

Otago regional land transport submission by Kelvin Peninsula Community Association

Dear Sirs/Madams

Thank you for the opportunity to submit on the proposed variations to the Otago Southland regional land transport plans.

I will restrict myself to our two primary areas of concern, which are the impracticality of the current bus service schedule and route, and our strong support for inclusion of a regular water ferry service from Kelvin Peninsula to become part of the public transport network.

For residents at the far end of the Peninsula, it is a two-hour commitment to catch the two dollar bus into town each way. There are two causes for this – that the service occurs only hourly and that it takes a very circuitous route once over the bridge before reaching the Frankton bus terminal, where everyone must then alight and wait for a connecting bus.

The result is what is basically an unusable service for both residents and visitors who want to go to town, despite us all subsidising the service through our rates.

The current private water taxi service, on the other hand, takes only some 10 minutes – 20 minutes from the Frankton the end of the Peninsula – but it is not affordable as a commuter service.

KPCA would strongly support moves towards getting the water ferry service on the two dollar fare system for locals. We do not believe that local residents should subsidise visitor use of this service, however.

Extension of this service should also take into consideration amenity values such as noise of the boats, hours of service, lighting and appearance of jetties and how to minimise the impact of embarking and disembarking passengers on nearby residents. For this reason, for example, we do not believe that ferry services should be extended far beyond current hours of operation, because of the noise of both the boats and passengers waiting for or leaving them.

If you would like further comment, please do not hesitate to contact me.

Kind regards, Kelvin Peninsula Community Association