

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

Thank you for the opportunity to contribute to this document.

Chairman's Foreword

Hopefully, the 'comparatively low rating population in many areas can be addressed by the new Minister of transport through Regional financial assistance based on need rather than just population ,which was never sustainable under the previous Government.

Page 6 I am very concerned at the lack of funding for road safety, walking and cycling(2015/2018). As locals now experience increased traffic volumes through towns by tourists and large trucks, more immediate attention needs to be paid to their concerns.(See Lumsden) Page 7 Otago has made provision for all(2015-2018)

Page 21 Our Regions: Population - Generally supported, although Lumsden is beginning to experience relocation from Queenstown and Arrowtown by families, so the static situation is already showing signs of change for financial or life-style reasons.

The aging population(particularly the writer) would like the re-instatement of the Southerner to be a priority as an alternative to the increasingly problematical driving experience to and from Christchurch, as well as a low-carbon alternative (even diesel-powered) to expensive flight.

Page 22 Transport network The greatest financial burden on the local population for road maintenance was in part brought about by the previous Government siphoning off a significant portion of regional funds to finance their "Roads of National (Party) Importance".

That , combined with increased tourism, the lack of public transport choices which forces them to use private vehicles, and the arrival of juggernauts as well as the heavy vehicles already servicing the dairy and timber industries, have put increased pressures on the physical road system which has not kept pace with them and has been forced to 'patch and hope' many of our main roads instead of reinforcing them.

* The main trunk line has been a critical transport link since it's inception, and as we noted when the Kaikoura line was compromised by the earthquakes, must be taking an enormous amount of freight of our roads. It does, however, need additional funding to ensure it is ready to increase it's freight tonnages, and reinstate passenger services suitable for needs of locals and tourists.

Electrifying the system is not an option at present as hydro-electricity is not sustainable. This caveat applies to all modes of transport unless solar/wind -powered with battery backup.

Off-road cycle network The jury is still out regarding the Around the Mountains cycle trail, given it's expense and fraught planning procedures.

DoC Roothing Support wholeheartedly the funding of DoC roads by other agencies. Given their importance for tourism it seems counter-intuitive to expect DoC to fund them.I would like to see the roads identified as a priority, and incorporated into the Plan.

Table 4 The time-lines need to be brought forward.

Page 25 A transport System that is safe...30 years is too long. The need is immediate and in cases that I am aware of, for instance in Lumsden, improved signage, solid yellow no-passing signs through small towns, traffic-calming designs, and pedestrian crossings will do much to improve safety at a modest cost, and much cheaper than the social cost of preventable accidents!

4/5 Again, passenger rail, as well as increased rail freight, needs to be a priority to mitigate the environmental effects of our transport system.

2.3 Expands on this, but we need to be pro-active to avoid the predicted oil shocks.

I endorse the comments regarding rail (Page 26) but wish the Plan to change to short-term (by 2021) in line with our Paris Climate Change commitments.

Walking/ Cycling Support general comments

Consultation with pedestrians/cyclists important. Wider shared footpaths could be safer option for less confident cyclists etc. Manners required from cyclists and pedestrians!

Off-street parking needs special care in planning/driver awareness (see Yarrow Street) to ensure pedestrian safety.

Page 29 Addressing current and future demand for access to economic and social opportunities.

Paragraph 4 Restrictions on car-parking - The planned 'rejuvenation' of the Invercargill CBD could neatly subvert this essential public transport mode.

Page 30 A Transport system that is safe - Support objectives - add:

Consult with locals to ensure their concerns are addressed without delay.

Page 16 change emphasis to safety, rather than speed through towns and villages (Lumsden 26 seconds).

Please note: Change speed on gravel roads to reflect safety concerns from 100 kms to appropriate.

Page 32 P2.5 NZTA is example of bureaucratic inertia - see sign - Lumsden Needs local input in decision-making.

Page 28 Stock effluent - where does it go from the effluent station?

Page 33 P2.3 Don't leave it to 'the market' which has been found wanting in so many spheres of human activity. Actively plan for a low-carbon future as provinces, fitting in with the Mayoral Forum pledges following the Paris Climate Summit.

Support policies: 2.16, 2.17, 2.18

Page 34 P.2.25 Add: More people on rail passenger services

P2.24 Support: Present Government appears to realise how important Regional investment funding is to supplement a low-population rating base.

Page 35 Objective 2.4 Support in principle.

Prefer redevelopment of 'brown field' sites to 'ribbon'

development or further encroachment onto land suitable for food production (already an issue). Can be avoided with careful PLANNING and rates which are not punitive on farmers or horticulturists who border town or city boundaries, forcing them to sell to 'developers' to survive.

A low-carbon future (which is now) means it is critical for food production to be close to areas of human settlement. (P 2.29)

Page 36 Swap Primary Policies for Supporting Policies, linking in with coastal shipping.

Page 37 3.2 Visitors - local as well as overseas, need safe, quality travel experiences.

P3.16 Given the stringent requirements for Kiwis to attain their licenses it seems perverse to allow foreign drivers to drive here with little or no experience. Any trade agreement that allows this to happen need to be re-negotiated in case the impression is given that the Government considers the lives of its people less important than the economy.

Tourists need real maps (rather than Google), maps of public toilets, and more public ones including at the Jollies (Five Rivers).

Page 35 (4) Support policies but would rather they were proactive than reactive to oil shortages or price 'spikes'.

Page 39 Generally support policies. Traffic 'calming' designs should be helpful.

Page 42 - 5 and 6 Include effective public consultation -See recent flax spraying in Southland...

Page 44 3.2 Significant projects in Southland

6 Pyramid bridge replacement needs to be two-way (See Rakaia accident).

47 Wilson's Crossing passing lane needs siting....right hand turn off main road to Invercargill at Ryal Bush garage problematical.

Page 55 State Highway 94 - should apply to all southland roads

Page 56 More details helpful (as user I need to know that it will work).

Page 90 Dark Sky Lighting as part of maintenance plan ...For Invercargill/townships/intersections - Low carbon, ecology, gulls, tourism, security...

Page 91 B- 28 SDC Coastal roads erosion strategy ...linked with possible loss of 'fines' from hydro dams (see NIWA report 2017).

I wished to be informed of the date of the Invercargill Hearing.

Yours Sincerely,

Chris Henderson