



Submission Form

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

- Submissions made about plan provisions relating to both Otago and Southland will be taken to be made on both the Otago and the Southland RLTPs.
- For plan provisions relating to only one region, submissions will be taken to be made on only the RLTP of that region.

Name of organisation (if applicable)

NZ Automobile Association: Otago District

I wish ~~to~~ ~~not wish~~ to speak in support of ~~my~~ submission in person (delete one option).

Date 29/1/18 /

Note: Hearing locations and dates have yet to be confirmed but are likely to take place between 13th and 27th February 2018.

All submissions are made available for public inspection.

Otago Southland Regional Transport Plans

2015 – 2021

Submission from NZ Automobile Association : Otago District

Introduction

The NZ Automobile Association is a nationwide organisation with over 1.5 million members, 40,000 of whom reside in the Otago Region. The Otago District Council of the NZAA is elected by the members in the region and advocates on their behalf as representatives of the private motorist. This submission relates to projects within the Otago region. We understand that a separate submission will be made by AA (Southland) in respect of that region.

In general, the Otago District of the AA supports the proposed variations to the Otago Southland RLTP's. We endorse the plans and consider them to be well thought out and presented. The plans contain many worthwhile projects which are a natural extension of those contained in the original plan. We do however wish to make specific comment on several items as outlined below.

1. Priority One Projects

We endorse the projects as proposed and in particular agree that the sealing of Ballantyne Road should proceed as soon as possible. In addition, we welcome the further expenditure on SH1 Oamaru – Dunedin Safety Improvements but trust the projected expenditure of \$7.2 million in each of the next two financial years will not be delayed and will be sufficient to make a substantial improvement.

In particular we endorse the suite of projects proposed as 'Priority One' in the Queenstown area. This is the country's tourist jewel in the crown and is at risk of having the reputation tarnished by the increase in traffic congestion.

2. SH8 : Clarkesville to Roxburgh

We note discussion within the document regarding Tourist Routes including the Southern Scenic Route. It is our submission that SH8 between Clarkesville and Central Otago will become more popular as a tourist route and that long term planning needs to accommodate this.

In particular, we note that the replacement of the Beaumont Bridge is listed as a Priority 2 project. It is our submission that this project should be ranked as a high priority. As such it is pleasing to note the projected \$16 million spend before mid 2020 and trust that this is not subject to delay.

In addition, we submit that planning for passing opportunities needs to occur on SH8 as there are currently no passing lanes between Clarkesville and Roxburgh.

3. Wanaka Region

We submit that greater attention needs to be given to the Wanaka area. The RLTP indicates that Wanaka is likely to have the highest growth rate of all the various communities covered by the RLTP over the next 10-25 years with a medium projection of 56% increase in population by 2023 and 96% by 2043. This being so, planning for this growth with respect to transport should be a high priority to avoid the problems now being seen in Queenstown. This should include traffic generated by the proposal to upgrade Wanaka airport to become a companion airport to Queenstown. It is sobering to note that the current 1.8 million passenger movements per annum at Queenstown airport may increase to 5 million between Queenstown and Wanaka in the foreseeable future. Such growth will place particular stress on local roads around Wanaka as well as the Crown Range and Kawarau Gorge. We note that the RLTP contains an allocation of \$400,000 for the Wanaka Integrated Transport Programme Business Case in 2021. We submit that this funding should be brought forward and in particular should consider the following:

- (a) The need to upgrade/replace the current one lane bridge over the Clutha River at Albertown. As a minimum, planning should commence for its replacement and in the interim traffic lights installed to mitigate the bottlenecks that currently occur.
- (b) Consideration of the SH6 and SH84 junction at the Hawea turnoff. Significant queues now form at peak times particularly with those wishing to turn right from Hawea towards Wanaka. Consideration should be given to a roundabout in this location.
- (c) Planning for future arterial links, by pass routes and setting aside land for possible future park and ride facilities.

4. SH1 Dunedin

Considerable work and expenditure is planned for cycleways on SH1 in Dunedin and the AA has generally been supportive provided they are constructed to international best practice.

However, with the impending announcement of a new location for the Dunedin Hospital we submit it is timely for a review of the Dunedin State Highway Strategy. The hospital relocation (once announced) will inevitably result in significant changes to vehicle movements on and around North Dunedin in particular and this along with increasing HPMV traffic and the ongoing problems with the Pine Hill Road/Great King Street intersection means that a review of the urban state highways in Dunedin is due.

5. Dunedin City Council : Eastern Bypass

We note that this project is suspended and that "investigation and data collection will be carried out". We submit that this project, along with a review of the State Highway Strategy should be progressed with some expedition.