comfortable to maintain 100km/h, you really have to drive hard to do that and take some risks. You might say that the 100km/h limit is exactly that, a limit and not a target, but that's how most New Zealanders treat it, so it is better to do the risk analysis for them and lower the speed limit accordingly. This lowering to 80km/h has been done in other places like Weka Pass in North Canterbury in the last year. There are plenty of signs on the Kawarau Gorge road saying "slow down, high crash rate", so this is already indicating to me that the speed limit is too high. Locals complain about slow driving of tourists through there (and some of them are truly terrible drivers), but this is also because tourists find that the road does not support 100km/h from what they are used to, for example some I followed the other day from Canada. And for myself after living and spending a lot of time in countries like US, UK, and Japan, I return here and find that the road is not what I would expect for a 100km/h road, and so 80km/h feels about right.
- There is limited identified m/cycle parking in Queenstown, and especially at Queenstown airport where there is no dedicated m/cycle parking, and none for free, so to park at the airport you have to buy a full car parking space. I know that the risks associated with m/cycles means that some people want them removed from the road, but they are potentially also part of the solution for traffic and parking and mobility in the area.

I do not wish to speak in support of my submission in person.

Gerald William Spencer