Proposed variations to the Otago Southland Regional Land Transport Plans 2015-2021

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I wish / do not wish to speak in support of my submission in person	I wish to speak
My submission is	Overall, it is pleasing to see that the report recognises that there is a clear and pressing need to achieve modal shift to meet New Zealand's climate responsibilities as agreed in Paris. However, I'm disappointed by the lack of emphasis on modal shift in the budget - the report talks a good talk but doesn't actually deliver on it financially. There are several potential opportunities that appear to have been missed out upon. 1) Rail development The previous government announced a study into the reintroduction of a passenger train service between Christchurch and Invercargill. There is no recognition of this in this report. 2) Regional coach services The report ignores the potential of coach based travel to the Queenstown Lakes area from nearby towns and cities as a method of reducing car based journeys in Queenstown. At present, the coach services are of limited use and do not fit around the working week. In particular, there is no way of leaving Dunedin or Alexandra for Queenstown on a Friday afternoon after work and returning in Sunday evening by public transport. Such as service would reduce the number of private cars using SH6 and around Queenstown and could feed into the local bus services in the Wakatipu Basin for the "final mile". 3) Cycle provision Progress on the approved schemes shown in the report has been slow and needs to be faster to meet public demand - rider numbers in

Christchurch and Auckland show that if you build safe separated infrastructure, numbers will increase. The tourism potential of cycling does not appear to be fully appreciated even now. There are several key gaps in the regional network of Great Rides etc that should be filled. Greater support needs to be given to the upgrades of the tunnels between Wingatui and Caversham in order to provide level, separated access between the Taieri and central Dunedin, as this would be a key piece of infrastructure to link the harbourside cycleways with routes to the north and west as well as being an excellent commuter route. Other segments need to be thought through. For example, there is a paper road north of Outram which links to Pukarangi. This section could be brought up to a standard for cycling and would enable riders to reach the Central Otago Rail Trail without cycling on SH87. Another piece of missing infrastructure is a cycle-friendly bridge over the river Taieri north of Allanton which would enable cyclists to use the country roads on the plain to reach Waihola and beyond from Dunedin, avoiding SH1.

4) Bus services
While I cannot comment on the recent Queenstown upgrades from personal experience, the Dunedin timetable improvements are a positive move. However, there are several issues outstanding. One is a lack of access to information at crucial points of the day. Having a helpline open 9am-5pm is of no use if you are trying to call the ORC to find out where your bus to or from work has gotten to. The standards of customer service from bus drivers varies greatly and for every driver who has gone out of their way to help passengers out there has been several driving too fast for the route or threatening other road users. In particular, it would be welcome if all bus drivers were made to take cycle-awareness training similar to that provided for truck drivers. With the adoption of bike racks on buses, many bus drivers seem to have forgotten that cyclists are also their customers and many people who cycle are also bus passengers, whether by choice or necessity. Drivers also need to remember that an early bus is even less useful than a late bus.

and take timing breaks when necessary. A late bus may cost a passenger 5 minutes, an early bus will cost a passenger 30+ minutes on most routes. Also, can the Dunedin-Palmerston bus be extended to weekends?

5) Freight
Recent articles in the ODT that reference Port Otago's (an ORC-owned CCO) willingness to attempt modal shift in its container and timber traffic at Port Chalmers should be welcomed. Funding should be made available to support this, including reassessing the transportation of timber by rail to the dockside.