

Proposed variations to the Otago Southland Regional Land Transport Plans 2015 – 2021
Record of RTCs Hearing Sub-Committees' decisions on submissions and changes to the RLTPs

Held at Balclutha, on Tuesday 1 May 2018

Sorted alphabetically

Record of RTC Hearing Sub-Committees' decisions on submissions and changes to the RLTPs - sorted by topic

Decisions

Forward all submissions concerning Milford Sound and travel to/from there, to the Milford Sound strategy group.

Forward all Queenstown public transport submissions to the Queenstown Multi-agency Transport Governance Group ASAP.

Attach minutes from Queenstown Multi-agency Transport Governance Group to RTC agendas.

Further decisions are set out in the table below.

Note, the numbering of submissions indicates the RC receiving the submission, not the RLTP on which the submission is being made. The RLTP on which the point submission is being made is shown in the "Region" column.

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|-------------------------|---------|----------------|-------------------------|--------------------------------------|--------|---|---|
| Active Wanaka Transport | 025 ORC | Otago projects | Local road improvements | pp 74, 105 | Otago | Requests that work on Ballantyne Road (project 61) either includes a segregated cycleway or allows for an easily implemented cycleway at a future date. Have identified north side of Ballantyne Road as a cycle and walking route from the Airport to Wanaka township. | Note that QLDC is currently investigating this road for safety-led improvements. And advises that it will be necessary to consider the wider network of routes before committing support to additional modes in specific locations. Refer submission to the Queenstown Lakes multi-agency transport group and advice before the RLTP is finalised. |
| Active Wanaka Transport | 025 ORC | Otago projects | Local road improvements | pp 77, 106 | Otago | Asks that work on Mt Aspiring Road (project 69) provides for a segregated cycleway in both directions. Road is dangerous due to lack of shoulder on either side, also compounds parking problem at Mt Roy. | Cr Forbes to advise why this project did not appear in the latest download from TIO. Note that QLDC has been investigating this road for safety-led improvements, and advises that it will be necessary to consider the wider network of routes before committing support to additional modes in specific locations. |

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| Active Wanaka Transport | 025 ORC | Otago projects | Transport planning | p. 94 | Otago | Asks that funding for preparation of the Wanaka integrated transport programme business case (project 18) be brought forward, and the project commenced in 2018, to capitalise on the current community momentum for investing in and embracing active transport. | Note that QLDC is currently investigating how to plan for growth in Wanaka. Note the Wanaka transport planning projects now proposed for inclusion in updated RLTP including integrated PBC and a network plan. |
| Active Wanaka Transport | 025 ORC | Proposed programme | New work requested - other | -- | Otago | Funding for Wanaka urban cycleway. Request \$100,000 funding in 2018 calendar year for completion of specific programme business case for Wanaka's urban cycleway. Earmarked funding for the subsequent completion of Stage 1 of Wanaka's Active Transport network: 2018/19 \$2,000,000 2019/20 \$2,000,000 2020/2021 \$1,500,000 [Submitter has attached maps and supporting documentation re: Active Transport Network Master Plan for Wanaka] | Note the Wanaka transport planning projects now proposed for inclusion in updated RLTP including active transport PBC and network plan. No change to the Proposed Variation. |
| Active Wanaka Transport | 025 ORC | The current situation | Drivers of change | pp 41, 57-58 | Otago | Disappointed that only Queenstown and Dunedin are referenced in the Proposed Variations document as demonstrating a strong groundswell of support for prioritising active transport. Wants to make Wanaka. The region's 'shining star' both in active transport and in the uptake of new technologies. Wanaka is growing faster than anywhere else in the region. Gridlock is projected. Forward planning is required. Cycling is a key mode of travel that can address these challenges. Immediate action is required. | Include, in the RLTP <i>Drivers of Change</i> section, reference to Wanaka as being part of the strong groundswell of support for prioritising active transport. |

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| Adrian Braaksma | 032 ORC | Proposed programme | Cycling / trails | - | Otago | <p>Would like to see a clip-on bridge over Upukerora River for cyclists as well as a trail out to Sinclair Rd.</p> <p>Milford Road is too busy and there is no shoulder on the road, not safe for children. Would like a trail out to Sinclair Rd and to the Perenuka Bike Park.</p> | <p>The final RLTP should put the same level of emphasis on cycling route and trail opportunities in Southland as in the Queenstown and Dunedin, while noting that AOs need to submit projects for consideration by NZTA as co-funder.</p> <p>Note that the multi-agency governance group Ride South is preparing an overall strategy and business case for cycling facilities in Southland, which should lead to AOs preparing detailed business cases for individual facilities.</p> <p>Advise the submitter that, for a cycleway project to be included in the RLTP, a TA needs to propose it.</p> |
| Alex Crackett, Ride Southland | 012 ES | Strategy | Opportunities that RTCs intend to pursue | pp 55-58 | Both | <p>Would like their programme and strategy to be included in the plan and any cycling related projects to be highlighted and given priority. Requests an addition to the section "The opportunity to create a network of cycle rides" acknowledging the formation of the Ride Southland Governance Group and its Vision Statement: "To provide quality safe cycling infrastructure and increase cycling participation so that the people of Southland will gain in health, quality of life and appreciative use of their outstanding natural environment".</p> | <p>Include this acknowledgement in the final RLTP, section 3.4.</p> <p>The final RLTP should put the same level of emphasis on cycling route and trail opportunities in Southland as in the Queenstown and Dunedin, while noting that AOs need to submit projects for consideration by NZTA as co-funder.</p> <p>Note that the multi-agency governance group Ride South is preparing an overall strategy and business case for cycling facilities in Southland, which should lead to AOs preparing detailed business cases for individual facilities.</p> <p>Ask the Ride Southland group to engage with the RTCs and TAG, as the RTCs refine their strategy over the next three years.</p> |

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| Alexandra Macmillan | 037 ORC | General | Consultation and communication | -- | Both | Asks the RTCs to work in close partnership with the Southern DHB and Otago University as major social leading regional employers and creators of transport demand, especially around the DHB's aspirations for transport in the Dunedin hospital rebuild. | Refer to the Connecting Dunedin group as the appropriate group to consider the transport demand created by these two organisations and to work with the DHB's aspirations for transport in the Dunedin hospital rebuild. No change to Proposed Variations. |
| Alexandra Macmillan | 037 ORC | General | The RLTP variations process | p. 3, 26 | Both | Asks the RTCs to await the updated GPS before finalising this revision of the RLTP. Does not consider the proposed variations are in keeping with the directions signalled late last year by the Minister. | Note that the new timeline proposed for completing the review/variation of the RLTPs has allowed the Hearing Sub-Committee to consider the engagement draft of the new GPS when it deliberated/ made recommendation on these submissions. Update the timeline in Figure 3 in the final RLTP. |
| Alexandra Macmillan | 037 ORC | Governance and representation | RTC membership | -- | Both | Suggests that a wider range of expertise is needed to address the challenges facing us, and that this requires reconfiguring the RTCs and also ORC's transport planning and implementation teams. Asks that the combined RTCs be reconfigured to enable the representation needed to address the failure of governance demonstrated by Problem Statement 1 in the Proposed Variations; suggests this includes representation of a range of important stakeholders in keeping with the Treaty of Waitangi. | That the RTCs engage widely over the next three years, to develop strategy to address issues such as climate change and emissions reduction, and the effect of transport on health and wellbeing. No change to Proposed Variations. |
| Alexandra Macmillan | 037 ORC | Introduction & summary | Overall projected expenditure | -- (the draft does not summarise expenditure by activity class) | Both | Asks the RTCs to re-balance the proposed transport investment in the RLTPs, by spending a larger proportion (more than 50%) of the RLTP budget on public and active transport investments (in response to signals in the Minister's late December letter). | Note that the final proposed RLTP expenditure depends on what projects and expenditure each AO proposes - including any changes that AOs seek, before the RTCs finalise the RLTP variations (e.g. as AOs finalise their LTPs.) Note, Jane Turnbull will talk to Alex about the RLTP process. |

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| Alexandra Macmillan | 037 ORC | Introduction & summary | Overall projected expenditure level | -- (the draft does not summarise expenditure by activity class) | Both | Suggests the RLTPs have chronically under-invested in public transport and requests the RTCs urgently address this. | Refer to ORC public transport planning and to Connecting Dunedin and Queenstown Lakes multi-agency transport group for consideration. No change to Proposed Variations. |
| Alexandra Macmillan | 037 ORC | Introduction & summary | Overall projected expenditure level | -- | Both | Submits that it would be helpful to report on the total expenditure by activity class. | Show, in the final RLTP, the total expenditure by activity class: i.e. Tables 2 and 3 do this. |
| Alexandra Macmillan | 037 ORC | Otago projects | Public transport | pp 66, 71, 98-99 | Otago | Asks that the Dunedin school bus debacle caused by the recent "public transport improvements" be fixed. Suggests that changes to school bus services have led to a serious infringement of the right of all children to access their local school in a healthy and affordable manner. | Refer to ORC public transport planning and to the Connecting Dunedin group. Change the RLTP policy on mode choice to clarify the role of public transport, to support growth in public transport patronage and to highlight the need to consider the end to end journey requirements of those using the transport network: see recommendation at the end of this document. |
| Alexandra Macmillan | 037 ORC | Proposed programme | New work requested - other | p. 63 | Otago | Request that in considering future plans for SH88, the RTCs ensure that access to the walking and cycling shared path is improved and the Port's strategic plan to move all freight to rail is accounted for. | Refer to Connecting Dunedin group for consideration. No change to Proposed Variations. |
| Alexandra Macmillan | 037 ORC | Strategy | Drivers of Change | pp 33-41 | Both | Reword the final RLTPs to include electric bike technology, and autonomous vehicle and electric public transport technologies in the consideration of future technologies as these will have greater benefits for health and fairness, as well as creating greater transport efficiencies than electric private vehicles. | Reword the <i>Drivers of Change</i> section of the final RLTPs to include reference to electric bike technology, and autonomous vehicle and electric public transport technologies in the consideration of future technologies. |

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| Alexandra Macmillan | 037 ORC | Strategy | Longterm goal and results etc | pp 50-52, 138 | Both | Suggests there is a failure of leadership around how transport can redirect where people live to maximise value for money and minimise environmental and health impacts of transport and landuse infrastructure, as well as ensuring the viability of high quality public transport. Suggests that the RTCs need to play a part in shaping future growth. Asks the RTCs to take a more integrated, visioning and backcasting method to landuse and transport planning that recognises the role that transport investments play in shaping population growth, land use and where that happen, and future value for money of transport investments. | Add to the RLTP, as a policy, the need to recognise that urban form and landuse patterns influence the effectiveness and efficiency of transport and health; this policy to provide guidance to RMA work and to business case preparation. Note that the Queenstown multi-agency transport group and the Connecting Dunedin group are playing a role in shaping growth; support and inform this work through closer liaison. |
| Alexandra Macmillan | 037 ORC | Strategy | Longterm goal and results etc | pp 50-52, 138 | Both | Asks the RTCs to put at the heart of the RLTP, population wellbeing and fairness, including the rights of all sectors to affordably access education, jobs and health services, and opportunities for high quality of life to attract high value residents, tourists and businesses. | Amend intended longterm result R7 (on pp 50-51 and the diagram in Appendix 4) to read "Enhanced community resilience, health and wellbeing". |
| Alexandra Macmillan | 037 ORC | Strategy | Longterm goal and results etc | pp 41, 50-52 | Both | Suggests that the RTCs are negligent in ignoring the existing and impending strategic and legislative imperatives to address climate pollution from the transport sector. Asks the RTCs to urgently address the absence of strategic planning required to meet our obligations under the Agreement by including healthy, equitable solutions to transport climate pollution, with a target of zero carbon transport system by 2050 that is also resilient to climate impacts | As a way of starting this strategic conversation, ask DCC – after its concludes its present consultation on potential citywide greenhouse gas emissions reduction targets – to discuss with the RTCs, the Global Covenant of Mayors for Climate and Energy, focusing on the potential implications for transport. Jane Turnbull to contact Bill Frewen at DCC to see where it is at on this matter. |

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| Alexandra Macmillan | 037 ORC | Strategy | Opportunities that the RTCs intend to pursue | p. 53 | Both | Asks the RTCs to improve and protect health and wellbeing through investment in the freight network that prioritises expanding and electrifying the rail network, followed by enabling greater coastal shipping. Asks the RTCs to partner with central government and KiwiRail to ensure there is a shift from road freight to an improved, electrified freight network. | Note that the potential for freight mode shift is part of a South Island RTC Chairs project (which is about to commence). No change to Proposed Variations. |
| Alexandra Macmillan | 037 ORC | The current situation | Key problems | pp 42-49 | Both | Asks for the RLTP's articulation of key problems to be reconfigured to reflect the real issues of urgency. Asks that for problem statement 2, road traffic injuries by mode be included. Submits that there is a need to recognise the resilience benefits of providing for a range of modes, especially active transport. | No change to Proposed Variations The three problem statements, have been widely consulted on and this is the only stakeholder / submitter requesting a change. In the final RLTP, recognise the opportunity to reduce the rates of road trauma by shifting motor vehicle trips to safer modes and recognise the resilience benefits of providing for a range of modes, especially public and active transport. |
| Alexandra Macmillan | 037 ORC | The current situation | Key problems | pp 42-49 | Both | Suggests that the RLTP should acknowledge the role that mode share plays in road traffic injury, report injury rates rather than crude numbers and plan to reduce injuries through mode shift | Include this acknowledgement in the final RLTP. |
| Alyson Hutton | 035 ORC | Otago projects | Public transport | pp 67, 71-72, 98-100 | Otago | Would like a direct bus services between Arrowtown and Queenstown, which fits in with school starting and ending times on weekdays. | Refer submission to the Queenstown Lakes multi-agency transport group. Change the RLTP policy on mode choice to clarify the role of public transport, to support growth in public transport patronage and to highlight the need to consider the end to end journey requirements of those using the transport network: see recommendation at the end of this document. |

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| Amy Wilson-White | 011 ORC | Otago projects | Public transport | pp 71, 99 | Otago | Considers the Arrowtown bus service takes too long; would take the Arrowtown bus to work in Queenstown if it utilised Malaghans Rd. Believes a peak-time Arrowtown express service would be well patronised. | Note we are only at the first stage of bus service improvements and more are planned. Refer submission to ORC public transport planning and to the Queenstown Lakes multi-agency transport technical group. Change the RLTP policy on mode choice to clarify the role of public transport, to support growth in public transport patronage and to highlight the need to consider the end to end journey requirements of those using the transport network: see recommendation at the end of this document. |
| Arne Gawn LATE | 036 ORC | Proposed programme | New safety work requested | -- | Otago | Would like the start of the Dublin Bay road in Wanaka that is unsealed to be sealed, as it and can get extremely corrugated in the dryer months. | Refer submission to QLDC. No change to the Proposed Variation unless QLDC requests it. |
| Belinda Holdsworth | 022 ORC | General | Matters beyond the scope of the plan | pp 66, 71, 98-99 | Otago | Suggests it would be good if the public as well as the potential contractors knew what the key performance indicators are, what the penalties are and that they are applied in every case, i.e. the amount of the fine: <ul style="list-style-type: none"> – for when a bus is late or leaves early by more than x mins – for when a bus does not turn up at all – for if bus or the driver needs to be replaced on route. This will help attract realistic bids to manage the service, and thus would help ensure an efficient and effective, reduces traffic congestion and pollution does its bit to minimise climate change. | Refer to ORC public transport planning and to the Connecting Dunedin group. No change to Proposed Variations. |

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| Belinda Holdsworth | 022 ORC | Otago projects | Public transport | pp 66, 71, 98-99 | Otago | Points out recent changes to the route and timetable for the Portobello (Dunedin) bus service have made it difficult for those university staff and students finishing at 5pm to catch it home. Numbers of university staff and students using this service have declined. | Refer to ORC public transport planning and to the Connecting Dunedin group. Change the RLTP policy on mode choice to clarify the role of public transport, to support growth in public transport patronage and to highlight the need to consider the end to end journey requirements of those using the transport network: see recommendation at the end of this document. |
| Ben Wilson | 005 ORC | Proposed programme | New safety work requested | -- | Otago | Concerned about the state of the south end of Dublin Bay: 500m that remains unsealed creates a safety issue. | Refer submission to QLDC. No change to the Proposed Variation unless QLDC requests it. |
| Cath Gilmore | 038 ORC | Introduction and summary | Overall expenditure | p. 20 | | The budget forecast, suggests a very heavy load on QLDC ratepayers, particularly from 2020. For four of these five years, the amount to be funded by QLDC ratepayers is greater than the total cost facing all of Dunedin city - and would be more than double. in 2022. Submits that this is not viable without substantial central government support. Presumes these cost estimates do not include rebuild of a community venue in downtown Queenstown if the Queenstown Memorial Centre is demolished; suggests that in order for this to be an honest appraisal, the costs of that project must be included. Alternatively, change the alignment and save that cost. | Note that QLDC advises that it aware of this issue and has assumed significant NZTA assistance. It advises that QLDC's share of the \$309k is \$149k (48%) which will be loan funded & recovered over time by parking revenue (\$46m); development contributions (\$34m) & rates (\$70m). QLDC's draft LTP demonstrates that this work can be financed through QLDC borrowing and rates increases. No change to the Proposed Variations. |

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| Cath Gilmore | 038 ORC | Otago projects | Local road improvements | pp 74 and 105 | Otago | Suggests that those SHA developers profiting from expedited consent for the projects need to contribute to the HIF project for Ladies Mile as required under the normal resource consent process for others that increase the demand for roading; similarly the HIF project for Quail Rise. Submits that the considerable uplift in value of this land justifies contribution by those that so profit, rather than further loading of costs on to the ratepayer and taxpayer base. | Refer to Queenstown Lakes multi-agency Transport Group for consideration. No change to Proposed Variations. |
| Cath Gilmore | 038 ORC | Otago projects | Public transport | p. 72 and 106 | Otago | Supports the Wakatipu further small ferry services project. Points out that this is required for Kelvin Peninsula because their bus service takes too long and the timetable is too inconvenient. | Note submission: it supports the proposed project 39 (which is proposed priority 1). Refer bus service issue to Queenstown Lakes multi-agency Transport Group for consideration. Change the RLTP policy on mode choice to clarify the role of public transport, to support growth in public transport patronage and to highlight the need to consider the end to end journey requirements of those using the transport network: see recommendation at the end of this document. |

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| Cath Gilmore | 038 ORC | Otago projects | Public transport | pp 67, 71-72, 98-100 | Otago | The current bus service for Kelvin Peninsula is very inconvenient. The schedule (hourly) and route (via Remarkables Park etcetera) mean that anyone from the far end of Peninsula who starts work at 9 AM would need to leave home at 7 AM. This time requirement remains so through the day. Comments that no amount of \$2 fare and free WiFi is going to make spending four hours in public transport transit worthwhile. The result is that few Kelvin Peninsula people will use the bus service, which then will no doubt make the service even less frequent and therefore less useful. | Note we are only at the first stage of bus service improvements and more are planned. Refer to Queenstown Lakes multi-agency Transport Group for consideration. Change the RLTP policy on mode choice to clarify the role of public transport, to support growth in public transport patronage and to highlight the need to consider the end to end journey requirements of those using the transport network: see recommendation at the end of this document. |
| Cath Gilmore | 038 ORC | Otago projects | Public transport | pp 67, 71-72, 98-100 | Otago | Supports Project number 43, Water taxi service/ ferry network (Queenstown). Suggests the Council listens to people's concerns about a jetty proposal (which did not happen in the recent commercial case). The Council does not need to build the jetty itself, unless it is a revenue-earner long term. | Note submission: it supports the proposed project 43 (which is proposed priority 1). No change to Proposed Variations. |
| Cath Gilmore | 038 ORC | Otago projects | Public transport | pp 72, 100 | Otago | Re Wakatipu Public Transport Further Small Ferry Service (project 39), submits that it would make sense to plan to link this to the ferry service that will no doubt be in Remarkable Park's plans, but not to wait for that to eventuate. Perhaps better to work with the existing ferry service to subsidise something that already partly works, as was done with Ritchies. | Refer to Queenstown Lakes multi-agency Transport Group for consideration. No change to Proposed Variations |

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| Cath Gilmore | 038 ORC | Otago projects | Public transport | pp 73, 100 | Otago | Supports Park and Ride Transport Services (Project 42); agrees with Arrow Junction and Jack's Point locations, and suggests one should perhaps also be somewhere near Shotover Bridge. | Note submission: it supports the proposed project 42 (which is proposed priority 1). Add a policy to the final RLTP stating: "Provide park and ride facilities if needed to help optimise the transport network and/or increase public transport patronage." See recommendation at the end of this document. Refer submission to Queenstown Lakes multi-agency Transport Group for consideration. |
| Cath Gilmore | 038 ORC | Otago projects | Queenstown generally | For PT = pp 67, 71-72, 98-100 | Otago | Supports the programme of Priority One projects for Queenstown on page 65, especially expanding the water taxi to a full ferry service for Kelvin Peninsula. Pleased to see the increase in emphasis on public transport for Queenstown. | Note support for the integrated programme of improvements for Queenstown. Change the RLTP policy on mode choice to clarify the role of public transport, to support growth in public transport patronage and to highlight the need to consider the end to end journey requirements of those using the transport network: see recommendation at the end of this document. |

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| Cath Gilmore | 038 ORC | Otago projects | State highway and local road improvements | pp 70, 75, 106, 109 | Otago | Submits that the Queenstown town centre arterial (project # 70 and 82) should be realigned so that it does not incur the cost of building a new town centre community venue. This would add an unnecessary \$50 million or so to council's town centre plan. The place for a larger community/performance venue will be out at Frankton, as part of a commercial venture, thus subsidised by business not just the community. Questions the need to demolish Queenstown Memorial Centre to create the town centre arterial road. Suggests it would be just as good a solution to cantilever the road to the left, over Horne Creek where there is currently no building, to save the town the cost of replacing the town centre community venue. | Note that the actual route of the arterial has yet to be confirmed. QLDC advises that consideration of the route is part of an extensive business case investigation; the option of, and financial implications of, building a new town centre community venue are being evaluated as part of this business case Refer to Queenstown Lakes multi-agency Transport Group for consideration. |
| Cath Gilmore | 038 ORC | Otago projects | State highway improvements | pp 69, 108 | Otago | Thinks that the upgrade of the Howard Drive roundabout was part of the resource consent requirement for Shotover Country once it reached a certain threshold anyway and submits that ratepayers should not be pinged for this [refers to Ladies Mile Corridor improvements]. | Ask QLDC and/or NZTA to advise the submitter directly on this matter. |
| Cath Gilmore | 038 ORC | Otago projects | State highway improvements | pp 70, 110, 129 | | Re proposed SH6A corridor improvements, the submitter is unsure what these might be, as no detail provided, but hopes they include turning the currently-hashed areas that just provide road width but are otherwise no practical use into something useful. This could help both reduce road congestion and road rage, as people can quickly whip past people doing 30 to 40 kph in a 70 kph zone. | Note submission: it refers to Project 83, which is proposed as a Priority 1 project. No change to the Proposed Variations. Refer the suggestion to NZTA. |

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| Cath Gilmore | 038 ORC | Otago projects | Walking and cycling | pp 55-58, 69, 98 | Otago | <p>Suggests that the park and ride concept should also allow people to park and bike in rather than bus or ferry.</p> <p>Submits that park-and-ride facilities need not be located adjacent to new areas of residential development to be useful; being central to outlying and existing areas would also be useful, then people can drive to that and park. Suggests that what is needed is a shelter, good pedestrian/cycle access to it and a regular, reliable bus service.</p> | <p>Add a policy to the final RLTP stating: "Provide park and ride facilities if needed to help optimise the transport network and/or increase public transport patronage." See recommendation at the end of this document.</p> <p>Refer submission to Queenstown Lakes multi-agency Transport Group for consideration.</p> |
| Cath Gilmore | 038 ORC | Otago projects | Walking and cycling | pp 72, 97 | Otago | <p>Likes the concept of pedestrianising the town centre (Project # 30) and trusts that the plan will include night-time access for freight etcetera to appease business people. Should also include provision for cyclists to use these routes if no other specific cycleway is provided.</p> | <p>Refer to Queenstown Lakes multi-agency Transport Group for consideration.</p> <p>No change to Proposed Variations.</p> |
| Cath Gilmore | 038 ORC | Otago projects | Walking and cycling | pp 73, 97 | Otago | <p>Agrees with the Wakatipu active travel network plan (project # 31) but questions the need for a cycle hire scheme and showers to be provided at ratepayer cost. A business case to prove the viability of such a hire scheme for a community of our size should first be required. There are lots of commercial businesses hiring bikes. Showers are a business cost, not community cost. Suggests that both of these should be considered a "nice to have", not a "need to have" for a community of our rate base.</p> | <p>QLDC advises that due to the healthy competitive market for rentals, there is no need for a Council-provided cycle hire scheme.</p> |

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| Cath Gilmore | 038 ORC | Otago projects | Walking and cycling | p. 96 | Otago | Upgrade of Frankton Track: assuming the upgrade means seal and lighting, it makes sense to get people off the road and safe. Considering our population, it also opens the option of using this for skateboards, rollerblades and wheelchair users. It is important, however, to keep the Lakeside trees to act as both sun and westerly wind shelter. And to keep some ambience (so please just don't make it a straight strip of asphalt!) | Note QLDC's intention to consider this upgrade in the network plan that is being developed. Refer to Queenstown Lakes multi-agency Transport Group for consideration. No change to Proposed Variations. |
| Cath Gilmore | 038 ORC | Proposed programme | New work requested - other | pp 46-48 | Otago | Agrees that resilience is a key for Queenstown Lakes and Central Otago. Points out that AF8 could well disrupt most of our access and lifelines. Suggests two things that could help: <ul style="list-style-type: none"> – Designing the cycle connection route through Kawarau Gorge that is now being planned is designed as a potential backup route for four-wheel-drive, motorbikes and cycles (and pedestrians), should we lose the highway, – Civil Defence groups within the region should be networked by emergency radio, as we are unlikely to be at the top of cell phone tower repair lists. | Note support for the focus on resilience. Refer to Queenstown Lakes multi-agency Transport Group for consideration. Refer to those CDEM group staff planning for emergencies. No change to Proposed Variations. |
| Cath Gilmore | 038 ORC | Strategy | Opportunities that the RTCs intend to pursue | p. 53 | Otago | Supports getting more freight going to rail and coastal networks and off the roads; more coordination across the South Island; more dispersal of tourism benefits, and creation of the cycle network, and in particular, the identified initial priorities. | Note support for the focus on resilience. No change to Proposed Variations. |

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| Cath Gilmore | 038 ORC | Strategy | Opportunities that the RTCs intend to pursue | p. 58 | Otago | Submits that Figure 7 showing Queenstown's proposed town centre cycleway needs to include a north-south linkage between the blue and green routes for cyclists e.g. on Beach Street. Submits that to not have any way of accessing the actual town centre as part of the town centre cycle network makes no sense and would not encourage people to bike to work/ shop/ recreate in town. | QLDC advises that this matter is being addressed as part of the master planning and most CBD areas are envisaged as being shared surfaces (although Figure 7 does not show this detail). No change to Proposed Variations. |
| Christine Henderson | 009 ES | General | General request for change | p. 39 | Both | DoC Roading - 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. Would like to see the roads identified as a priority, and incorporated into the Plan. | Note submission. Incorporate into the plan (p. 30), mention of any further DoC roads seen as being of key importance. |
| Christine Henderson | 009 ES | Proposed programme | New safety work requested | - | Both | Very concerned at lack of funding for road safety, walking and cycling (2015/2018). Locals experience increased traffic volumes through towns by tourists and large trucks, more immediate attention needs to be paid to their concerns. | Note that the final proposed RLTP expenditure depends on what projects and expenditure each AO proposes - including any changes that AOs seek, before the RTCs finalise the RLTP variations (e.g. as AOs finalise their LTPs.) |

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| Christine Henderson | 009 ES | Proposed programme | New safety works requested | - | Both | <p>Need a safe transport system immediately. 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.</p> <p>Wider shared footpaths could be safer option for less confident cyclists etc.</p> <p>Off-street parking needs special care in planning/driver awareness (see Yarrow Street, Invercargill) to ensure pedestrian safety.</p> | <p>Refer submission to SDC for consideration in their Long-Term Plan development.</p> <p>No change to Proposed Variations.</p> |
| Christine Henderson | 009 ES | Proposed programme | New safety works requested | - | Both | <p>Change speed on gravel roads, to reflect safety concerns, from 100 kph to an appropriate speed limit.</p> | <p>Note submission and refer to Southern Road Safety Influencing Group for consideration of how/ when to implement the new speed management approach in light of the current focus in southern NZ on the <i>Any Number is too Many</i> project that is designed to promote community responsibility for reducing road trauma.</p> <p>No change to Proposed Variations.</p> |
| Christine Henderson | 009 ES | Proposed programme | New work requested on/for visiting drivers | - | Both | <p>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. Tourists need real maps (rather than Google), maps of public toilets, and more public ones including at the Jollies (Five Rivers).</p> | <p>Refer to NZTA for consideration for longer-term funding for those safety initiatives that specifically target visiting drivers.</p> <p>No change to Proposed Variations.</p> |

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| Christine Henderson | 009 ES | Proposed programme | Other- rail | - | Both | The main trunk line has been a critical transport link since its inception. Needs additional funding to ensure it is ready for increasing freight tonnages. Asks for reinstated passenger services suitable for needs of locals and tourists. Re-instate the Southerner as a priority and alternative to the increasingly problematical driving experience to and from Christchurch, as well as a low-carbon alternative (even diesel-powered) to expensive flight. | Note submission. Refer submitter to the GPS and Govt. intention to prepare GPS2. |
| Christine Henderson | 009 ES | Southland projects | Changes to Southland projects in the present RTLP | p. 116 | Southland | Submits that the Pyramid Bridge replacement needs to be two-way: Appendix 1: Table 13. | Note that the business case for replacing the bridge is currently in progress, final decisions have not been made nor agreement yet reached with NZTA. No change to Proposed Variations. |
| Christine Henderson | 009 ES | Southland projects | Changes to Southland projects in the present RTLP | p. 119 | Southland | Submits that Wilsons Crossing passing lane needs siting - right hand turn off main road to Invercargill at Ryal Bush garage problematical: Appendix 1: Table 13. | Note that NZTA have re-prioritised this project so it is now further into the future than the 2018-21 State Highway Investment Proposal. Not an immediate priority. No change to the Proposed Variation. |
| Christine Henderson | 009 ES | Strategy | Opportunities that the RTCs intend to pursue | <i>Cycle trails/ rides = pp 55-58-</i> | Southland | Off-road cycle network: the jury is still out regarding the Around the Mountains cycle trail, given its expense and fraught planning procedures. | The final RLTP should put the same level of emphasis on cycling route and trail opportunities in Southland as in the Queenstown and Dunedin, while noting that AOs need to submit projects for consideration by NZTA as co-funder. Add the completion of the Around the Mountain trail to the list of cycleway priorities in the front-end of the updated RLTP. |

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| Christine Henderson | 009 ES | The current situation | Drivers of change | pp 33-41 | Both | Our Regions: Population. Lumsden is beginning to experience relocation from Queenstown and Arrowtown so static situation is showing signs of change for financial or life-style reasons. | Note submission. No change to Proposed Variations. Thank the submitter for their observations. |
| Christine Henderson | 009 ES | The current situation | Key problems | Pp 42-49 | Both | Increased tourism, lack of public transport choices, heavy vehicles servicing the dairy and timber industries, have put increased pressures on the physical road system, forced to 'patch and hope' many main roads instead of reinforcing them. | Refer submission to TAG for advice on whether changes in maintenance and renewals is evidence that this is either unsafe or inefficient. |
| Daniel Windwood | 013 ORC | Introduction & summary | Overall projected expenditure level for Otago and Southland | p 53 | Both | While the document recognises the need to achieve modal shift to meet NZ's climate change responsibilities, the budget is not sufficient to deliver on this. Potential opportunities are missed including reintroduction of a passenger train service between Christchurch and Invercargill, funding support for Port Otago to shift its container and timber traffic onto an alternative mode such as rail, and better cycling and public transport. | Ask TAG to focus, during early preparation of the next RLTP, on ways to achieve further mode shift as identified in the Opportunities section of the proposed Variations document (p. 53), and to report back and discuss with the RTCs. No change to the Proposed Variation. Note 65% of Port Otago's freight is by rail. Note, Jane Turnbull to tell submitter about the SI RTC Chairs Group's work. |

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| Daniel Windwood | 013 ORC | Otago projects | Public transport | pp 71, 99 | Otago | Seeks better, more convenient bus services to Queenstown Lakes area from nearby towns and cities, linking into the local Wakatipu Basin services. | Note we are only at the first stage of bus service improvements and more are planned. Ensure there is a reference in the RLTP to the need for public passenger services between towns in Otago and Southland. Refer submission to the Queenstown Lakes multi-agency transport technical group. Change the RLTP policy on mode choice to clarify the role of public transport, to support growth in public transport patronage and to highlight the need to consider the end to end journey requirements of those using the transport network: see recommendation at the end of this document. |
| Daniel Windwood | 013 ORC | Otago projects | Public transport | pp 66, 71, 98-99 | Otago | Points out that while recent timetable improvements for Dunedin bus services are positive, there are still several outstanding issues: lack of access to information outside the helpline's 9am to 5pm period; variable standard of customer service from drivers, including towards cyclists and some buses running early. Asks that the Dunedin-Palmerston bus be extended to weekends. | Note and refer submission to ORC public transport planning and to the Connecting Dunedin group. Change the RLTP policy on mode choice to clarify the role of public transport, to support growth in public transport patronage and to highlight the need to consider the end to end journey requirements of those using the transport network: see recommendation at the end of this document. |
| Daniel Windwood | 013 ORC | Proposed programme | Cycling / trails | pp 53-58 | Both | Considers the document does not fully appreciate the tourism potential for cycling. Requests more cycling facilities including upgrades of the Caversham and Wingatui tunnels for cycling, a cycle-friendly bridge over the Taieri river north of Allanton and a link from Outram to Pukerangi (on a paper road). | Note and refer submission to the Connecting Dunedin group for discussion with the RTCs. No change to the Proposed Variation. |

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| Doug Davidson, AA Southland District Council | 007 ORC | Introduction and summary | Chairmen's foreword | pp 1-3 | Both | Supports the collaborative approach between Otago and Southland, the recognition that journeys do not stop at administrative boundaries, and the acknowledgment that the prosperity of our regions depends on good quality infrastructure and services. | Note the support for the text of the foreword. No change to the Proposed Variation. |
| Doug Davidson, AA Southland District Council | 007 ORC | Proposed programme | New work requested on/for visiting drivers | pp 119, 129 | Both | Concerned that funding of the Visiting Driver Signature Project will not extend beyond this year. | Note that NZTA are proposing to extend the committed project into 2018/19 in both Otago and Southland. |
| Doug Davidson, AA Southland District Council | 007 ORC | Proposed programme | Projects that the RTCs would like to see in future RLTPs | p. 114 | Southland | Asks that two more resilience projects added to the list of those the RTCs want to see developed in future RLTPs: - Riverton one lane bridge - SH1 between Bluff and Invercargill. | Ask TAG to investigate and advise whether these two projects should be added to the list of those projects the RTCs want to see developed in future RLTPs. |
| Doug Davidson, AA Southland District Council | 007 ORC | Southland projects | State highway improvements | pp 85-87 | Southland | Would like to see more clarity around the proposed projects in the Low cost, low risk category (Table G), so that progress and results can be tracked. Particularly: - Invercargill - Moto Rimu Rd safety improvements - Longbush - Invercargill safety improvements - Mataura intersection improvements. | Note the national [regional and unitary council's] Transport Signature Group is discussing this matter with NZTA. Confirm the previous request to TAG to devise a way of giving the RTC more clarity over Low cost, low risk category, so that progress and results can be tracked. No change to the Proposed Variation. |
| Doug Davidson, AA Southland District Council | 007 ORC | Strategy | Longterm goal and results Land transport policies | pp 50-52; 59-60; 137-141 | Both | Pleased to see concise objectives and policies and intention to monitor the results of RLTP investment. | Note submission's support for these statements. No change to the Proposed Variation. |
| Doug Davidson, AA Southland District Council | 007 ORC | Strategy | RTCs' proposed advocacy programme | p. 61 | Both | Supports the proposed advocacy programme, especially that concerned with the minimisation of road trauma; and the provision for mode choice and integration of modes. | Note submission's support for these statements. No change to the Proposed Variation. |

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| Doug Davidson, AA Southland District Council | 007 ORC | The current situation | Characteristics of our economy and transport network | p. 31 | Southland | Would like to see further commentary on the RLTP about how the variable levels of service provided by tourist roads in Southland will be addressed in future. | Note that the South Island RTC chairs groups (through the officials group) are developing a tourism and transport project; one of the results of this project will be the identification of what fit-for-purpose tourist routes, that enhance visitor experience and safety, would look like. The results of this project will provide guidance about improvements to tourist routes in both Southland and Otago. No change to Proposed Variations. |
| Doug Davidson, AA Southland District Council | 007 ORC | The current situation | Key problems facing the transport system | pp 42-49 | Both | Considers the three problem statements identified in the RLTPs accurately reflect the issues facing the two regions. | Note submission's support for these statements. No change to the Proposed Variation. |
| Doug Davidson, AA Southland District Council | 007 ORC | The current situation | The key problems facing the transport system | pp 48-49 | Both | Asks that two problems added to the list of problems faced on the state highways in Otago Southland: (1) dead flax killed by spraying needs to be removed; and (2) surface texture issues including small repairs, temporary fixes and flush seals need to be addressed e.g. on SH99. | Note that NZTA advises that flax removal is currently underway on the Otago Southland state highway network. NZTA also advises that various surfacing issues mentioned are an operational matter which are being addressed through routine maintenance. No change to Proposed Variations. |
| Dunedin Pedestrian Action Network | 028 ORC | Governance and representation | | -- | Both | Submits that a pedestrian perspective could make a powerful contribution to the three problems facing the transport system today. The Pedestrian Action Network are ready and willing to provide input on matters the RTCs deal with. Suggests that recognising the contextual, practical and social differences between walking and cycling, and acknowledging the significance of other popular modes of active transport will go a long way towards meeting the challenges posed by the three key problems. | Ask the Pedestrian Action Network to engage with the RTCs and TAG, as the RTCs refine their strategy over the next three years No change to Proposed Variations. |

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| Dunedin Pedestrian Action Network | 028 ORC | Strategy | Walking | <i>Key problems = pp 42-49</i> | Both | Asks the RTCs to prioritise pedestrian safety. Points out that prioritising pedestrian safety through safety and improvements to public transport is a great way to facilitate the future-proofing required to address the mobility user demands of our aging population, to improve transport safety and to reduce the climate-related risks arising from excessive fossil fuel consumption. Submits that pedestrians need separate footpaths and walkways. Shared paths are dangerous and unpleasant places for the elderly and disabled pedestrians and a source of conflict between cyclists and pedestrians. | Add new policy to the RLTP, recognising the need to prioritise pedestrian safety. Refer the issue of pedestrian safety to TAG to address in the strategy and programme for the next RLTP. |
| Dunedin Pedestrian Action Network | 028 ORC | Strategy | Walking | -- | Both | Submits that we need to cherish and beautify our footpaths and parks as important safe, and democratic public spaces where people of all cultures, religions and walks of life can mix and mingle and enjoy being out in a genuinely inclusive society. | Add statement to this effect to the RLTP section on the appropriate role of each mode (the walking and cycling sub-section) |
| Generation Zero | 033 ORC | Governance and representation | | -- | Otago | Believes ORC should prioritise a solution to the disconnect between public transport service delivery and infrastructure decisions and amongst transport infrastructure, spatial planning and the Dunedin CBD in respect of public transport. Suggests that creating a joint committee on public transport would rectify most of the issues, alternatively suggests lobbying central government to allow transfer of ORC's public transport responsibilities to the Dunedin City Council. | Refer to ORC public transport planning and to the Connecting Dunedin group. No change to Proposed Variations. |

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| Generation Zero | 033 ORC | Otago projects | Public transport | pp 66, 71, 98-99 | Otago | Supports the proposed Public Transport Infrastructure Improvements (Dunedin) and Public Transport Programme of Improvements proposed in the RLTP review. | Note submission: it supports the proposed projects 34, 35 and 37 (which are proposed priority 1). Tell the submitter about the intended change the RLTP policy on mode choice to clarify the role of public transport, to support growth in public transport patronage and to highlight the need to consider the end to end journey requirements of those using the transport network: see recommendation at the end of this document. |
| Generation Zero | 033 ORC | Otago projects | Public transport | pp 66, 71, 98-99 | Otago | Implores ORC to learn from the successes of the improvements to Queenstown's public transport network, including the introduction of a \$2 flat fare, and apply this lesson to Dunedin | Refer to ORC public transport planning and to the Connecting Dunedin group for consideration of the \$2 fare idea. No change to Proposed Variations. |
| Generation Zero | 033 ORC | Otago projects | Walking and cycling | pp 66-67, 96-97 | Otago | Submits that cycling is a viable and premium form of transport which is not only environmentally friendly but also fosters a broad range of positive benefits. Supports the inclusion of the City to Harbour Cycle/pedestrian connection, Tertiary Precinct (Dunedin) and Dunedin Urban Cycleways projects in the RLTPs. | Note submission: it supports the proposed projects 26, 27 and 60 (which are proposed priority 1). No change to the Proposed Variation. |
| Gerry Spencer | 006 ORC | Otago projects | Changes to projects in the present RLTP | p. 127 | Otago | Suggests improvements to the junction of Tucker Beach Road and SH6 near lower Shotover River to allow traffic to turn out of Tucker Beach Road more easily. | Note that NZTA expects to complete this work in December 2018. No change to the Proposed Variation. |
| Gerry Spencer | 006 ORC | Proposed programme | New safety work requested | -- | Otago | Supports lowering the speed limit in the Kawarau Gorge to 80kph, for safety reasons especially since tourists drive this route. | Refer to the Queenstown Lakes multi-agency transport technical group. Suggest making safe driving in the Kawarau Gorge a focus for the <i>Any Number is Too Many</i> initiative. No change to the Proposed Variation. |

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| Gerry Spencer | 006 ORC | Proposed programme | New safety work requested | -- | Otago | Suggests improvements to the junction of SH6 and SH8B to allow traffic on SH8B to turn safely onto SH6. | Note that NZTA advises that the speed limit was lowered and safety improvements undertaken approximately 5 years ago. NZTA considers these improvements have been effective and at this stage has no plans for any further work at this intersection. No change to the Proposed Variation. |
| Gerry Spencer | 006 ORC | Proposed programme | New work requested - other | -- | Otago | Would like more identified motorcycle parks in Queenstown including at the Queenstown airport; points out that increasing the use of motorcycles could help reduce traffic congestion and competition for parking space. | Note that QLDC advises it is about install further motorcycling parking in the town centre. Refer to the multi-agency Queenstown Transport Technical Group. No change to the Proposed Variation. |
| Gore District Council | 007 ES | General support | | - | Both | Generally supports the main objectives within the document. | Note submission. No change to the Proposed Variations. |
| Gore District Council | 007 ES | Southland projects | Changes to Southland projects in the present RLTP | p. 118 | Southland | Current situation with the Mataura Intersection presents key safety concerns on a regionally strategic intersection (freight movements). Points out there are potentially indirect effects on rail network and rail safety. Seeks reassurance that these improvement works remain a priority and that some time frames around its commencement/completion are provided to ensure action, now it is a 'Low Cost/Low Risk activity.' | Note that NZTA advises that this project is still a priority to progress as a Low Cost Low Risk activity; and that investigation into a number of improvement options and consultation with key stakeholders is ongoing. <i>Note, subsequent advice is that the project cost exceeds the cap for this type of project and NZTA needs to reconsider how and when to fund this project.</i> No change to the Proposed Variations. |
| Grant Bisset | 001 ORC | Otago projects | Local road improvements | Project 61 pp 74, 105 | Otago | Ballantyne Road should be sealed as soon as possible, in its entirety, to ensure users safety. | Note submission: it supports the proposed project 61 (which is proposed priority 1). No change to the Proposed Variation. |
| Greg Vodok | 016 ORC | Governance and representation | | -- | Otago | Asks that the ORC does their absolute best to work constructively with the DCC, like they've done in Queenstown. Believes there are too many cases of poor cooperation between councils in Dunedin. | Note and refer to the Connecting Dunedin group for discussion with the RTC. No change to the Proposed Variation. |

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| Greg Vodok | 016 ORC | Otago projects | Public transport | pp 66, 71, 98-99 | Otago | Wants more emphasis out on having an effective, connected public transport network in Dunedin, including drivers that know what they're doing and a map that is usable. | Note and refer submission to ORC public transport planning and to the Connecting Dunedin group. Change the RLTP policy on mode choice to clarify the role of public transport, to support growth in public transport patronage and to highlight the need to consider the end to end journey requirements of those using the transport network: see recommendation at the end of this document. |
| H W Richardson Group | 030 ORC | Southland Projects | State highway improvements | p. 64 | Southland | Supports Project Numbers 19 & 21 – SH1-Edendale Realignment believing it will significantly improve traffic safety once completed. Believes priority should be given to completing as soon as possible. | Note submission. It supports the proposed projects 19 and 21 (which are proposed priority 1). No change to the Proposed Variations. |
| H W Richardson Group | 030 ORC | Southland Projects | State highway improvements | p. 64 | Southland | Supports Project Number 22 – SH1 – Elles Road Roundabout believing it will significantly improve traffic safety once completed. Believes priority should be given to completing as soon as possible. | Note submission. it supports the proposed project 22 (which is proposed priority 1). No change to the Proposed Variations. |
| Hudson Turnbull | 034 ORC | Otago projects | Local road improvements | p. 74, 105 | Otago | The Quail Rise link should be given top priority as a solution to the present Tucker Beach/SH6 intersection issues. | Note submission: it supports the proposed project 65 (which is proposed priority 1). No change to the Proposed Variation. |
| Hudson Turnbull | 034 ORC | Otago projects | Public transport | p. 69,98 | Otago | Supports the proposed SH6 Park and Ride Facilities. Asks that it be from the residential area to the place of employment and back because local commuters are major cause of traffic congestion. Park and ride should also be situated at the entrances to Wakatipu Basin (from Wanaka, Cromwell, Kingston, Glenorchy etc). | Add a policy to the final RLTP stating: "Provide park and ride facilities if needed to help optimise the transport network and/or increase public transport patronage." See recommendation at the end of this document. Refer submission to Queenstown Lakes multi-agency Transport Group for consideration. |

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| Hudson Turnbull | 034 ORC | Otago projects | Public transport | p. 71,98-100 | Otago | For Wakatipu Basin public transport to succeed, all free parking adjacent to the Queenstown CBD should be removed; and the Orbus should provide more 'direct' trips at rush hour from residences to places of work (rather than requiring people to change at Frankton). | Note that some of this is happening already. Refer submission to the Queenstown Lakes multi-agency transport technical group. Change the RLTP policy on mode choice to clarify the role of public transport, to support growth in public transport patronage and to highlight the need to consider the end to end journey requirements of those using the transport network: see recommendation at the end of this document. |
| Hudson Turnbull | 034 ORC | Otago projects | State highway and local road improvements | p. 70, 106, 108 | Otago | Wants to see the Queenstown town centre arterial project proceed urgently. | Note submission: it supports the proposed project 82 (which is proposed priority 1). No change to the Proposed Variation. |
| Hudson Turnbull | 034 ORC | Proposed programme | New safety work requested | p. 54 | Both | Suggests that more safe stopping areas and slow vehicle bays are needed on the Queenstown-Milford journey immediately rather than sometime in the future | Note that the South Island RTC chairs groups (through the officials group) are developing a tourism and transport project; one of the results of this project will be the identification of what fit-for-purpose tourist routes, that enhance visitor experience and safety, would look like. The results of this project will provide guidance about improvements to tourist routes in both Southland and Otago. No change to Proposed Variations. |
| Hudson Turnbull | 034 ORC | Proposed programme | New work requested - other | -- | Otago | Suggests that, in the event of further road crashes necessitating road closure on the Kingston-Frankton route, that alternative transport be provided for passengers via Lake Wakatipu (rather than via Tapanui and Alexandra). | Refer submission to the Queenstown Lakes multi-agency transport technical group and to those CDEM group staff planning for emergencies. No change to the Proposed Variation. |

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| Hudson Turnbull | 034 ORC | Proposed programme | New work requested - other | p. 49 | Otago | Urges that the route for a second crossing over the Kawarau River, downstream of the Falls, be protected, as a bridge will be needed there in the not-too-distant future. | Refer submission to the Queenstown Lakes multi-agency transport technical group. No change to the Proposed Variation. |
| Hudson Turnbull | 034 ORC | Proposed programme | New work requested - other | -- | Otago | There needs to be a plan to replace the existing one-lane bridge over the Lindis river near Ardgour Road with a two-lane bridge. | Add to section 4.4 of the RLTP, <i>Projects that the RTCs would like to see developed in future RLTPs</i> , as this has already been discussed at past RTC meetings. |
| Hudson Turnbull | 034 ORC | Southland projects | Projects with funding already approved | p. 62, 118 | Southland | The one lane bridge at Falls Creek is difficult for a 50 plus seat coach to negotiate. The new bridge needs to be two-lane. | Note submission on this committed project. No change to the Proposed Variation. |
| Hudson Turnbull | 034 ORC | Southland projects | State highway improvements | pp 64, 89 | Southland | For SH94 Milford Rockfall Avalanche Protection project (#23), suggests the catch-fencing and netting, should be erected on the hillside rather than the roadside | Refer to NZTA for consideration. No change to the Proposed Variation. |
| Jane Ashman | 023 ORC | General | | p. 26 | Both | Points out that having a submission period that finishes at the end of January makes it hard to gather viewpoints from a community because many people are on holiday. | Note submission. No change to the Proposed Variation. |
| Jane Ashman | 023 ORC | General | General request for change | -- | Both | Points out that the RLTP review does not include a review of the under/over run of estimates and no information about where the public could obtain information on this subject. Estimates require measures of review/ accountability/ penalty for the contracting system to operate effectively, efficiency and equitable. | Refer to NZTA for a response directly to the submitter. No change to Proposed Variations. |
| Jane Ashman | 023 ORC | General | Matters beyond the scope of the plan | -- | Otago | Concerned if bus contracts are awarded on the basis of lowest cost. Would like to know what penalties have been included in the contract for the Portobello bus and what penalties are being imposed. | Refer to ORC Manager Support Services for response directly to the submitter. No change to Proposed Variations. |

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| Jane Ashman | 023 ORC | Otago projects | Public transport | pp 66, 71, 98-99 | Otago | Submits that the Portobello bus service (Dunedin) service is not fit-for-purpose. Concerned that a number of people are finding the recent timetable/route changes to the Portobello (Dunedin) bus service (including timing of when it departs the MacAndrew Bay) problematic. This includes those university staff and students. | Refer to ORC public transport planning and to the Connecting Dunedin group. Change the RLTP policy on mode choice to clarify the role of public transport, to support growth in public transport patronage and to highlight the need to consider the end to end journey requirements of those using the transport network: see recommendation at the end of this document. |
| Jane Ashman | 023 ORC | Otago projects | Public transport | pp 66, 71, 98-99 | Otago | Considers bus fares to be too high e.g. the Peninsula to Dunedin bus fares. Suggests that calculating an appropriate bus fare by comparing it with all the costs of running a car (rather than on fuel costs alone) is not appropriate because this results in fares being too high to encourage bus usage. | Refer to ORC public transport planning and to the Connecting Dunedin group. Change the RLTP policy on mode choice to clarify the role of public transport, to support growth in public transport patronage and to highlight the need to consider the end to end journey requirements of those using the transport network: see recommendation at the end of this document. |
| Jane Ashman | 23 ORC | Otago projects | Public transport | pp 66, 71, 98-99 | Otago | Would like smaller buses on the Otago Peninsula (Dunedin) bus service for road safety reasons as the road is narrow and winding. | Refer to ORC public transport planning and to the Connecting Dunedin group. No change to Proposed Variations. |
| Jane Ashman | 23 ORC | Otago projects | Public transport | pp 66, 71, 98-99 | Otago | Concerned that a bus hub in Dunedin would be vulnerable to an event such as an earthquake, and this would potentially 'jam up' the entire public transport system (non-hub designs would not be so vulnerable in that respect). | Refer to ORC public transport planning and to the Connecting Dunedin group. No change to Proposed Variations. |
| Jane Ashman | 023 ORC | Strategy | Longterm goal and results | pp 50-52, 138 | Both | Considers the strength of the review document is its recognition by the Both councils that social and environmental aspects of transport issues need to be considered, rather than limiting the analysis to within narrower parameters. | Note submission. No change to Proposed Variations. |

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| Jason Ferguson | 015 ORC | Otago projects | Public transport | pp 66, 71, 98-99 | Otago | Wants the Mosgiel bus route reinstated so that it goes via South Road and Hillside Road. Considers the current route is too inconvenient for those who work or shop in South Dunedin. Concerned that those transferring between buses are rarely charged the correct amount. | Note and refer submission to ORC public transport planning and to the Connecting Dunedin group. Change the RLTP policy on mode choice to clarify the role of public transport, to support growth in public transport patronage and to highlight the need to consider the end to end journey requirements of those using the transport network: see recommendation at the end of this document. |
| John Greaney, Fiordland Trails Trust | 005 ES | Proposed programme | New safety work requested by submitter | <i>Cycle trails/ rides = pp 55-58-</i> | Otago | Consideration and consultation with the Fiordland Trails Trust be included in the strategy. Te Anau/ Fiordland area is overlooked. The Trust's robust planning and costing strategies can add value to the Otago Southland RLTP. The Trust is building multi-purpose trails for the benefit of the whole community to use. The first trails from Te Anau to Manapouri is nearing completion. Safety for cyclists to be considered across entire Fiordland area. Example - Milford Road is dangerous for pedestrians and cyclists starting from the Upukerora bridge out towards Milford. Increased traffic travelling to Milford, lack of passing and cycling lanes and turning traffic into the subdivisions along the highway from Te Anau give cause for concern and need to be addressed in a comprehensive manner. | The final RLTP should put the same level of emphasis on cycling route and trail opportunities in Southland as in the Queenstown and Dunedin, while noting that AOs need to submit projects for consideration by NZTA as co-funder. Note that the multi-agency governance group Ride South is preparing an overall strategy and business case for cycling facilities in Southland, which should lead to AOs preparing detailed business cases for individual facilities. Refer suggestion to SDC. |

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| John Greaney, Ride Southland Group | 006 ES | General and process | Consultation and communication | Cycle trails/ rides = pp 55-58- | Both | <p>Report does not consider Ride Southland group - regional cycle strategy and programme. Strategic synergy required to ensure comprehensive consultation occurs.</p> <p>Of the 29 projects listed in the report only three are in Southland. Propose that variations and consultation is needed to the Otago Southland Regional Land Transport Plan to address the needs of cyclists in the southland region.</p> | <p>The final RLTP should put the same level of emphasis on cycling route and trail opportunities in Southland as in the Queenstown and Dunedin, while noting that AOs need to submit projects for consideration by NZTA as co-funder.</p> <p>Note that the multi-agency governance group Ride South is preparing an overall strategy and business case for cycling facilities in Southland, which should lead to AOs preparing detailed business cases for individual facilities.</p> <p>Ask the Ride Southland group to engage with the RTCs and TAG, as the RTCs refine their strategy over the next three years.</p> |
| Karen Nairn | 021 ORC | General | Matters beyond the scope of the plan | -- | Otago | <p>Concerned if bus contracts are awarded on the basis of lowest cost. Would like to know what penalties have been included in the contract for the Portobello bus and what penalties are being imposed.</p> | <p>Refer to ORC Manager Support Services for response directly to the submitter.</p> <p>No change to Proposed Variations.</p> |
| Karen Nairn | 021 ORC | Otago projects | Public transport | pp 66, 71, 98-99 | Otago | <p>Submits that an effective bus service is the only way to reduce traffic on our roads. Points out recent changes to the route and timetable for the Portobello (Dunedin) bus service are preventing it becoming an effective bus route because they have made it difficult for those university staff and students finishing at 5pm to catch it home. Numbers of university staff and students using this service have decreased dramatically.</p> | <p>Refer to ORC public transport planning and to the Connecting Dunedin group.</p> <p>Change the RLTP policy on mode choice to clarify the role of public transport, to support growth in public transport patronage and to highlight the need to consider the end to end journey requirements of those using the transport network: see recommendation at the end of this document.</p> |

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| Kelvin Peninsula Community Association | 039 ORC | Otago projects | Public transport | pp 67, 71-72, 98-100 | Otago | <p>Submits that the current Kelvin Heights (Queenstown) bus service schedule and route is impracticable and unusable service for both residents and visitors who want to go to town. For residents at the far end of the Peninsula, it is a two-hour commitment to catch the \$2 bus into town each way. The service occurs only hourly and it takes a circuitous route requiring passengers to change buses at the Frankton bus terminal. Strongly supports the inclusion of a regular water ferry service from Kelvin Peninsula becoming part of the public transport network and supports moves towards getting the water ferry service on the \$2 fare system for locals. The current private water taxi service takes only some 10 to 20 minutes from the Frankton the end of the Peninsula, but it is not affordable as a commuter service. Does not believe that local residents should subsidise visitors' use of this service, however.</p> <p>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. Does 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.</p> | <p>Note we are only at the first stage of bus service improvements and more are planned.</p> <p>Refer submission to ORC public transport planning and to the Queenstown Lakes multi-agency transport technical group.</p> <p>Change the RLTP policy on mode choice to clarify the role of public transport, to support growth in public transport patronage and to highlight the need to consider the end to end journey requirements of those using the transport network: see recommendation at the end of this document.</p> |

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| Kerrie Hartnett-Ryan for Queenstown i-SITE | 012 ORC | Otago projects | Public transport | pp 71, 99 | Otago | Seeks a more regular bus service to Jacks Point (Queenstown), with the bus stops moved as the main stop to town is currently at the clubhouse away from the main dwellings. | Note we are only at the first stage of bus service improvements and more are planned. Refer submission to the Queenstown Lakes multi-agency transport technical group. Change the RLTP policy on mode choice to clarify the role of public transport, to support growth in public transport patronage and to highlight the need to consider the end to end journey requirements of those using the transport network: see recommendation at the end of this document. |
| Liz Angelo, City Rise Up | 018 ORC | Otago projects | Public transport | pp 98-99 pp 131-135 | Otago | Wishes to submit feedback on the public transport system for central Dunedin 9016. Note, the submitter intends to provide specifics in her oral submission at the Hearing. | -- |
| Lucy Atkinson | 026 ORC | Otago projects | Public transport | pp 66, 71, 98-99 | Otago | Points out that the changes, in September 2017, to the timetable and route has discouraged usage of the Portobello (Dunedin) bus service. The changes have been detrimental to secondary students attending Bayfield, Kings, Queens and Tahuna schools, and to staff and students from the university, and others whose workplace is near the Otago Museum. Suggests changes to both the route and timetable that would redress this. | Refer to PRC public transport planning and to the Connecting Dunedin group. Change the RLTP policy on mode choice to clarify the role of public transport, to support growth in public transport patronage and to highlight the need to consider the end to end journey requirements of those using the transport network: see recommendation at the end of this document. |

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| Mary Chartres | 004 ES | Proposed programme | New safety work requested | - | Otago | <p>Concerned about growing numbers of visitors/traffic and safety of local people travelling on roads. Travelling from Te Anau to Mossburn – wants passing lane/s installed on Gorge Hill Road.</p> <p>Travelling from Mossburn to Te Anau – wants passing lane/s installed somewhere around 'So Big' farm. Install a second passing lane past Chewings Road around bends with double yellow lines (before Gorge Hill).</p> | <p>Note that the South Island RTC chairs groups (through the officials group) are developing a tourism and transport project; one of the results of this project will be the identification of what fit-for-purpose tourist routes, that enhance visitor experience and safety, would look like. The results of this project will provide guidance about improvements to tourist routes in both Southland and Otago.</p> <p>No change to Proposed Variations.</p> |
| Mary Chartres | 004 ES | Proposed programme | New safety work requested | - | Otago | <p>Concerned about cars speeding past Te Anau primary school, wants a roundabout installed to slow traffic down.</p> | <p>Note that NZTA advises that it is investigating safety improvements to manage vehicle speeds at this location, but is not considering a roundabout.</p> <p>No change to the Proposed Variations</p> |

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| Mary Chartres | 004 ES | Proposed programme | New work requested on/for visiting drivers | - | Otago | Suggests travellers without a current NZ driving license should have to take a bus from Te Anau to see Milford Sound. | <p>New Zealand law allows all overseas drivers who hold a valid overseas driver licence to drive in New Zealand for 12 months from the date of their last arrival. This is because New Zealand has signed and ratified the 1949 United Nations Convention on Road Traffic (the Convention). This international treaty establishes standard traffic rules among the contracting parties. The Convention covers a range of road safety matters, not just driver licences.</p> <p>New Zealand is only obliged under the Convention to extend recognition to driver licences from contracting parties. However, the government of the day made a decision to extend that recognition to all driver licences, regardless of country of origin. This is consistent with overseas practice in many countries that are party to the Convention, including Australia, the United Kingdom, and France.</p> <p>No change to Proposed Variations.</p> |
| Mary Chartres | 004 ES | Proposed programme | New work requested on/for visiting drivers | - | Both | <p>Put signage on roads, especially around Christchurch, Greymouth, Wanaka, Queenstown, Te Anau and Milford Sound stating "Do not cross over YELLOW LINES"</p> <p>Introduce a compulsory 'park and ride' service from Te Anau to Milford Sound.</p> | <p>Note that the South Island RTC chairs groups (through the officials group) are developing a tourism and transport project; one of the results of this project will be the identification of what fit-for-purpose tourist routes, that enhance visitor experience and safety, would look like. The results of this project will provide guidance about improvements to tourist routes in both Southland and Otago.</p> <p>No change to Proposed Variations.</p> |

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| Mary Chartres | 004 ES | Proposed programme | New work requested on/for visiting drivers | - | Both | Rental companies should put more time into driver training before keys are handed over. | NZTA advises: A large number of rental vehicle companies representing approximately 80 percent of the rental fleet voluntarily adhere to a code of practice introduced 1 October 2015. The code of practice focuses on pre-arrival, vehicle check-out, and on-road stages. Lane departure warnings are starting to become more commonplace in rental cars. No change to Proposed Variations. |
| Mary Chartres | 004 ES | Proposed programme | New work requested on/for visiting drivers | - | Both | Ensure visitors are aware of travel times required to arrive at Milford Sound safely. | Note NZTA advice: To help visitors plan a safe journey time, the Tourism Industry and Rental Vehicle Associations are strongly encouraging the use of the NZTA and AA's travel time calculators. NZTA and the AA also worked with Google Maps to improve the estimated travel time for the journey from Queenstown to Milford Sound. As a result, Google Maps increased the estimated travel time for this journey and are identifying other potential journeys where the travel time could be inaccurate. No change to Proposed Variations. |
| Nick Stoneman, Bus Go South Island | 029 ORC | Otago projects | Public transport | pp 66, 71, 98-99 | Otago | Would like the Dunedin Ridge Runner bus service extended to every 30 minutes off peak Monday to Friday and Weekends. Would also like level of service on Opoho - Shiel Hill extended to every 30 off peak and every 30 at weekends. | Refer to ORC public transport planning and to the Connecting Dunedin group. No change to Proposed Variations. |
| Norman Oakley, AA Otago District | 019 ORC | Otago projects | Changes to projects in the present RLTP | pp 122 | Otago | Submits that the proposed Eastern freight bypass project (Dunedin) should be progressed with some expedition. | Refer to Connecting Dunedin group for consideration. No change to the Proposed Variation. |

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| Norman Oakley, AA Otago District | 019 ORC | Otago projects | Local road improvements | Project 61 pp 74, 105 | Otago | Endorses the sealing of Ballantyne Rd in Wanaka as soon as possible. | Note submission: it supports the proposed project 61 (which is proposed priority 1). No change to the Proposed Variation. |
| Norman Oakley, AA Otago District | 019 ORC | Otago projects | Queenstown, generally | pp 65-66 | Otago | Endorses the proposed Priority One projects, including Queenstown projects. | Note submission. No change to the Proposed Variation. |
| Norman Oakley, AA Otago District | 019 ORC | Otago projects | State highway improvements | pp 69, 109,111 | Otago | Welcomes further spending on SH1 Dunedin-Oamaru safety improvements and hopes this will be sufficient to make a substantial improvement. | Note submission: it supports the proposed projects 81 and 87 (which are proposed priority 1). No change to the Proposed Variation. |
| Norman Oakley, AA Otago District | 019 ORC | Otago projects | State highway improvements | Beaumont Bridge is pp 76, 108 | Otago | Submits that SH8 between Clarkesville and central Otago will become more popular as a tourist route, so long-term planning needs to accommodate this. Planning for passing opportunities is needed because there are no passing lanes between Clarkesville and Roxborough. Submits that the replacement of Beaumont Bridge (listed as priority 2) should be high priority. | Refer submitter to the SH8 project (Lawrence to Burma Rd) proposed in the TAIP by NZTA Retain Beaumont Bridge replacement (project 70 and 85) as priority 2; not all projects can/should be priority 1. No change to the Proposed Variation. |
| Norman Oakley, AA Otago District | 019 ORC | Proposed programme | New work requested | -- | Otago | Requests that consideration be given to a roundabout at the intersection of SH6 and SH84 at the Hawea turnoff, where significant queues now form at peak times particularly for those wishing to turn right from Hawea towards Wanaka. | Refer to Queenstown Lakes multi-agency transport group for consideration. |

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| Norman Oakley, AA Otago District | 019 ORC | Proposed programme | Projects that the RTCs would like to see in future RLTPs | p. 114 | Otago | Submits that with increasing HPMV movements, ongoing problems with the intersection of Pine Hill Rd/ Great King St and the impending announcement of a new location for Dunedin Hospital, it is time to undertake a review of the Dunedin state highway strategy. | Note that NZTA advises that this project is programmed for detailed business case preparation and pre-implementation in 2018-21; construction is programmed for 21/22. Retain this project to the 'wishlist' in the updated RLTP. Refer to Connecting Dunedin group and ask them to advise the RTCs on the need to review the strategy for Dunedin state highways. |
| Norman Oakley, AA Otago District | 019 ORC | Proposed programme | Projects that the RTCs would like to see in future RLTPs | p. 114 | Otago | Asks that, as a minimum, planning commence for replacement of the one-lane bridge over the Clutha River at Albert Town and that traffic lights be installed in the interim to mitigate the bottlenecks that are occurring. | Refer the suggestion of traffic lights to Queenstown Lakes multi-agency transport group for consideration. No change to the Proposed Variation as the item is already listed as a project that the RTCs want to see developed in future RLTPs. |
| Norman Oakley, AA Otago District | 019 ORC | Strategy | Drivers of change | 33-41 | Otago | Submits that greater attention needs to be given to the Wanaka area, given the rate of growth projected and the desire to avoid the sorts of problems that Queenstown has experienced. Planning for growth needs to take into account the proposal to upgrade Wanaka airport and to operate a dual airport system with Queenstown, as this will put stress on the Crown Range Rd, Kawarau Gorge and local roads around Wanaka. Planning of future arterial links, bypass routes, and setting aside land for future park and rise facilities are all needed. | Note that QLDC is currently investigating planning for growth in the Wanaka area. Note the Wanaka transport planning projects now proposed for inclusion in updated RLTP including PBC and network plan. Note that the RLTP Proposed Variations already mention the effect of the airport proposal (on p. 37). |

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| Peter Dowden for Bus Users Support Group Otepoti-Dunedin | 0 ORC | Otago projects | Public transport | pp 66, 71, 98-99 | Otago | Bus Go Dunedin supports the following projects Public Transport Infrastructure Improvements (ORC); Public Transport Improvements for Dunedin (ORC). | Note support for these Projects: 34, 35 and 37. Change the RLTP policy on mode choice to clarify the role of public transport, to support growth in public transport patronage and to highlight the need to consider the end to end journey requirements of those using the transport network: see recommendation at the end of this document. |
| Peter Dowden for Bus Users Support Group Otepoti-Dunedin | 014 ORC | Otago projects | Public transport | pp 66, 71, 98-99 | Otago | Requests that all public transport improvements be fully compliant with NZTA's 'Guidelines for Public Transport Infrastructure and Facilities'; and that, additional attention beyond the 'Guidelines' be given to allowing buses to pull very close to the kerb to allow very close access between kerb and bus | Note and refer submission to ORC public transport planning and to the Connecting Dunedin group. Change the RLTP policy on mode choice to clarify the role of public transport, to support growth in public transport patronage and to highlight the need to consider the end to end journey requirements of those using the transport network: see recommendation at the end of this document. |
| Peter Dowden for Bus Users Support Group Otepoti-Dunedin | 014 ORC | Otago projects | Public transport | pp 66, 71, 98-99 | Otago | Requests that the frequency of the hourly-only bus services remaining in greater Dunedin (including Brighton and Portobello services) be improved to a minimum headway of half-hourly on weekdays and hourly on evenings and weekends. | Note and refer submission to ORC public transport planning and to the Connecting Dunedin group. Change the RLTP policy on mode choice to clarify the role of public transport, to support growth in public transport patronage and to highlight the need to consider the end to end journey requirements of those using the transport network: see recommendation at the end of this document. |

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| Peter Dowden for Bus Users Support Group Otepoti-Dunedin | 014 ORC | Otago projects | Public transport | pp 66, 71, 98-99 | Otago | Requests that the Dunedin bus network be extended to Taiaroa Head Royal Albatross Centre and to Dunedin Airport, considers a less-than 'regular' service would appropriate for these. | Note and refer submission to ORC public transport planning and to the Connecting Dunedin group. Change the RLTP policy on mode choice to clarify the role of public transport, to support growth in public transport patronage and to highlight the need to consider the end to end journey requirements of those using the transport network: see recommendation at the end of this document. |
| Peter Dowden for Bus Users Support Group Otepoti-Dunedin | 014 ORC | Otago projects | Public transport | pp 66, 71, 98-99 | Otago | Requests the Dunedin bus service be permanently extended to the three public holidays of Christmas, Good Friday and Easter Sunday, allowing a possible slight reduction of service on the three "inter-stat" days between Christmas and New Year to offset the additional cost. | Note and refer submission to ORC public transport planning and to the Connecting Dunedin group. Change the RLTP policy on mode choice to clarify the role of public transport, to support growth in public transport patronage and to highlight the need to consider the end to end journey requirements of those using the transport network: see recommendation at the end of this document. |
| QLDC | 001 ES | General support | | pp 33-38, 50-52 | Both | Supports the proposed variations. Supports statements that recognise transport services need to support multiple community requirements while responding to growth. Supports development growth areas that recognise national importance of Queenstown/Central Otago Lakes areas. | Note submission. No change to the Proposed Variations. |
| QLDC | 001 ES | Introduction & Summary | What is being updated? | p. 16 | Both | Supports Table 1 - Top priority projects. | Note submission: No change to the Proposed Variation |

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| QLDC | 001 ES | Otago projects | The way that Otago projects are prioritised | p. 71 | Otago | Strongly supports Project number 38 – Wakatipu Basin Public Transport remaining as priority one project. | Note submission. It supports the proposed project 38 (which is proposed priority 1). No change to the Proposed Variations. |
| QLDC | 001 ES | Otago projects | The way that Otago projects are prioritised | p. 72 | Otago | Strongly supports Project number 39 – Wakatipu Further Small Ferry Services remaining as priority one project. | Note submission. It supports the proposed project 39 (which is proposed priority 1). No change to the Proposed Variations. |
| QLDC | 001 ES | Otago projects | The way that Otago projects are prioritised | p. 72 | Otago | Strongly supports Project number 40 – Wakatipu Public Transport Hub Improvements Support remaining as priority one projects. | Note submission. It supports the proposed project 40 (which is proposed priority 1). No change to the Proposed Variations. |
| QLDC | 001 ES | Otago projects | The way that Otago projects are prioritised | p. 72 | Otago | Strongly supports Project number 30 – Queenstown Town Centre Pedestrianisation remaining as priority one project. | Note submission. It supports the proposed project 30 (which is proposed priority 1). No change to the Proposed Variations. |
| QLDC | 001 ES | Otago projects | The way that Otago projects are prioritised | p. 73 | Otago | Strongly supports Project number 31 – Wakatipu Active Travel Network remaining as priority one project. | Note submission. It supports the proposed project 31 (which is proposed priority 1). No change to the Proposed Variations. |
| QLDC | 001 ES | Otago projects | The way that Otago projects are prioritised | p. 73 | Otago | Strongly supports Project number 41 – Public Transport Improvements – Hubs remaining as priority one project. | Note submission. It supports the proposed project 41 (which is proposed priority 1). No change to the Proposed Variations. |
| QLDC | 001 ES | Otago projects | The way that Otago projects are prioritised | p. 73 | Otago | Strongly supports Project number 42 – Park and Ride Transport Services (Queenstown) remaining as priority one project. | Note submission. It supports the proposed project 42 (which is proposed priority 1). Change the RLTP policy on mode choice to include policy on the provision of park and ride facilities: see recommendation at the end of this document. |

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| QLDC | 001 ES | Otago projects | The way that Otago projects are prioritised | p. 74 | Otago | Strongly supports Project number 43 – Water Taxi Service/Ferry Network (Queenstown) remaining as priority one project. | Note submission. It supports the proposed project 43 (which is proposed priority 1). No change to the Proposed Variations. |
| QLDC | 001 ES | Otago projects | The way that Otago projects are prioritised | p. 74 | Otago | Strongly supports Project number 61 – Ballantyne Road Seal Extension (Wanaka) remaining as priority one project. | Note submission. It supports the proposed project 61 (which is proposed priority 1). No change to the Proposed Variations. |
| QLDC | 001 ES | Otago projects | The way that Otago projects are prioritised | p. 74 | Otago | Strongly supports Project number 64 – Housing Infrastructure Fund Project – Ladies Mile remaining as priority one project. | Note submission. It supports the proposed project 64 (which is proposed priority 1). No change to the Proposed Variations. |
| QLDC | 001 ES | Otago projects | The way that Otago projects are prioritised | p. 74 | Otago | Strongly supports Project number 65 – Housing Infrastructure fund Project – Quail Rise remaining as priority one project. | Note submission. It supports the proposed project 65 (which is proposed priority 1). No change to the Proposed Variations. |
| QLDC | 001 ES | Otago projects | The way that Otago projects are prioritised | P .75 | Otago | Strongly supports Project number 70 – Queenstown Town Centre Arterial remaining as priority one project. | Note submission. It supports the proposed project 70 (which is proposed priority 1). No change to the Proposed Variations. |
| QLDC | 001 ES | Otago projects | The way that Otago projects are prioritised | p. 75 | Otago | Strongly supports Project number 71 – Queenstown Traffic Management Facilities remaining as priority one project. | Note submission. It supports the proposed project 71 (which is proposed priority 1). No change to the Proposed Variations. |
| QLDC | 001 ES | Otago projects | The way that Otago projects are prioritised | p. 75 | Otago | Strongly supports Project number 72 – Shotover River Bridge (Arthurs Point) Duplication remaining as priority one project. | Note submission. It supports the proposed project 72 (which is proposed priority 1). No change to the Proposed Variations. |
| QLDC | 001 ES | Strategy | Land transport policies | pp 59-60 | Both | Supports QIT outcomes particularly public transport and active travel . | Note submission. No change to the Proposed Variations. |

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| QLDC | 001 ES | Strategy | Opportunities the RTC's intend to pursue | pp 52-55 | Both | Supports, particularly mode integration and mode shift and cycle network for Queenstown – supports QIT Active Travel network outcomes . | Note submission. No change to the Proposed Variations. |
| QLDC | 001 ES | Strategy | Opportunities the RTC's intend to pursue | p. 55 | Both | Notes that connecting Queenstown Trails with commuter cycling in Wakatipu Basin will assist in delivering QIT outcomes. | Note submission. No change to the Proposed Variations. |
| QLDC | 001 ES | Strategy | RTC's proposed advocacy programme | p. 61 | Both | Supports QIT outcomes particularly public transport and active travel. | Note submission. No change to the Proposed Variations. |
| QLDC | 001 ES | The current situation | Drivers of change | p. 36 | Both | Supports recognition of significant and escalating issues faced by QLDC in Table 9 – Expected growth in Queenstown Lakes District | Note submission. No change to the Proposed Variations. |
| QLDC | 001 ES | The current situation | Key problems facing the transport system | pp 42-49 | Both | Supports timing of investment prioritisation and decision making in relation to future proofing. | Note submission. No change to the Proposed Variations. |
| Queenstown Airport Corporation | 027 ORC | General | Consultation and communication | -- | Otago | QAC looks forward to working with the RTCs to help ensure that Queenstown and Wanaka airports provide appropriate connections between the Queenstown Lakes transportation network and the national and international market. | Put to the RTCs, the question of how best to start a conversation on regional air services capability. No change to the Proposed Variation. |

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| Queenstown Airport Corporation | 027 ORC | Strategy | Drivers of change | pp 33-41 | Otago | <p>Supports the Proposed Variation and considers that it captures some of the most pressing issues facing the Queenstown Lakes transportation network including the significant growth in air passenger numbers forecast for Queenstown.</p> <p>Submits in support of an integrated transport solution that provides a range of offerings to passengers visiting the district, including a combination of active, public and private transport. QAC will look for opportunities to work with the RTCs to provide logical connections to these networks.</p> <p>QAC is keen to share information about its passenger growth forecasts to assist with revision of the assumptions used in the proposed variation.</p> | <p>Accept QAC's invitation to share information about its passenger growth forecasts; and use this information to review the growth assumptions used in the Proposed Variation, in partnership with the Queenstown Lakes multi-agency transport group.</p> <p>No change to the Proposed Variation.</p> |
| Queenstown Airport Corporation | 027 ORC | Strategy | Drivers of change | pp 33-41 | Otago | <p>Wishes to clarify that QAC's currently-consented hours of operation are from 6am to 10pm daily and that QAC does not have any plans to extend these hours of operation.</p> | <p>Clarify this in the final RLTP.</p> |
| Queenstown Central Ltd | 009 ORC | Otago projects | Local road improvements | p. 75 | Otago | <p>Supports mitigation of adverse effects arising from congestion. Project 71 – Queenstown Traffic Management Facilities</p> | <p>Note submission. It supports the proposed project 71 (which is proposed priority 1).</p> <p>No change to the Proposed Variations.</p> |
| Queenstown Central Ltd | 009 ORC | Otago projects | Public transport | p. 69 | Otago | <p>Supports initiatives to improve public transport including subsidies to maintain services. Project 32 – SH6 Park and Ride Facilities (Queenstown).</p> | <p>Note submission. It supports the proposed project 32 (which is proposed priority 1).</p> <p>Change the RLTP policy on mode choice to include policy on the provision of park and ride facilities: see recommendation at the end of this document.</p> |

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| Queenstown Central Ltd | 009 ORC | Otago projects | Public transport | p. 71 | Otago | Supports initiatives to improve public transport including subsidies to maintain services. Project 38 – Wakatipu Basin Public Transport. | Note submission. It supports the proposed project 38 (which is proposed priority 1). Change the RLTP policy on mode choice to clarify the role of public transport, to support growth in public transport patronage and to highlight the need to consider the end to end journey requirements of those using the transport network: see recommendation at the end of this document. |
| Queenstown Central Ltd | 009 ORC | Otago projects | Public transport | pp 67, 71-72, 98-100 | Otago | Supports initiatives to improve public transport including subsidies to maintain services. Project 42 – Park and Ride Transport Services (Queenstown). | Note submission. It supports the proposed project 42 (which is proposed priority 1). Change the RLTP policy on mode choice to include policy on the provision of park and ride facilities: see recommendation at the end of this document. |
| Queenstown Central Ltd | 009 ORC | Otago projects | Queenstown generally | pp 15-18 | Otago & Southland | Supports recognition that a multi-modal transport system will be required in Queenstown. | Note submission. No change to the Proposed Variations. |
| Queenstown Central Ltd | 009 ORC | Otago projects | State highway and local road improvements | P .70 | Otago | Supports mitigation of adverse effects arising from congestion. Project 82 – Queenstown Town Centre Arterial. | Note submission. It supports the proposed project 82 (which is proposed priority 1). No change to the Proposed Variations. |
| Queenstown Central Ltd | 009 ORC | Otago projects | State highway improvements | p. 69 | Otago | Supports improvements to the arterial and state highway network. Project 78 – SH 6 - Ladies Mile Corridor Improvements. | Note submission. It supports the proposed project 78 (which is proposed priority 1). No change to the Proposed Variations. |
| Queenstown Central Ltd | 009 ORC | Otago projects | State highway improvements | p. 70 | Otago | Supports improvements to the arterial and state highway network. Project 83 – SH 6A - Corridor Improvements Queenstown. | Note submission. It supports the proposed project 83 (which is proposed priority 1). No change to the Proposed Variations. |

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| Queenstown Central Ltd | 009 ORC | Otago projects | State highway improvements | p. 75 | Otago | Supports mitigation of adverse effects arising from congestion. Project 70 – Beaumont Bridge Replacement. | Note submission. It supports the proposed project 70 (which is proposed priority 2). No change to the Proposed Variations. |
| Queenstown Central Ltd | 009 ORC | Otago projects | Walking and cycling | p. 72 | Otago | Supports mitigation of adverse effects arising from congestion. Project 30 – Queenstown Town Centre Pedestrianisation. | Note submission. It supports the proposed project 30 (which is proposed priority 1). No change to the Proposed Variations. |
| Queenstown Central Ltd | 009 ORC | Otago projects | Walking and cycling | p.68 | Otago | Supports initiatives to extend or upgrade existing cycle (and walking) facilities. Project 29 – Wakatipu Walking/Cycling Improvements. | Note submission. It supports the proposed project 29 (which is proposed priority 1). No change to the Proposed Variations. |
| Real Journeys Ltd | 020 ORC | Introduction & Summary | Building on progress made since 2015-16 | p.15 | Both | Page 15 of draft under second yellow bullet point –states the “Southern Penguin Route” – this should read “Southern Scenic Route”. | Southern Penguin Route is the term used in the present RLTP. Include Southern Scenic Route in parentheses. |
| Real Journeys Ltd | 20 ORC | Otago projects | Public transport | p. 98 | Otago | Supports Project number 32 of Public transport – Otago, Activity Class 4: SH6 park and ride facilities. | Note submission. It supports the proposed project 32 (which is proposed priority 1). Change the RLTP policy on mode choice to include policy on the provision of park and ride facilities: see recommendation at the end of this document. |

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| Real Journeys Ltd | 020 ORC | Otago projects | Queenstown generally | - | Otago | Concerned about traffic congestion especially in and around Queenstown, slows down traffic speed and makes the coach journey between Queenstown and Milford Sound or Manapouri longer. Pushes coach drivers to the limit of their driver log book hours. If the travel delays caused by traffic congestion are not addressed this will compromise ability to operate coach tours ex Queenstown and to and from Milford Sound / Manapouri which in turn, will exacerbate traffic congestion by putting more rental vehicles on the road. | Note submission. Refer to Queenstown Lakes multi-agency Transport Group for their information No change to proposed variations. |
| Real Journeys Ltd | 020 ORC | Otago projects | Queenstown generally | p. 65 | Otago | Supports the Priority One projects for Queenstown. | Note submission. No change to the Proposed Variations. |
| Real Journeys Ltd | 020 ORC | Otago projects | Road safety planning projects | p. 95 | Otago | Supports Project number 24 of Road Safety Projects – Otago, Activity Class 2 - Road Safety. | Note submission. It supports the proposed project 24. No change to the Proposed Variations. |
| Real Journeys Ltd | 020 ORC | Proposed programme | New work requested on/for visiting drivers | - | Otago | Need to recognise that many tourists are driving in a fatigued state (jetlagged), they have no appreciation of how tiring it is driving on our southern roads. Submits that more emphasis needs to be put into advising visitors not to pick up their rental vehicle on their arrival into NZ; taking appropriate breaks from driving and avoiding undertaking long and complex journeys such as driving from Queenstown to Milford Sound and return in one day. | Refer to NZTA for consideration for longer-term funding for those safety initiatives that specifically target visiting drivers. No change to Proposed Variations. |

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| Real Journeys Ltd | 020 ORC | Southland projects | State highway improvements Maintenance and operation of local roads | pp 84,90 | Southland | Supports the Maintenance and Operations of Local Roads – Southland, Activity Class 8, in particular maintenance of the Lower Hollyford Road and State Highways Improvements – Southland, Activity Class 13 especially Milford Rockfall/Avalanche Protection. | Note submission. No change to the Proposed Variations. |
| Real Journeys Ltd | 020 ORC | Strategy | Land transport policies | pp 59-60 | Both | Supports proposed policies and in particular: supporting and enabling tourism and visitor travel. | Note submission. No change to the Proposed Variations. |
| Real Journeys Ltd | 020 ORC | Strategy | Opportunities that RTC's intend to pursue | p. 52 | Both | Page 52 – The opportunity to take a South Island-wide approach: Real Journeys suggests that the RTCs should be considering a broader approach including working with Destination Queenstown and Venture Southland (Destination Fiordland) to shape the mode of travel adopted by overseas visitors when travelling around the region to address the poor journey experience for visitors in some parts of Otago and Southland and specifically the traffic congestion in and around Queenstown. Real Journeys is sceptical about the development and use of a South Island-wide model of tourism flows because the flow of visitors around the South Island is so variable. | Note that this is the approach that the South Island RTC Chairs, and their officials, group is taking on their tourism and transport project; the group is working with tourism industry partners. Refer submission to this group. No change to the Proposed Variations. Thank the submitter for their observations. |

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| Real Journeys Ltd | 020 ORC | Strategy | Opportunities that RTC's intend to pursue | p. 54 | Both | <p>It should be noted that the promotion of self-driving by the tourism industry with respect to campervans has been a necessary evil to increase the sector's productivity because there are insufficient hotel / motel beds in the Southern Lakes region to support the local Tourism Industry.</p> <p>Supports the creation of more safe stopping areas and slow vehicle bays to improve road safety and the reliability of road journeys.</p> | <p>Note submission.</p> <p>No change to the Proposed Variations.</p> <p>Thank the submitter for their observations.</p> |
| Real Journeys Ltd | 020 ORC | Strategy | RTC's proposed advocacy programme | p. 61 | Both | <p>With respect to advocating for alternative funding mechanisms, beyond development contributions, to ensure those directly benefiting from tourism-oriented facilities, infrastructure and services associated with transport, contribute fairly to their funding. GST from overseas visitors should be directed to funding infrastructure and services associated with transport.</p> | <p>Note submission.</p> <p>No change to the Proposed Variations.</p> <p>Thank the submitter for their observations.</p> |
| Real Journeys Ltd | 020 ORC | Strategy | RTC's proposed advocacy programme | p. 61 | Both | <p>Any extensions to the regions' cycle trails need to be more thoughtfully planned and offer users a worthwhile, enjoyable journey experience and include all the requisite infrastructure such as toilets.</p> | <p>The final RLTP should put the same level of emphasis on cycling route and trail opportunities in Southland as in the Queenstown and Dunedin, while noting that AOs need to submit projects for consideration by NZTA as co-funder.</p> <p>Note that the multi-agency governance group Ride South is preparing an overall strategy and business case for cycling facilities in Southland, which should lead to AOs preparing detailed business cases for individual facilities.</p> |

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| Real Journeys Ltd | 20 ORC | Strategy | RTC's proposed advocacy programme | p. 61 | Both | More thought needed regarding promotion of touring routes within Otago and Southland. All too often we hear from visitors in Te Anau and Milford Sound that they do not have enough time to travel across to Dunedin because they believe they must to travel to Dunedin via the Southern Scenic Route or travel to Dunedin via Queenstown. | Note submission. No change to the Proposed Variations. |
| Real Journeys Ltd | 020 ORC | The current situation | Characteristics of our economy and transport network | p. 28 | Both | Tourist Journeys: For decades the route from Te Anau to Dunedin and some cases on to Oamaru has been an important tourist route especially for coach touring, for tourists overnighing in Te Anau. Most of the coach tour business that overnights in Dunedin uses SH1 and SH94 when travelling to or from the Southern Lakes. The Southern Scenic Route is used primarily by FITs but the tour group business does not use this route as tour groups run to tight timeframes and the Southern Scenic Route is too time consuming. | Note submission. No change to proposed variations. Thank the submitter for their observations. Note the coach market is a declining market. |
| Real Journeys Ltd | 020 ORC | The current situation | Characteristics of our economy and transport network | pp 32-33 | Both | The Stewart Island Ferry service and the "Foveaux Freighter" provide an essential transport link between Bluff and Oban and as such should be at least mentioned in the RLTPs. | Include mention of the Stewart Island ferry and air services, and the freight service, in Section 2.1 of the final RLTP. |

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| Real Journeys Ltd | 020 ORC | The current situation | Characteristics of our economy and transport network Drivers of change | - | Otago | <p>The coach tours, shuttle buses and courtesy coaches operated by companies such as Real Journeys / Go Orange need to be adequately recognised in Otago Southland RLTPs 2015-2021 because these vehicle operations significantly reduce traffic congestion especially in and around Queenstown and on SH6A, SH6, SH97 and SH94.</p> <p>China has been the fastest growing visitor market, over 400,000 in 2017. This market is undergoing a very rapid shift away from travelling in coaches towards Free Independent Travellers (FIT) (non-tour) where now more than half of Chinese visitors are travelling around NZ in rental vehicles (refer graph).</p> <p>Both roads around the tourism “hot spots” are being hit by a double whammy with the increase in Chinese visitors and the move away from coach touring to FIT. In this context operators such as Real Journeys who endeavour to get visitors to travel via coach rather than rental car should be valued and acknowledged in this planning framework.</p> | In the final RLTP, acknowledge the role of coach tours, shuttle buses and courtesy coaches in manage traffic volumes reduce traffic congestion in and around Queenstown and on SH6, SH97 and SH94. |

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| Real Journeys Ltd | 020 ORC | The current situation | Drivers of change | p. 41 | Both | Changing awareness and expectations of risk including climate change: Most of the focus in this document relates to coastal effects of climate change and overlooks the other likely impacts such as flooding which could have impacts inland. Specifically: more frequent intense rainfalls events are expected to increase the likelihood of rivers flooding, landslides, erosion and flash flooding when urban drainage systems become overwhelmed. Also hotter summers may damage elements of transport infrastructure causing buckled railway lines and damaged roads, with associated disruption and repair costs. Both of these impacts could be significant for Otago and Southland | Include this information in the Final RLTP, section 2.2. The 'Potential Opportunities' list in the updated RLTP to note the RTCs concern about the lack of projects to address the resilience problem statement. |
| Remarkables Park Ltd | 024 ORC | Otago projects | Public transport | pp 55-58, 69, 98 | Otago | Supports the park and ride concept but is concerned that some wording in the description of the SH6 Park and Ride Facilities project is at odds with a recent QLDC report and should be amended to include a statement about "providing for installing park and ride facilities located to maximise use and provide links to other services and amenities". [Submitter gives extensive detail/rationale in paragraphs 3.2-3.18 of submission]. | Add a policy to the final RLTP stating: "Provide park and ride facilities if needed to help optimise the transport network and/or increase public transport patronage." See recommendation at the end of this document. |

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| Remarkables Park Ltd | 024 ORC | Otago projects | Public transport | pp 55-58, 69, 98 | Otago | <p>Submits that the Remarkables Park Town Centre park and ride facility on Hawthorne Drive should be included as part of SH6 Park and Ride Facilities project.</p> <p>Asks that the description of this projects amended to include a statement about "providing for installing park and ride facilities located to maximise use and provide links to other services or adjacent to new areas of residential development where servicing the entire area by public transport is inefficient".</p> | <p>Add a policy to the final RLTP stating: "Provide park and ride facilities if needed to help optimise the transport network and/or increase public transport patronage."</p> <p>See recommendation at the end of this document.</p> |
| Remarkables Park Ltd | 024 ORC | Otago projects | Public transport | pp 72,74,100 | Otago | <p>Supports improvements to the ferry service. Submits that a ferry link to the Remarkables Park Town Centre ferry terminal below Riverside Drive needs to be specifically included in the Wakatipu Further Small Ferry Service project.</p> <p>Submits that a ferry link to the Remarkables Park Town centre Quayside ferry terminal should be specifically included in project 43 Water taxi/ferry network (Queenstown).</p> | <p>It would be inappropriate to specify the location of ferry terminals in the RLTP at this point in time.</p> <p>No change to Proposed Variations.</p> |
| Remarkables Park Ltd | 024 ORC | Otago projects | Walking and cycling | pp 55-58, 68, 97 | Otago | <p>Supports proposals to extend the trails network in the Wakatipu Basin and to upgrade the network so that key sections can function as off-road pedestrian and cycling commuter network. Submits that a new pedestrian/trail bridge across the Kawarau River (in the vicinity of Boyd Road on the true right bank, to the QLDC reserve at the south end of Riverside Drive on the true left bank) should be included as part of the Wakatipu Walking and Cycling Improvements project (#29) for early implementation and seeks clarification as to whether it has been.</p> | <p>Refer to QLDC for clarification, and then if the bridge is not part of this project, # 29, refer to the Queenstown Lakes multi-agency Transport Group for consideration.</p> |

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| Remarkables Park Ltd | 024 ORC | Otago projects | Walking and cycling | pp 55-58, 68, 97 | Otago | Requests the inclusion of a cycle and walking trail on the true right bank of the Kawarau River from the southern abutment of the new Kawarau Falls Bridge to connect with Boyd Road, as part of the Active Travel Network. | Refer NZTA and QLDC for consideration. No change to Proposed Variations. |
| Remarkables Park Ltd | 024 ORC | Otago projects | Walking and cycling | -- | Otago | Seeks an assurance that the proposal to construct an off-road trail and cycle connection from the underpass at the northern end abutment of the new Kawarau Falls Bridge to the trail network on the true left of the Kawarau River will not be abandoned [as rumoured] and will instead be implemented in accordance with the Urban and Landscape Design Master Plan (required under the designation for the bridge). This is a critical link in the trails network and the active travel network. | Refer NZTA and QLDC for consideration (noting, this issue was discussed at the last Governance Group meeting). No change to Proposed Variations |
| Remarkables Park Ltd | 024 ORC | Proposed programme | New work requested - other | -- | Otago | Requests that highest priority in the RLTP be given to upgrading the connection between the Hawthorne Drive (Eastern Access Road) and the southern end of the Kawarau Road (SH6), because this would provide the greatest benefits in terms of reducing congestion associated with SH6. Supports the option of extending Humphrey Street, connecting to Lucas Place and asks this be included in the variations to the RLTP. [Submitter gives extensive detail in paragraphs 7.1-7.11 of submission]. | Note that this decision depends in part on the QAC masterplan and whether or not the entrance to the airport is moved. Refer to Queenstown Lakes multi-agency Transport Group for consideration. No change to Proposed Variations. |
| Samantha Thomas | 002 ORC | Otago projects | Local road improvements | Project 61 pp 74, 105 | Otago | Ballantyne Road should be sealed to ensure the safety of users including cyclists. | Note submission: it supports the proposed project 61 (which is proposed priority 1) No change to the Proposed Variation. |

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| Southern District Health Board | 010 ORC | Strategy | Long-term goal and results. Benefits sought from the next 3-10 years investment | pp 55-58, 60, section 4 generally, pp 131-135 | Both | Supports active transport solutions as they will improve physical, mental, social, and environmental health outcomes, through (1) encouraging people to be more physically active, and (2) improving road safety, air quality and producing fewer greenhouse gas solutions | Note support. No change to the Proposed Variation. |
| Southern District Health Board | 010 ORC | Strategy | Long-term goal and results. Benefits sought from the next 3-10 years investment | p. 16, section 4 | Both | Encouraged to see new projects focusing on safety and resilience. The latter will help ensure access to goods and services in times of emergency. | Note the support for these projects. No change to the Proposed Variation. |
| Southern District Health Board | 010 ORC | Strategy | Opportunities that the RTCs intend to pursue | p. 53 | Both | Encouraged to see opportunity to better integrate road and coastal shipping into the transport network has been identified. Supports moving freight from road to rail and shopping to increase network resilience, improve road safety and reduce emissions | Note support. Ask TAG to focus, during early preparation of the next RLTP, on ways to achieve further mode shift as identified in the Opportunities section of the Proposed Variations document (p. 53), and to report back and discuss with the RTCs. No change to the Proposed Variation. |
| Southern District Health Board | 010 ORC | Strategy | Opportunities that the RTCs intend to pursue | pp 55-58 | Both | Encouraged to see opportunity to create a network of cycle rides has been identified. Urges the RTCs to ensure a safe and enjoyable experience for all cyclists e.g. through separated cycleways in high-volume traffic areas. | Note the support and refer the submission to the Connecting Dunedin group. No change to the Proposed Variation. |
| Southland Conservation Board | 002 ES | General and Process | General request for change | - | Both | Seeks greater recognition of potential adverse impacts of road construction and maintenance on the environment, in particular effects on native biodiversity. Asks for the removal of native vegetation to be avoided when undertaking road maintenance etc. | Include new policy to this effect in the RLTP. |

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| Southland Conservation Board | 002 ES | General support | | - | Both | There is no planning for new roads and associated infrastructure to be built on conservation lands, e.g. national parks, conservation parks and stewardship lands in the RLTP. The Board supports this policy position. | Note submission. No change to Proposed Variations. Letter to submitter to point out what is in the updated RLTP concerning back country access. |
| Southland Conservation Board | 002 ES | Proposed programme | New work requested on/for visiting drivers | - | Both | Supports planning to reduce the risk to travellers on the main tourist routes. Asks for consideration of ways to reduce numbers of cars and campervans. Suggests encouraging visitors to utilise buses, where numbers of people are affecting the quality of the visitor experience and qualities of the places they are visiting. | Note that the South Island RTC chairs groups (through the officials group) are developing a tourism and transport project; one of the results of this project will be the identification of what fit-for-purpose tourist routes, that enhance visitor experience and safety, would look like. The results of this project will provide guidance about improvements to tourist routes and journeys in both Southland and Otago. No change to Proposed Variations. |
| Southland Conservation Board | 002 ES | Strategy | Opportunities that RTC's intend to pursue | p. 54 | Both | Te Anau-Milford Highway. Questions the sustainability of vehicle numbers in this area. Seriously concerned about capacity of the infrastructure at Milford to accommodate increased traffic and parking at Milford. If Milford is to remain a high-quality visitor experience, controls on vehicle numbers will be required. Suggests 'park and ride' for the majority of visitors as a strategic direction. | Note submission. Refer to those undertaking the South Island tourism and transport project. Add the issue to the RLTP, under Problem Statement 1. Note the Milford Sound strategy group are addressing this matter. |

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| Stephanie Braaksma | 031 ORC | Proposed programme | Cycling / trails | <i>Cycle trails/ rides = pp 55-58-</i> | Otago | Have safety concerns taking children on Milford road to cycle. Would like to see a cycle path from Te Anau to Sinclair Road as there is now a bike park on Sinclair Road. Would also like a path to Ramparts/Kakapo in the future. | <p>The final RLTP should put the same level of emphasis on cycling route/path and trail opportunities in Southland as in the Queenstown and Dunedin, while noting that AOs need to submit projects for consideration by NZTA as co-funder.</p> <p>Note that the multi-agency governance group Ride South is preparing an overall strategy and business case for cycling facilities in Southland, which should lead to AOs preparing detailed business cases for individual facilities.</p> <p>Advise the submitter that, for a cycleway project to be included in the RLTP, a TA needs to propose it.</p> |
| Stephen Hoskin, Fiordland Trails Trust | 008 ES | Proposed programme | Cycling/ trails | <i>Cycle trails/ rides = pp 55-58-</i> | Otago | Requests a cycle and pedestrian bridge across the Upukerora River that meets the criteria of the "New Zealand Cycle Design Guide". | <p>The final RLTP should put the same level of emphasis on cycling route and trail opportunities in Southland as in the Queenstown and Dunedin, while noting that AOs need to submit projects for consideration by NZTA as co-funder.</p> <p>Note that the multi-agency governance group Ride South is preparing an overall strategy and business case for cycling facilities in Southland, which should lead to AOs preparing detailed business cases for individual facilities.</p> <p>Refer suggestion to SDC.</p> |

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| Stephen Hoskin, Fiordland Trails Trust | 008 ES | Proposed programme | Cycling/ trails | <i>Cycle trails/ rides = pp 55-58-</i> | Otago | <p>States existing layout at Te Anau and surrounds is unsafe. Requests residents and visitors have ability to access town and trails via safe transport. Requests cycle and pedestrian lanes alongside the three main roads leading from Te Anau:</p> <p>a. Te Anau-Manapouri Highway past Ivon Wilson Park to William-Stephen Road +/- on to Manapouri to cater for:</p> <ul style="list-style-type: none"> i. Manapouri commuters and recreational road riders ii. Hillside Road loop road cyclists (a route suggested in the Cycling Opportunities study) iii. Cyclists returning from Queen's reach and Balloon Loop or the end of the Lake2Lake Trail <p>b. Milford Road from Te Anau to Sinclair Road</p> <p>c. Te Anau-Mossburn Highway to Whitestone River +/- to Hillside Road (the Whitestone River offers another off-road cycling route up and downstream of SH94) [Submitter has attached copy of 2014 letter to NZTA].</p> | <p>The final RLTP should put the same level of emphasis on cycling route and trail opportunities in Southland as in the Queenstown and Dunedin, while noting that AOs need to submit projects for consideration by NZTA as co-funder.</p> <p>Note that the multi-agency governance group Ride South is preparing an overall strategy and business case for cycling facilities in Southland, which should lead to AOs preparing detailed business cases for individual facilities.</p> <p>Refer suggestion to SDC.</p> |

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| Stephen Hoskin, Fiordland Trails Trust | 008 ES | Proposed programme | Cycling/ trails | <i>Cycle trails/ rides = pp 55-58-</i> | Both | Concerned about funding distribution and equity. Notes only three of 29 projects are in Southland. Requests committee to consider needs in other areas so funding is distributed more equitably. Points out the increase in tourism, residences and accommodation providers in and around Te Anau means that demand for trails in the area is growing. Requests funding to put towards a trail from Te Anau to Te Anau Downs. Trail includes a side route to Sinclair Road. Both the main trail and the side route would help provide a means for commuting, tourism and recreational riders to head to Te Anau Downs well away from the Milford Highway (as would the three lanes above for their respective highways). | The final RLTP should put the same level of emphasis on cycling route and trail opportunities in Southland as in the Queenstown and Dunedin, while noting that AOs need to submit projects for consideration by NZTA as co-funder. Note that the multi-agency governance group Ride South is preparing an overall strategy and business case for cycling facilities in Southland, which should lead to AOs preparing detailed business cases for individual facilities. Refer suggestion to SDC. |
| Trevor Currie | 004 ORC | Proposed programme | New safety work requested | -- | Otago | Concerned about the state of the south end of Dublin Bay: 500m that remains unsealed creates a safety issue. | Refer submission to QLDC. No change to the Proposed Variation unless QLDC requests it. |
| University of Otago | 003 ORC | Otago projects | Changes to projects in the present RLTP | pp 122 | Otago | Notes the proposed Eastern freight bypass project (Dunedin) has been suspended while investigation and data collection are carried out. Points out that the alignment of SH88 besides the Hocken library on Anzac Avenue has caused significant problems for access to this facility. | Refer to Connecting Dunedin group for consideration. Ask DCC to note that the submitter wishes to be involved as a stakeholder in this project. No change to the Proposed Variation. |

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| University of Otago | 003 ORC | Otago projects | Changes to projects in the present RLTP | p. 114, 128 | Otago | Disappointed that proposed improvements to the intersection of Pine Hill Rd/ Great King St has been delayed. Points out that this intersection is a critical one for many staff and students on their journey to/from the campus. There are traffic delays and safety risks. The submitter would like to see these improvements completed in 2018-21. | Note that NZTA advises that this project is programmed for detailed business case preparation and pre-implementation in 2018-21; construction is programmed for 21/22. Retain this project to the 'wishlist' in the updated RLTP. Refer to Connecting Dunedin group and ask them to advise the RTCs on the need to review the strategy for Dunedin state highways. |
| University of Otago | 003 ORC | Otago projects | Changes to projects in the present RLTP | pp 63,121,129 | Otago | Strongly supports the completion of the SH88 cycle and walking route between the city and Port Chalmers. | Ask NZTA to note the RTCs' and University's views on the importance of completing this walkway/cycleway. Update the RLTP to reflect NZTA's decision on this project. |
| University of Otago | 003 ORC | Otago projects | Local road improvements | Project 57 pp 68, 104 | Otago | Supports this project including its prioritisation as Priority One: Central city safety and accessibility upgrade (Dunedin). | Note submission: it supports the proposed project 57 (which is proposed priority 1). No change to the Proposed Variation. DCC to note that the submitter wishes to be involved as a stakeholder. |
| University of Otago | 003 ORC | Otago projects | Local road improvements | Project 60 pp 68, 106 | Otago | Supports this project including its prioritisation as Priority One: Tertiary precinct improvements. | Note submission: it supports the proposed project 60 (which is proposed priority 1). No change to the Proposed Variation. |
| University of Otago | 003 ORC | Otago projects | Public transport | Projects 34, 35 and 37 pp 71, 98-99 | Otago | Supports these projects including their prioritisation as Priority One: Public transport infrastructure improvements and the Programme of improvements (Dunedin). | Note submission: it supports the proposed projects 34-36 (all three of which are proposed priority 1). No change to the Proposed Variation. |

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| University of Otago | 003 ORC | Otago projects | Walking and cycling | Project 2 & 27 pp 67, 91, 96 Project 26 pp 67, 96 | Otago | Supports these two projects including their prioritisation as Priority One: City to harbour cycle/pedestrian connection Dunedin Urban Cycleways. | Note submission: it supports the proposed projects 26 and 27 (both of which are proposed priority 1). No change to the Proposed Variation. |
| Venture Southland | 014 ES | General and process | General request for change | - | Both | Changing technology – LED lighting. Ensure the imminent street light upgrade programmes proposed by the Invercargill City and Gore and Southland District Council's use LED lights that are correctly aimed downward, are warm white (for reduced sky pollution) and of appropriate output for the situation | Refer to TAG for consideration. Note that NZTA has extended the time for which an enhanced FAR for LED replacements is available to AOs. No change to Proposed Variations. |
| Venture Southland | 014 ES | Introduction & summary | Overall projected expenditure level | pp 19-20 | Both | Assessment of the appropriate level of funding to maintain regional competitiveness. Consideration should be given to greater alignment of revenue generated within a region with regional investment. Additional funding for roading projects would in turn lead to greater employment opportunities, one of the priorities of the Regional Development Strategy. | Note submission. No change to Proposed Variations. |

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| Venture Southland | 014 ES | Proposed programme | Cycling / trails | <i>Cycle trails/ rides = pp 55-58-</i> | Both | <p>Emerging demand for active travel – cycling. Consideration should be given to including key projects from the Draft Southland Cycling Strategy.</p> <p>Te Araroa trail. Consideration should be given to the incorporation of the development of additional trails to connect the Great Rides, Heartland rides and urban cycleway networks within the region. [Submitter has attached examples of potential routes].</p> | <p>The final RLTP should put the same level of emphasis on cycling route and trail opportunities in Southland as in the Queenstown and Dunedin, while noting that AOs need to submit projects for consideration by NZTA as co-funder.</p> <p>Note that the multi-agency governance group Ride South is preparing an overall strategy and business case for cycling facilities in Southland, which should lead to AOs preparing detailed business cases for individual facilities.</p> <p>Ask the Ride Southland group to engage with the RTCs and TAG, as the RTCs refine their strategy over the next three years.</p> <p>Refer suggestions for additional trails to SDC.</p> |
| Venture Southland | 014 ES | Strategy | Drivers of change | pp 33-41 | Both | <p>Primary sector opportunities. Consideration should be given to undertaking a cost benefit analysis for upgrades of certain routes for freight transport, which Venture Southland would support.</p> <p>Consideration should be given to developments in land transport requirements around changing land use such as proposals for a food processing hub, including increased oat production and sheep milk production and shipment of these developing product groups to market.</p> | <p>Note submission.</p> <p>No change to Proposed Variations.</p> <p>Thank the submitter for their observations.</p> |

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| Venture Southland | 014 ES | Strategy | Drivers of change | p. 40 | Both | <p>Consideration to include touring routes for tourism for example the Southern cluster, Southland (SH6, SH90, SH96, SH98, SH99).</p> <p>Changing technology – EV charging stations and infrastructure. To enable and support tourism, the Southland regional energy strategy identifies opportunities for the use of electric vehicles and infrastructure. This provides an asset to the region which can be built on.</p> | <p>Note that the South Island RTC chairs groups (through the officials group) are developing a tourism and transport project; one of the results of this project will be the identification of what fit-for-purpose tourist routes, that enhance visitor experience and safety, would look like.</p> <p>No change to Proposed Variations. Check charging station strategy for major state highways before responding to the submitter [copy to Cr O'Malley].</p> |
| Venture Southland | 014 ES | Strategy | Longterm goal and results etc | pp 50-52, 138 | Both | <p>Changing awareness and expectations of risk including climate change. A summary of the Zero Carbon Southland framework is attached to this submission.</p> | <p>That, the RTCs, at the same time as they talk with DCC about the Global Covenant of Mayors for Climate and Energy, also examine the Zero Carbon Southland framework, and consider the potential implications for transport, and appropriate transport strategy.</p> |
| Venture Southland | 014 ES | Strategy | Opportunities that RTCs intend to pursue | pp 53-54- | Otago | <p>Milford Sound and related transport routes: asks for consideration to be given to improving the management of visitor dispersal in response to increased numbers of visitors into Milford Sound, including investigating options such as a Park and Ride scheme from Te Anau.</p> | <p>Note that the South Island RTC chairs groups (through the officials group) are developing a tourism and transport project; one of the results of this project will be the identification of what fit-for-purpose tourist routes, that enhance visitor experience and safety, would look like. The results of this project will provide guidance about improvements to tourist routes in both Southland and Otago.</p> <p>No change to Proposed Variations.</p> |

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| Venture Southland | 014 ES | Strategy | Opportunities that RTCs intend to pursue | pp 53-54 | Both | Mapping regional transport patterns: asks for consideration to be given to the need for automatic traffic counters that would accurately record traffic numbers, the type of vehicle (truck, caravan, car) and travel direction in real time. Venture Southland would work with stakeholders to identify nodes. It is likely that 6-8 traffic counters and 2 mobile counters would be required. | Refer to South Island tourism project manager. No change to Proposed Variations. |
| Venture Southland | 014 ES | Strategy | Opportunities that RTCs intend to pursue | pp 53-54 | Both | Tourism opportunities. Consideration should be given to reviewing further investment requirements required by new tourist products in the region. | Note that the South Island RTC chairs groups (through the officials group) are developing a tourism and transport project; one of the results of this project will be the identification of what fit-for-purpose tourist routes, that enhance visitor experience and safety, would look like. The results of this project will provide guidance about improvements to tourist routes and journeys in both Southland and Otago and may also result in new tourism products being identified (with business cases for these developed by the partner tourism organisations). No change to Proposed Variations. |

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| Venture Southland | 014 ES | The current situation | Characteristics of our economy and transport network | pp 27-33 | Both | Regional economic development initiatives. Consideration should be made of the impact on regional land transport through any change in services provided from Invercargill Airport. Recent research undertaken on behalf of the Invercargill Airport and Venture Southland has revealed considerable suppressed demand, as well as demand for direct flight connections to Auckland. At present there is significant road traffic out of Southland, driven by use of other regional airports at Queenstown and Dunedin. Development of the cruise industry and the associated cruise strategy for the region should also be considered. | Include this information in Section 2.1 of the final RLTP, <i>Characteristics of our economy and transport network</i> . Do not include cruise ships in RLTP at this stage (there are issues to be worked through first, especially in Milford Sound). |
| WellSouth Primary Health Network | 017 ORC | General | General request for change | -- | Both | Recommends the RTCs consider the implementation of motor-free streets within cities and towns, in order to improve the local economies. | Refer to TAG for future consideration. No change to the Proposed Variation. |
| WellSouth Primary Health Network | 017 ORC | Proposed programme | Cycling / trails | pp 96-97 | Both | Commends the RTC for including projects that will improve cycleways. Would like to see consideration of Southland cycleways in future RLTPs. | The final RLTP should put the same level of emphasis on cycling route and trail opportunities in Southland as in the Queenstown and Dunedin, while noting that AOs need to submit projects for consideration by NZTA as co-funder. Note that the multi-agency governance group Ride South is preparing an overall strategy and business case for cycling facilities in Southland, which should lead to AOs preparing detailed business cases for individual facilities. |

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| WellSouth Primary Health Network | 017 ORC | Strategy | Longterm goal and results | p. 50 | Both | Feels the overall goal could be more encompassing of the diverse, multi-modal aspects of regional transport such as transport providing individuals and whanau with access to their basic needs. Seeks a more holistic goal which encompasses a safe, resilient, environmentally sustainable transport system that protects public health and is accessible for everyone in Otago and Southland. | The intended longterm results in the Proposed Variations already encompass all these concepts and amending Intended longterm result R7 (on pp 50-51 and the diagram in Appendix 4) to read: "Enhanced community resilience, health and wellbeing" would make this clearer. |
| WellSouth Primary Health Network | 017 ORC | Strategy | Longterm goal and results | pp 50-52 | Both | Recommends that the RTCs have as a key consideration the protecting and promoting of public health as this would have many positive outcomes. Asks that the RTCs create and improve infrastructure and social environments that enable all the community to be physically active in day-to-day life. | Amend Intended longterm result R7 (on pp 50-51 and the diagram in Appendix 4) to read: "Enhanced community resilience, health and wellbeing". |
| WellSouth Primary Health Network | 017 ORC | Strategy | Longterm goal and results | pp 50-52 | Both | Recommends considering urban form and the way that landuse patterns and the transport system interrelate, as this plays a fundamental role in influencing the effectiveness and efficiency of transport and health. | Add the need to recognise that urban form and landuse patterns influence the effectiveness and efficiency of transport and health as a RLTP policy, to provide guidance to RMA planning and consenting and to business case preparation. |
| William Moffat | 008 ORC | General | Matters beyond the scope of the plan change | -- | Both | Concerned that some installations such as the Cooper's Corner roundabout (Invercargill) need modification shortly after they are installed; considers this a waste of money. | No further action is required on this roundabout No change to the Proposed Variation. |
| William Moffat | 008 ORC | Proposed programme | New safety work requested | -- | Southland | Concerned at the state of rural roads in Southland (due to increased heavy vehicle use leading to slippery surfaces); wants NZTA and local authorities to erect a large number of warning signs pointing out the danger. | Ask TAG to investigate and advise (including whether the issue may be wider than Southland). |

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| William Moffat | 008 ORC | Proposed programme | New safety work requested | -- | Both | Does not want any more wire rope barriers installed because they are an extreme hazard to motorcyclists; instead, wants better safe barrier systems. | Ask TAG to investigate and advise. No change to the Proposed Variation. |
| William Moffat | 008 ORC | Proposed programme | New safety work requested | -- | Both | Wants the location of critical obstacles, including power poles, close to roads investigated (including on Bay Road, Invercargill), and new power lines installed away from roads. Concerned about the poles alongside the Five Rivers to Mossburn Roads. | Ask TAG to investigate and advise (at same time ask NZTA to identify the contribution to the number and severity of crashes that the location of critical obstacles, including power poles, close to roads makes). No change to the Proposed Variation. |
| William Moffat | 008 ORC | Proposed programme | New work requested on/for visiting drivers | -- | Both | Wants passing lanes installed on the road between Invercargill and Frankton and on the road between Five Rivers and Te Anau, because these are both tourist routes. | Note that the South Island RTC chairs groups (through the officials group) are developing a tourism and transport project; one of the results of this project will be the identification of what fit-for-purpose tourist routes, that enhance visitor experience and safety, would look like. The results of this project will provide guidance about improvements to tourist routes in both Southland and Otago. No change to Proposed Variations. |
| William Moffat | 008 ORC | Proposed programme | New work requested on/for visiting drivers | -- | Both | Wants a full review of the location of the painted no passing lines on Otago and Southland roads to ensure there are lines in the places they are needed (and not where they are not needed). Suggests looking at these from the viewpoint of a foreign tourist. | Note that NZTA has reviewed the evidence on this matter. Jane Turnbull to ask Roy Johnson for this review results to share with submitter. No change to the Proposed Variation. |
| William Moffat | 008 ORC | Southland projects | Regional improvements | Project 22 pp 64, 88 | Southland | Suggests that instead of installing a roundabout between Invercargill and Bluff – at Elles Road intersection - the speed limit should be reduced. | Decline submission, which opposes the inclusion of proposed project 22 (which is proposed priority 1) in the RLTP. No change to the Proposed Variation. |

Additional decisions on matters raised in oral submissions

Submission 009ES Christine Henderson – refer issues concerning the 100kph sign at Lumsden to NZTA.

Submission ORC 018 Liz Angelo – make the same response to this submitter as for the other submitters on Dunedin public transport matters (as set out in the table above).

Amend the following policy, as shown:

Providing for mode choice including walking, cycling and public transport

Helps achieve Outcome 4 Increased customer voice, connectivity, accessibility and modality shifts

Helps achieve Outcome 6 optimisation of systems

8. Support and promote a growth in cycle and pedestrian trips **and in public transport patronage.**
9. **These** public passenger services **are provided in Otago Southland** ~~Provide these~~ (whether as commercial services or as services provided with or without public subsidy, as appropriate):
 - Three separate integrated urban public transport networks, one in Dunedin, one in Wakatipu Basin (on land and water) and one in Invercargill delivered by:
 - scheduled ~~bus~~ **public transport** services
 - ~~taxi and shuttle services~~ **non-scheduled or on-demand services**, including **ride share and** taxi vans or shuttles with wheelchair hoists
 - **Services** between centres within Otago Southland and beyond, provided by ~~bus~~ **large** and/or small passenger service vehicles
 - School ~~bus~~ services (separate from **public transport services** ~~buses~~ in the integrated networks, used by school children) provided by Ministry of Education as an excluded service, or by a **public transport** ~~bus~~ operator and registered as an exempt service
 - Taxis, shuttles and private hire services in those areas where providers choose to operate
 - Bus, **ferry** and rail services for excursions and special events
 - Community-based schemes and informal arrangements, where people choose to operate them
 - Emergency and medical-related transport services.
10. **Provide park and ride facilities if needed to help optimise the transport network and/or increase public transport patronage.**
11. **Consider the end to end journey requirements of those using the transport network, in the design of infrastructure and the provision of services.**
12. Consider the needs of people with cognitive, physical or sensory impairments in the design of new infrastructure and the provision of services.

