



## OTAGO REGIONAL COUNCIL AND ENVIRONMENT SOUTHLAND

### Agenda for a meeting of the Otago and Southland Regional Transport Committees to be held in the Central Otago District Council Chamber, 1 Dunorling Street, Alexandra on Monday 13 April 2015 commencing at 10.30 am

#### Membership

##### Otago Regional Transport Committee:

Cr Trevor Kempton (ORC, Chair)  
 Cr Graeme Bell (ORC, Deputy Chair)  
 Cr Hamish Anderson (CDC)  
 Cr Barrie Wills (CODC)  
 Cr Kate Wilson (DCC)  
 Cr Lyal Cocks (QLDC)  
 Cr Bill Kingan (WDC)  
 Mr Jim Harland (NZTA)

##### Southland Regional Transport Committee:

Chairman Ali Timms (Environment Southland, Chair)  
 Cr P Jones (Environment Southland)  
 Cr N Davis (Gore District Council)  
 Cr Lindsay Thomas (Invercargill City Council)  
 Cr Brian Dillon (Southland District Council)  
 Mr Jim Harland (NZTA)

#### Apologies

Cr Trevor Kempton

#### In attendance

#### Confirmation of agenda

#### Minutes

The minutes of the joint Otago/Southland RTC meeting held on 26 January 2015, having been circulated, for confirmation/noting.

Page Nos.

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#### Matters arising from minutes

**AGENDA ITEMS**

- Item 1  
2015/0782 **Otago and Southland Regional Land Transport Plans: hearing committee recommendations, lodgement of plans with ORC and ES.**  
ORC and ES Transport staff, 31/3/15 14 - 89
- The RLTP document as revised following hearings and deliberations is circulated for endorsement prior to presentation to the respective regional councils. Attachment 1 contains the minutes of the hearings and Attachment 2 the hearing committees' recommendations on the submissions. The Hearing Committees recommended a number of changes to the RLTP document. The revised Plan is circulated separately as Attachment 3.
- Item 2 **Update from NZTA – Jim Harland (presentation for discussion)**  
- Development of a South Island Freight Plan  
- The Visiting Drivers Signature project
- Item 3 **Road safety in Otago and Southland – Jane Turnbull (for discussion)** 90 - 92
- a. Three interim reports summarising the findings of an analysis of road safety statistics in Otago and Southland (these reports were circulated on 1 April):
1. Road safety in Otago and Southland regions: the top priorities for action
  2. Factors causing serious road trauma in each district of the Otago and Southland regions: Results of statistical analyses
  3. Statistical analysis of tourist crashes in southern New Zealand
- b. Framework to be used to collate the approaches to road safety already being undertaken by road controlling authorities, NZTA, Police and regional councils, to enable the subsequent analysis of gaps – for discussion.  
Outline of (draft) road safety action plan for Otago Southland:
1. in table format,
  2. tree diagram showing the results sought (note, these are different visual presentations of the same plan material)
- Item 4 **Date to be set for next meeting**

**Minutes of the Combined Regional Transport  
Committees (*Ropu Tiaki Waka-a-Rohe*)  
Meeting of the Southland Regional Council  
and Otago Regional Council, held at  
Gore District Council, Civic Avenue, Gore  
on Monday, 26 January 2015, at 10.30 am**

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**Present:****Southland Regional Transport Committee**

Chairman A Timms Environment Southland (*Chair*)  
Cr B Dillon Southland District Council  
Cr N Davis Gore District Council  
Mr J Harland NZ Transport Agency

**Otago Regional Transport Committee**

Cr Trevor Kempton Otago Regional Council (*Chair*)  
Cr Graeme Bell Otago Regional Council  
Cr Hamish Anderson Clutha District Council  
Cr Barrie Wills Central Otago District Council  
Cr Kate Wilson Dunedin City Council  
Cr Lyal Cocks Queenstown Lakes District Council  
Cr Guy Percival Waitaki District Council  
Mr J Harland NZ Transport Agency

**In Attendance:**

Mr R A Phillips Environment Southland  
Mr R Hawkes Environment Southland  
Mr R Pearson Invercargill City Council  
Mr J Bourque Southland District Council  
Mr T Sizemore NZ Transport Agency  
Dr J Turnbull Otago Regional Council  
Mr C Bopp Clutha District Council  
Mr D Mander Queenstown Lakes District Council  
Mr M Voss Waitaki District Council  
Ms J Ballantyne Road Safety Southland  
Ms J Robinson Community Road Safety Advisor  
Sen Sgt S Larking NZ Police (*from 11.00 am*)  
Ms S Connolly Dunedin City Council  
Mr T Barclay MP for Clutha-Southland  
Ms G Dickson Clutha-Southland Electorate Secretary  
Mrs D O'Donnell Environment Southland (*Minutes*)

**1 Welcome (*Haere mai*)**

Chairman Timms welcomed everyone to the first combined meeting of the Otago and Southland Regional Transport Committees for 2015, especially Mr Barclay and Ms Dickson.

**2 Apologies (*Nga pa pouri*)**

*Resolved*

Moved Cr Dillon seconded Cr Wilson that apologies for absence be recorded on behalf of Cr P Jones (Environment Southland) and Cr L Thomas (Invercargill City Council).

Carried

Apologies were also noted on behalf of Mr I McCabe (NZ Transport Agency) and Mr M Hasler (Gore District Council).

**3 Confirmation of Minutes (*Whakau korero*)**

Otago Regional Transport Committee

*Resolved:*

Moved Cr Wilson, seconded Cr Bell that the minutes of the joint Otago and Southland Regional Transport Committees workshop, held on 2 December 2014, and the minutes of the joint Otago and Southland Regional Transport Committees meeting, held on 16 December 2014, be taken as a true and correct record.

Carried

**4 Staff Report****Item 1 – Adopting the Draft Otago Southland Regional Land Transport Plan 2015-2021 for Public Consultation**

This item was on the agenda to facilitate the approval of the Draft Otago Southland Land Transport Plan 2015-2021 for release for public consultation.

**The draft document**

The changes to the document, as requested by Committee members, had been circulated prior to today's meeting. It was suggested that Committee members raise any queries they may have, rather than going through the document page by page.

Mr Hawkes explained that there were still some minor changes to be made to the tables.

Points raised were:

- Mr Harland asked that references to the references to OHNO be changed to NZTA.
- Chairman Timms asked if references to the appendices in the body of the document could have a page number included, for convenience.
- Cr Cox noted that the Queenstown Town Centre business case implementation did not seem to be in the document. Dr Turnbull agreed that it should be in the table on page 5, but noted that it was in a table later in the document. As the project was in the public transport class, Dr Turnbull undertook to add a note, so that the activity class changed. It was agreed that the project would be included in the table on page 5.
- Cr Wilson asked, if the visiting driver signature project was a safety issue, could it be left until 2018/19. Mr Harland explained that a number of components of this had already commenced. He offered to work with Dr Turnbull following this meeting to amend the wording in Table 1 to reflect this.
- Cr Wilson queried the title of the plan, asking if it should be called Otago + Southland Regional Land Transport Plans. She noted there were two separate plans.

Cr Kempton noted the need to show collaboration and suggested that the executive summary/foreword made it clear there were two plans.

Following some further discussion it was agreed that the document would be called Otago Southland Regional Land Transport Plans. The need for consistency throughout the document was noted.

- Cr Cox queried the length of main trunk rail noted on page 22 – it was listed as being the same length in both Otago and Southland. Staff undertook to follow this up.
- Page 22 – amend paragraph following bullet points to read “...a relatively high burden of road maintenance on the populations.” (Word “Southland” to be removed.
- Page 23 – amend third paragraph to read “...roads that provide public access *within* the conservation estate.”
- Page 27 – amend first paragraph to read “... public passenger transport continuing to play *a vital* role...”

It was noted that there were some errors in the tables. Dr Turnbull advised that the tables were a direct download from TIO. Any errors that had been noted should be forwarded to Dr Turnbull for correction.

- Cr Wills asked for clarification in regard to official cycle/walkways. He asked that more detail be provided in the references on pages 22, 38 and 39, noting the importance of the “Great Rides” and “Great Walks” to the economy and the transport system.

Cr Dillon suggested that the current plans for the Frankton area and the Kawerau Falls bridge were not the best solution to the problem. He felt that the planning was for the short term, not the long term. The new bridge would not resolve the traffic congestion – a bypass would be required for the area.

Cr Cocks advised that there were other, interrelated, projects planned to help ease congestion, including the eastern access – which was a bypass.

Mr Harland noted that work was currently being undertaken in regard to the Wakatipu Basin transport strategy, which was being updated. The review was trying to push out 50 years, to provide a vision for the longer term. Mr Harland advised that public transport in and out of Queenstown would need to change in future. Both the roundabout and the eastern access would make a difference.

Cr Cocks noted that it was a complicated situation, with a lot of different user groups to consider. There had been a lot of discussion and it was unlikely that the final plans would satisfy everyone.

Mr Sizemore agreed that Cr Dillon had a point, noting that other options had been considered. In the long term, it was likely a second crossing would be required. However, there was a need to see Jacks Point and Henley Downs fully developed, in order to be able to assess the increase in demand.

- Cr Wilson suggested that the document was confusing in regard to the item numbers and that the maps should be numbered. Mr Hawkes advised that the numbers came out of the original download from TIO. Dr Turnbull advised that the best that could be done would be to add an explanation as changing the numbering could cause further issues.
- Cr Wilson suggested that the grouping of projects (e.g. page 46) was also an issue. Mr Harland suggested adding headings such as “SH Resilience”; “Queenstown Projects” and that the two Chairs and staff could finalise these.
- Clearer maps were requested. Staff undertook to check if this was possible.
- Page 51 – Project Funding – a question was raised as to whether the figures were correct. Mr Hawkes advised the figures were all total project costs, as loaded into TIO. For the purpose of this document, staff had been seeking project costs over three or six years.

Ms Connolly advised that she would amend the DCC costs and send them to Mr Hawkes and/or Dr Turnbull.

- Dr Turnbull suggested that the Committee considered adding a sentence to the introduction to advise the public that the Regional Transport Committees are consulting on these plans before any of the Local Authorities consult on their Draft Long-term Plans. It was agreed that this would be added to the end of the introduction.

There was some discussion regarding the alignment between this plan and the LTPs. Mr Phillips suggested that Communications staff could work on common messages for both.

- Page 63 – top table – Reason for priority – this table included information provided to an earlier meeting, however, it was suggested that it was not appropriate that this comment was released to the public. The comment in question read “*Currently the timing is not well aligned. The RTC is asked to consider requesting NZTA move forward the planning stages of its projects to better align with the Eastern Freight Bypass Upgrade.*”

Mr Sizemore noted that, at earlier meeting a motion was put to the Committee to bring forward the resilience projects on State Highway 1 and the work on Frankton Flats. Mr Sizemore had passed the minutes of that meeting to the National Programming Team for its consideration. This team was currently collating all such requests from around the country.

Mr Sizemore suggested that the Committee go through the same process in regard to the Andersons Bay/Caversham Motorway and St Andrews Street/Anzac Avenue projects.

***Resolved:***

**Moved Cr Wilson, seconded Cr Davis that the Regional Transport Committee discuss requesting the NZTA move forward the planning stages of the Andersons Bay/Caversham Motorway and St Andrews Street/Anzac Avenue projects to better align with the Eastern Freight Bypass Upgrade.**

**Carried**

Chairman Timms noted that this matter would be dealt with as the third matter under this item.

- Chairman Timms asked that references to Chairperson be amended to read Chairman.
- Ms Ballantyne asked that the word accident be removed from the document and replaced with the word crash. There was some discussion regarding this. It was decided that both words would be placed in the glossary, with clear explanations.

It was noted that the document was to be publicly notified on 4 February 2015.

### **Notification and Consultation**

Chairman Timms directed the meeting to consider the composition of the joint hearing sub-committee.

Cr Wilson asked if there should be alternates. Chairman Timms suggested that the Regional Councils could deal with that. Each Regional Transport Committee could provide some direction to their respective Regional Council.

#### ***Resolved:***

**Moved Cr Davis, seconded Cr Wills that the Otago and Southland Regional Transport Committees approve the draft Regional Land Transport Plans for public consultation to be notified on 4 February 2015, subject to amendments made today.**

**Carried**

### **Otago Regional Transport Committee**

#### ***Resolved:***

**Moved Cr Wilson, seconded Cr Bell that the Regional Transport Committee confirms that it has taken into account the pertinent district plan and regional plans when submitting for inclusion in the draft RLTP.**

**Carried**

### **Southland Regional Transport Committee**

#### ***Resolved:***

**Moved Cr Dillon, seconded Cr Davis that the Regional Transport Committee confirms that it has taken into account the pertinent district plan and regional plans when submitting for inclusion in the draft RLTP.**

**Carried**

NZTA had also confirmed it had done this, for both regions.

#### ***Resolved:***

**Moved Cr Wilson, seconded Cr Anderson that the Otago and Southland Regional Transport Committees recommend to their**



respective regional council, the proposed composition of the joint hearing committee on the draft Regional Land Transport Plans, with consideration for alternates.

Carried

The meeting now returned to the request for the NZTA to move forward two projects in Otago.

*Resolved:*

Moved Cr Wilson, seconded Cr Bell that the Otago Regional Transport Committee requests the NZTA move forward the planning stages of the Andersons Bay/Caversham Motorway and St Andrews Street/Anzac Avenue projects to align with Dunedin City Council's Eastern Freight Bypass Upgrade project.

Carried

## Termination

There being no further business, the meeting closed at 11.50 am.

**Notes of the Combined Regional Transport  
Committees of the  
Southland Regional Council and  
Otago Regional Council  
Inter-regional Road Safety Workshop  
held at  
Gore District Council, Civic Avenue, Gore  
on Monday, 26 January 2015, at 12.05 pm**

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**Present:****Southland Regional Transport Committee**

Chairman A Timms      Environment Southland (*Chair*)  
Cr B Dillon              Southland District Council  
Cr N Davis                Gore District Council  
Mr J Harland              NZ Transport Agency

**Otago Regional Transport Committee**

Cr Trevor Kempton      Otago Regional Council (*Chair*)  
Cr Graeme Bell          Otago Regional Council  
Cr Hamish Anderson      Clutha District Council  
Cr Barrie Wills          Central Otago District Council  
Cr Kate Wilson          Dunedin City Council  
Cr Lyal Cocks            Queenstown Lakes District Council  
Cr Guy Percival          Waitaki District Council (*till 1.30 pm*)  
Mr J Harland              NZ Transport Agency

**In Attendance:**

Mr R A Phillips          Environment Southland (*till 12.20 pm*)  
Mr R Hawkes              Environment Southland  
Mr R Pearson              Invercargill City Council  
Mr J Bourque              Southland District Council  
Mr T Sizemore              NZ Transport Agency  
Mr I McCabe              NZ Transport Agency (*from 12.10 pm*)  
Dr J Turnbull              Otago Regional Council  
Mr C Bopp                  Clutha District Council  
Mr D Mander              Queenstown Lakes District Council  
Mr M Voss                  Waitaki District Council (*till 1.30 pm*)  
Ms J Ballantyne          Road Safety Southland  
Ms J Robinson          Community Road Safety Advisor  
Sen Sgt S Larking          NZ Police  
Ms S Connolly              Dunedin City Council  
Mrs D O'Donnell          Environment Southland (*Minutes*)

## 1 Welcome

Chairman Timms welcomed everyone to the workshop and advised that Dr Turnbull would be speaking to a Safer Journeys presentation. A copy of the presentation had been tabled.

## 2 Road Safety in Otago and Southland: the road forward

Dr Turnbull explained the background to the project. She noted that the main focus of the presentation was the policies in the draft Regional Land Transport Plan (RLTP) and how these would be delivered.

### Discussion Points

#### *How ambitious should we be:*

- *what's an acceptable level of cost to our regions?*
- *what do we want to achieve?*
- “Acceptable” not a fair word to use – need to think about what’s realistic and affordable.

*Mr Phillips left at this time.*

- A lot of factors are outside the influence of the Regional Transport Committees – what are the most effective changes that can be made?
- Driver training – is there a need for a higher level of skills?
- Physical infrastructure – can this be directly influenced?
- Likely to never get to zero, but could set an aggressive target – is it about vehicle, or road design?
- If the regions have a \$400M, six year, programme to keep roads in good condition between the regions, and still have a high social cost to the economy as a result of safety issues then there probably is a need to spend more money to resolve these issues. The social costs cannot be acceptable.
- The draft RLTP envisages that we will:
  - ◆ achieve a substantive reduction in road trauma;
  - ◆ track towards zero, in the long-term.
- Why “reducing social costs” rather than “reducing death and injuries”? Not just about individual injuries – it’s about the whole impact. This is what we measure. “Social cost” looks further than the numbers – it looks at the costs over the long-term.

- The major (long-term) costs arise from serious injuries. If minor crashes can be reduced, major ones will also be reduced.

*A break was taken for lunch 12.35-1.10 pm*

### ***Short- to medium-term plan of action: the priority issues***

- Speed and alcohol major influences on all accidents.
- Some areas should be speed limited, especially on winding roads and where roads are approaching towns.
- Largely a policing issue, but the Police were under-resourced.

### ***Motorcycles***

- Percentage of motorcycle accidents contributing to the social costs is not known as not all accidents are reported through CAS – the statistics had been obtained through ACC.

*Cr Percival and Mr Voss left at this time.*

- It was suggested that money that would potentially be spent on earthquake prone buildings would be better spent on roads; there was a need to make the Government aware of this.
- There was discussion regarding the need for greater cross-agency cooperation, e.g. allowing data to be more easily shared across agencies to allow for more accurate analysis. Could this be addressed through the National Road Safety Board?
- Need for more education of motorcycle riders, especially in regard to blind spots on cars and the dangers of overtaking in the same lane and weaving in and out of traffic.
- Need to look at the reasons why motorcycles are an increasing issue, e.g. older people riding motorbikes; more motorbikes on the road.

### ***Pedestrians***

- It was noted that the statistics included people who had tripped on uneven footpaths and injured themselves.

### ***Cyclists***

- This was more of an issue in Otago than it was in Southland, as the statistics included those who used the cycle trails.
- Accident numbers were increasing as the number of cyclists was increasing. There were also more people using mountain bikes.

### *How we work together*

- A National Road Safety Committee exists. Its members include the Police, NZTA, ACC and the AA. This is where the national coordination takes place.
- There was a need to get a good idea of the programmes being undertaken by the individual local authorities – there may be potential for a common structure.
- A regional road safety committee met in Dunedin every three months. This committee could report on an “as needs” basis to the RTCs. It was agreed that the RTCs needed to be better informed.
- It would be useful to get a report from road safety staff in regard to the Big 5 – what was being done and where the gaps were. Were the staff confident the current programmes were working or did they need to be updated/upgraded. NZTA was upgrading its coordination of this work.
- Had the RTCs got the draft RLTP right – did it need to be reprioritised in light of today’s discussion?
- A gap analysis of the road safety programmes would be useful. There were options to lobby central government on issues such as licencing. A gap analysis may show if some issues were seasonal.
- It was suggested that road safety was not about community programmes at a higher level – it was about what was being done within maintenance and construction programmes. If the road controlling authority requires community programmes it would identify these. The RTC did not want to just focus on road safety in terms of community programmes.
- A regional road safety action plan was needed to guide the work over the next three years.
- The role of the RTCs at an advocacy level was acknowledged.

## **Termination**

There being no further business, the meeting closed at 2.20 pm.

## REPORT

Document Id: A736316

Report Number: 2015/0782

Prepared For: Otago and Southland Regional Transport Committees

Prepared By: Transport staff – Otago Regional Council and Environment Southland

Date: 31 March 2015

Subject: **Otago Southland Regional Land Transport Plans: hearing committee recommendations, lodgement of plans with ORC and ES**

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### 1. Précis

Having prepared the draft Otago Southland Regional Land Transport Plans (the RLTP document), the committees consulted in accordance with section 18 of the Land Transport Management Act 2003, using the special consultative procedure set out in the Local Government Act 2002. Most submissions received were supportive, of either the activities in the plans and/or the strategic direction.

Attachment 1 contains the minutes of the hearing and Attachment 2 the hearing committees' recommendations on the submissions. The Hearing Committees recommended a number of changes to the RLTP document.

The committees now need to finalise the RLTP document and each committee needs to lodge its plan with the respective regional councils.

### 2. Public notification, submissions, and hearings process

As set out in section 18 of the Land Transport Management Act 2003, the committees consulted in accordance with the consultation principles in the Local Government Act 2002, and followed the special consultative procedure set out in that Act.

The RLTP document was publicly notified on Wednesday 4 February 2015, with notices placed on the Environment Southland and Otago Regional Council websites, and in major newspapers across Otago and Southland. Public libraries and local government organisations were sent copies of the RLTP document with a request to display. Letters advising of the notification were sent to over 200 people or organisations with an interest in land transport across Otago and Southland. This included:

1. territorial authorities in the regions and (where they exist) community boards
2. the New Zealand Transport Agency and other interested Government agencies
3. Southern District Health Board
4. New Zealand Historic Places Trust
5. Maori organisations in the two regions
6. Representative groups of land transport users and providers.

Submissions on the RLTP document closed on 6 March 2015. Some 305 submissions were received on the plans: 217 submissions received by ORC and 88 by ES. Each regional council received some submissions that related to the other regional council's area.

Hearings were held in Dunedin on 16 March and in Invercargill on 17 March, followed by deliberations. 15 submitters were heard in Dunedin, and 7 in Invercargill. Attachment 1 contains the minutes of the first day of the hearings. Due to staff bereavement leave, the minutes of the second day of the hearings are not currently available. They will be forwarded to the RTC members as soon as they are available. Attachment 2 contains the summary of Hearing Committees' recommendations on submissions.

### 3. RLTP document revised following hearing and deliberations

Attachment 3 contains the revised (but not yet fully designed) version of the RLTP document, incorporating amendments to the text and tables to reflect the Hearing Committee's recommendations. The major changes are:

- Changes to section 1.3, the description of the transport network – highlighting the proportion of local roads in the roading network, the public transport services and the funding of rail.
- Changes to section 2, the strategic framework.
  - In section 2.3, the appropriate role of each transport mode, changes relate to the different transport needs for rural and urban communities; the need for significant investment over time in public transport to enable gradually reducing reliance on private motor vehicles; the recognition of horse users.
  - Amend objective 3.1 and policy P.4.7 to better recognise rail.
  - Add new policy P.3.23 to promote touring routes.
  - Amend policies P.4.20, P.4.25 on public transport, including to increase the focus on accessibility.
  - Add definition of vulnerable users to the glossary.
- Project changes:
  - Otago integrated ticketing project recognised as inter-regionally significant.
  - Changes to programmes requested by the relevant RCA, arising from NZTA advice and/or councils' Long Term Planning process (**due to time constraints these changes are still being incorporated into the RLTP, and will be tabled at the RTC meeting**).
    - SDC – changes to the maintenance, operations and renewals, and the minor improvements 6 year budgets; bring the Mararoa Bridge Replacement Project forward to 2015/2016.
    - QLDC – Change activity class for the Queenstown Town Centre Business Case Project.
    - DCC – Change the activity class for streetlight LED renewals, make changes to the central City and North East Valley Cycle Network project.
    - WDC - Change the activity class for streetlight LED renewals.
    - NZTA - Kawarau Falls Bridge project – reflect its funding status by moving it to the committed activity table.
    - Consequential changes from these project changes – including changes to 10 year forecasts, and summary tables 2 and 3.

This revised document also incorporates:

- wording changes reflecting that this is the final (rather than the draft) plan;
- minor administrative amendments.

#### **4. RLTP and council long term planning**

Some organisations that contributed projects for inclusion in the RLTP document used the submission process to advise of changes to their programmes. Further changes to these budgets are still likely however, arising from NZTA advice to each approved organisation, and/or councils' final decisions on LTPs.

Note that national moderation of the HNO Otago and Southland programme was recently undertaken. Changes to the HNO programme will be tabled at the RTC meeting for discussion.

Achieving absolute alignment between the forecasted expenditure in the RLTP document and the various LTPs (as entered in TIO) would be very difficult due to the different timelines for these two planning processes. The committees need to complete the RLTP document, so it can be submitted to NZTA by its deadline of 30 April. Further amendments to the RLTP document can occur as variations, at a later date, if this proves necessary.

#### **5. Process for ORC and ES approval of the RLTP document**

Having received the RLTP document from the respective committee, the ORC and ES must consider whether to approve the portions that constitute that region's RLTP. A council cannot change the RLTP document. If it does not agree with the RLTP document, a council can send it back to its committee and ask it to reconsider one or more aspects. A council can only do this once. A committee may then provide an amended RLTP or further information in response to a council request to reconsider a RLTP.

#### **6. Recommendations**

That the committees:

1. Adopt the recommendations of the hearing committee on submissions and changes to the RLTP document.
2. Make amendments to the RLTP document, as contained in Attachment 3.
3. Lodge the RLTP document with ORC or ES, as appropriate.

Fraser McRae  
Director, Policy and Resource Planning

Russell Hawkes  
Senior Policy Planner - Transport

#### Attachments

1. Minutes of the hearings on the draft RLTPs - day one - 16 March 2015
2. Summary of Hearing Committees' recommendations on submissions
3. RLTP document, revised following hearings and deliberations



**Minutes of the Hearing of submissions on the Combined  
Otago/Southland Regional Land Transport Plan held at  
Otago Regional Council, 70 Stafford Street, Dunedin  
on Monday 16 March 2015 commencing at 10.33 am**

<b>Present:</b>	<b>Southland Regional Transport Committee</b>	
	Chairman A Timms	Environment Southland ( <i>Chair</i> )
	Cr B Dillon	Southland District Council
	Mr J Harland	NZ Transport Agency
	<b>Otago Regional Transport Committee</b>	
	Cr Trevor Kempton	Otago Regional Council ( <i>Chair</i> )
	Cr Lyal Cocks	Queenstown Lakes District Council
<b>In Attendance:</b>	Mr R Hawkes	Environment Southland
	Dr J Turnbull	Otago Regional Council
	Mr Fraser McRae	Otago Regional Council
	Ms Anja McAlevey	Otago Regional Council
	Mrs Janet Favel	Otago Regional Council ( <i>Committee Secretary</i> )

**Conflicts of interest** – Cr Cocks advised that he had a conflict with the submission from QLDC (No. 192) and would withdraw from the meeting for discussion of this item.

**Recommendations of Report 2015/0770 Hearing submissions on the draft Otago Southland Regional Land Transport Plans 2015-21. 9/3/15**

That the Hearings Committee of the Otago and of the Southland Regional Transport Committees:

1. receive this report (*Cr Kempton/Cr Dillon and carried*)
2. agree that the two late Otago submissions (Bus Go Dunedin and Nathan Surendran) be heard (*Cr Cocks/Cr Dillon and carried*)
3. hear those wishing to be heard (*Mr Harland/Cr Kempton and carried*)

**1. Mosgiel Taieri Community Board (Submission 68 ORC)**

Mr Bill Feather, Chair Mosgiel Taieri Community Board, spoke on behalf of the Board. The Board's main concerns were:

- Timing of the safety and accessibility upgrade of SH87 (Gordon Road) through Mosgiel and at the intersections of Gladstone Road/Gordon Road/railway/Hagart Alexander Drive/Burns Street.
- That the proposed strategic cycle network for Mosgiel was separated from the safety and accessibility upgrade.
- That the project completion dates were not commensurate with population and traffic growth.

Mr Feather in giving his presentation made the following points:

- Item 28 Cycle network – delayed to 2019/20 and 2020/21 due to need to complete other parts of network first. Disparity between the safety/accessibility and cycleway projects – it was initially indicated they would be delivered in tandem.
- Discrepancy - Mosgiel safety and accessibility upgrade listed as items 22 and (\$180,000) and 23 (\$250,000).
- Since 2001 the Mosgiel population had grown 13%, and continued growth of 6-7% was forecast. All traffic to the Mosgiel East and Chain Hills slope residential developments would have to go through the busy Gladstone/Gordon/railway/Hagart Alexander/ Burns intersections.
- Mr Feather urged that the timing of the two projects discussed above be reviewed.
- He also noted heavy traffic coming from inland went through Mosgiel to the Port – this included sand mining, Fonterra, and the business park next to Fonterra.
- Other safety needs –24% of the Mosgiel population were 65 years or older; there was a risk for them crossing Gordon road from the retirement villages on one side of the town to the medical centre on the other.
- Cycling has been treated as an entity on its own – should be treated as another mode of transport.

Points raised by the panel:

- Cr Timms asked about figures rather than percentages for growth and Mr Feather advised that he could supply these.
- Dr Turnbull was to clarify project timing with the DCC, as she understood the projects were already aligned. Mr Harland asked Mr Feather to supply the panel with his chart showing timing discrepancies.
- Ms McAlevey explained that Items 22 and 23 were aspects of the same project but were in different activity classes. She was to clarify this with Mr Feather. Mr Harland confirmed that it was one project. He explained that projects were funded for the different stages, and might not proceed beyond the planning stage if the business case did not stack up.
- Dr Turnbull noted that planning was to start in 2017/18 and the DCC seemed to have spaced the planning and construction out over several years. Mr Feather confirmed that the Board wanted this work carried out in a more condensed period.
- In response to a question, Mr Feather confirmed that there was traffic congestion at peak times at the Gladstone/Gordon/railway/Hagart Alexander/Burns intersections. He considered that the issues around these intersections and around the eastern heavy traffic bypass were of equal importance. One needed to be done in order for the other to work smoothly.

## **2. Peter Dowden and Alex King (Bus Go Dunedin) (Submission 216 ORC)**

Mr Dowden congratulated ORC on making the bus fleet accessible and on increasing the capacity of the public transport network, and was pleased to see recommendations that some of the points in his submission be accepted. He also commended the submission from DPA (number 211 ORC).

Mr Dowden spoke about making spare capacity on school buses available for fare-paying public use. He had spoken to the Ministry of Education about this, and was advised that consideration was being given to reinstating this service.

Mr King spoke supporting the establishment of the bus hub, and hoped that it would not be located in a 'ghetto' in a hidden corner of town. He commented that the hub did not have to cost a lot, like, eg, Britomart in Auckland. He also supported an upgraded ticketing system to allow users to transfer between services. Mr King stated that he would support other proposed projects, such as ticketing and realtime information, provided time was spent on determining a good design and location for the bus hub. Mr Dowden cited the Timaru bus hub as an appropriate and inexpensive example.

### 3. Nicholas Menzies (Submission 91 ORC)

Mr Menzies supported continuing the cycleway from Dunedin to Port Chalmers, mainly for safety reasons. He noted that the completed part of the cycleway was well used. Mr Menzies discussed the option of using the old road, but acknowledged that the cost to develop this appropriately could be greater than completing the cycleway.

### 4. Hudson Turnbull (Submission 210 ORC)

Mr Turnbull distributed a hand out. He raised the following points:

- He opposed the proposed new location for the Kawarau Falls bridge, and considered it should be located at the confluence of the Kawarau and Shotover rivers. This location was critical to maintain the link around the eastern end of the airport runway.
- The bridge was a major part of a national highway network.
- His alternative site would cost less than the current proposal – very little land purchase would be needed.
- Mr Turnbull supported Item 96 Frankton Flats business implementation, Item 108 business case programme, and Item 48 Ladies Mile corridor.
- He supported Item 95 Eastern Access Road, which would provide access to the alternate bridge site that he proposed.
  - Designate Eastern Access Road as SH6 from the new roundabout west of Glenda Drive – this would remove a lot of traffic from that area.
  - Because a lot of the growth in Queenstown is on Frankton Flats, the eastern access road was a critical addition to the Plan.
  - Most interregional tourist trips started through Frankton.
- The reasoning in the Plan for inter-regional significance for several of these projects was insufficient.
- NZTA's preferred options for Kawarau bridge – the information relied on was out of date.
- Item 66 Stanley Street – \$2m worth of work needed to make Stanley Street suitable as a state highway – Melbourne/Henry Streets should be considered instead - Melbourne street was broad enough to provide for traffic on through to Gorge Road.
- Item 64 Frankton Road – in a lot of places the alignment was not as per the plans and in some points the road could not be widened any more. Options might have to be considered such as public transport only into Queenstown.
- Current Kawarau Bridge location – traffic backs up from the BP intersection. Mr Turnbull considered the bridge site was determined in order to pacify vocal Kelvin Peninsula residents.

In response to a question Mr Turnbull advised that access to the airport could easily be provided from the Eastern Access Road, and Dr Turnbull noted that the Eastern Access Road was part of the Plan.

Mr Harland noted that the government had indicated agreement to fund the bridge from dedicated crown funding for accelerated regional transport infrastructure projects. He considered that because of the timeframe there was now limited opportunity to influence the location decision.

#### **5. Kris Nicolau (Submission 189 ORC)**

Ms Nicolau submitted that the current speed limit of 30kmh in Port Chalmers should be continued. Cr Timms explained that the joint committee was not a roading authority and did not have jurisdiction over speed limits. Mr Harland advised that the current speed limit was a trial. He explained that the submitter could write to the NZTA with her concerns, but noted that speed limits on state highways across the whole country were set according to an NZTA national policy, which would need to be changed to allow the 30km speed limit to be made permanent in Port Chalmers.

#### **6. Robert Thompson, Spokes Dunedin (Submission 203 ORC)**

- Support SH88 cycleway to Port Chalmers, Portobello Road widening, and SH1 protected cycle lanes through Dunedin.
- Would like to see included in the RLTP:
  - The Caversham and Chain Hills tunnels and connecting cycleway.
  - Encouragement of multi type transportation.
  - Separated cycling connections along SH1 from Waitati Valley Road to Coast Road, and along SH1 between Allanton and Riverside Road in East Taieri – popular routes for recreational cyclists and tourists.

Supported the formation of an Otago/Southland Cycling Forum. Cr Timms noted that such a forum could liaise regularly with the joint Otago/Southland RTCs.

Mr Thompson considered that work could be done on the Caversham and Chain Hills tunnels to make them viable for cycling. Access to the tunnels would make cycling between Mosgiel and the city feasible for a large number of people.

The meeting adjourned at 12.40 pm and reconvened at 1.33 pm.

#### **7. Digiart & Design Ltd – Fred Cross (Submission 16 ORC)**

Mr Cross supported retaining the current 30kmh speed limit in George Street Port Chalmers, citing safety, and reduction in noise, dust and bark distribution and road damage. He spoke about the projected increase in cruise ship visitors with the introduction of larger cruise ships. Mr Cross noted that vibrations were felt in business premises on George Street when heavy vehicles went past.

Cr Timms noted that speed restrictions did not come under the jurisdiction of the RLTP, and Mr Harland explained that Mr Cross could write to the NZTA explaining his concerns. NZTA was to carry out a major piece of work this year on appropriate speed limits on state highways. Mr Cross advised in response to a question that he did not have a measurement

of vibrations but it could be felt when trucks passed up the main street. He commented that truck drivers accepted the 30 kmh speed limit.

#### **8. Waitaki District Council – Michael Voss (Submission 190 ORC)**

Waitaki District Council requested the following:

- Tourist driver assistance – should be made a top priority in 2015/18.
- Flood mitigation works Hilderthorpe Straight and Maheno – bring forward to 2015/18, and carry out the two projects at the same time.
- Access to Moeraki township – bring work forward to 2015/18.
- Big Kuri Creek flood mitigation works – bring forward to 2015/18 because there is no alternative route.
- Kaitiki erosion protection – bring forward to 2015/18 because the only alternative route is through Trotters Gorge which is not suitable for a lot of traffic.
- North Oamaru roading improvement – bring this work forward to 2015/18.

#### **9. QLDC (Submission 192 ORC) – Cr Alexa Forbes and Denis Mander (by phone)**

Cr Lyl Cocks declared a conflict of interest and left the room for this item.

Points raised:

- Strongly supported the ORC proposal (Public Transport Programme of Improvements) to improve public transport in the Wakatipu Basin, and asked for this work to be brought forward if possible. This was necessary to allow the Queenstown Town Centre Strategy to be implemented.
- Frankton Flats – request that NZTA expenditure at the BP roundabout (in the Grant Road to Kawarau Bridge project) be brought forward to 2015/16 to align with the QLDC programme.
- Kawarau Falls Bridge - Important that NZTA complete the new bridge in the next 2-3 years.
- Driver signature project - 2015/16 Southland, 2018/19 Otago. Many journey through both Otago and Southland, and these two projects should be dealt with as one.

Mr Mander advised that in discussion Tony Sizemore (NZTA) had agreed that bringing the Frankton Flats work forward was a priority, but he did not have the power to make that happen. It would be useful to meet with NZTA to discuss this matter.

Mr Harland noted the submission received on an alternative location for the Kawarau Falls bridge. Mr Mander commented that the Wakatipu-Frankton Flats strategy supported the current location for the bridge. Cr Forbes noted that she had received emails on this matter but it had not been discussed by Council.

Cr Cocks returned to the meeting.

#### **10. Bayfield High School Envirogroup – Britta Hamill and Lewis Anderson (Submission 85 ORC)**

The submitters commented:

- Support for the bus hub idea – great way to encourage more people to use buses.
- Concern about current cost of bus travel, particularly where have to take two buses. Solutions – (1) show a fully paid 3 zone ticket from the first bus to the driver of the

second bus, don't have to pay extra for the second bus. (2) Tag on tag off card which would be scanned getting on to/off the bus.

- Support for bicycle racks on all buses.
- Compliment – same bus drivers on a route – helps build a sustainable community.
- Like the idea of DCC taking a lead role in public transport – a co-ordinated approach would be better; would allow co-ordination between physical urban issues such as use of transit lanes in Dunedin urban area.

It was noted that the recently adopted RPTP would address some of the issues raised, and items in the RLTP including funding for a ticketing system were noted.

Britta explained that not many students travelled across town to Bayfield High School by bus because of the cost, but a large proportion who lived nearer the school used the buses. Lewis commented that the after school bus was too soon after 3.00 pm. Cr Timms commented it would be useful to have figures and surveys to present information on bus usage.

#### **11. Bronwyn Lowe (Submission 153 ORC)**

Ms Lowe made the following comments:

- She supported proposals for upgrading cycle paths, and urged maintaining project timing. She said many of her friends didn't cycle because fear of traffic.
- Shared path from St Leonards to city was used well by recreational and commuter cyclists, joggers, and pedestrians.
- The section of the road between St Leonards and Port Chalmers was very dangerous and there were a number of hazards.
- Many visitors enjoyed using the cycle path and its completion to Port Chalmers would make it a great visitor destination.
- She was pleased to see cycle paths in priority band 1.
- Pleased that cycle racks on buses were already in the Plan.
- Cycling contributed to health.
- She noted that shared paths required users to be aware of other users.

#### **12. Federated Farmers – David Cooper (Submission 49 ES)**

Mr Cooper raised the following points:

- Supported the combined approach between the two regions.
- Section 1.3 - include recognition of the particular value of local roads and primary production to the Otago and Southland economies, and the importance of the linkages between roading networks, ports, bridges, and freight
- Section 2 - Include recognition of the transport needs of rural communities. Would like to see further discussion on this matter.
- Section 2.4 - Include recognition of the importance of road safety, including road maintenance, future proofing of roads, cellphone coverage for use in emergencies, and stock truck effluent management.
- Support two Priority One projects: Eastern Southland Stock Truck Effluent Dump Site Project, and the proposed flood mitigation measures.
- Provide more context to cover what regions will be facing in relation to roads.
- Over half of the roading in Otago/Southland is unsealed – implications and challenges of this should be discussed.

Cr Timms agreed that the use and appropriate level of service of roads should be considered. Mr Hawke noted that some of that information was available now; Dr Turnbull advised that the study developed in 2011 would be updated once work on the RLTP was completed. Mr Harland noted a study being undertaken around future freight demand in NZ relating to dairying, forestry, etc.

There was discussion about funding of STED construction and maintenance. Mr Cooper supported whatever funding regime would get the projects up and running, and suggested a mixed model of funding could be appropriate. The difficulty of ensuring farmers stood stock down before transporting was noted, and it was also noted that not all operators had effluent tanks on their trucks.

### 13. Grey Power Otago – Jo Millar (Submission 92 ORC)

Mrs Millar asked that the ORC adhere to the WHO document “Checklist of Essential Features of Age-Friendly Cities” (copy circulated).

Mrs Millar raised the following points:

- Would like to retain discounted fare outside the current cut-off times.
- Public transport should be reliable and frequent including at night and on public holidays. There was no public transport available on Sundays after 6.00 pm, or on Good Friday, Easter Sunday, and Christmas Day. People required transport to, for example, doctors and hospital, church, etc, not just when shops were open.
- Most buses had specialised facilities for disabled people but there might not be sufficient requirement in contracts to ensure this facility was always available.
- Local users should not be disadvantaged by having the best buses taken off routes on cruise ship days.
- Venues for events and activities should be easily accessible by public transport – eg to/from stadium.
- Timetable information - booklet difficult to follow; would be useful to have real time displays at bus stops. Material needs to be easy to read – good size, and black on white.
- Assurance that providers will maintain and adhere to timetables.

Cr Timms noted that the joint hearings committee dealt with strategy and planning issues. Mrs Millar commented that it was not clear who to present these issues to. Cr Kempton advised these were operational issues and ORC staff had noted them.

The meeting adjourned at 3.30 pm and reconvened 3.46 pm

### 14. SDHB - Paul Martin, Andrew Shand (Submission 94 ORC)

Mr Martin emphasised the following points in the Board’s submission:

- Support for infrastructure which would separate cyclists, pedestrians and walkers from motor vehicles; this would also be a drawcard to the city.
- Tourist drivers – liaise with GPS providers re reminders to keep to the left; central rumble strips, directional arrows on roads, left/right arrows on steering wheels; provide a wider range of travel choices so visitors can make less use of cars.
- Pilot reduced bus fares – correlation between reduced fares and increased patronage.

- Make all public transport accessible to people with disabilities.
- People in rural areas where group transport options do not exist could identify their own group transport through local consultation.
- Urban design – plan public precincts to ensure usability.
- Auckland’s experience of shared spaces would be worth exploring.

Cr Cocks asked about instances of rural group transport. Mr Martin stated that he was aware of private transport operators who engaged with their communities, and advocated local authorities becoming involved in this. Cr Timms noted health shuttles were available in some smaller centres. Mr Martin commented that these were not funded by the SDHB.

The SDHB advocated stand alone cycleways – these would be safer and more beneficial in terms of tourist access than cycleways adjacent to or part of the road. He did not have statistics of people being injured on cycleways. Mr Harland asked about funding in preventive health areas where evidence of the benefit of cycling was available. Mr Martin did not have this information, but could investigate.

#### **Otago Peninsula Community Board – Christine Garey (Submission 95 ORC)**

The Board’s submission related to the Peninsula Road/Harrington Road project and they were delighted that it had been given priority 1. The Board had always focused on the needs of the community and safety was very important. The increase of traffic on the road was noted. Mrs Garey noted the following:

- Single largest and most important project the Board has been engaged in, which is now seen as having regional and strategic importance.
- Mrs Garey read out an email from a member of her community supporting widening the full length of Portobello Road.

Cr Kempton asked if the Community Board was involved in the connection between cycleways around the harbour. Mrs Garey explained that once the contracts for the road widening were let, the Board would be able to take on other projects. The continuation of the cycleway would be a focus, and she saw it has having huge potential.

The hearing adjourned at 4.35 pm, and would reconvene on Tuesday 17 March 2015 in Invercargill.

#### **Chairperson**



**Minutes of the Combined Regional Transport  
Hearing Committees  
(*Ropu Tiaki Waka-a-Rohe*) Meeting of the  
Southland Regional Council and Otago  
Regional Council, held at  
Ascot Park Hotel, Racecourse Road,  
Invercargill  
on Tuesday, 17 March 2015, at 10.00 am**

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**Present:**

<b>Southland Regional Transport Committee</b>	
Chairman A Timms	Environment Southland ( <i>Chair</i> )
Cr B Dillon	Southland District Council
Mr J Harland	NZ Transport Agency

<b>Otago Regional Transport Committee</b>	
Cr Trevor Kempton	Otago Regional Council ( <i>Chair</i> )
Cr Lyal Cocks	Queenstown Lakes District Council
Mr J Harland	NZ Transport Agency

**In Attendance:**

Mr R Hawkes	Environment Southland
Dr J Turnbull	Otago Regional Council
Ms A McAlevey	Otago Regional Council ( <i>from 11.50 am</i> )
Mr F McRae	Otago Regional Council
Mrs D O'Donnell	Environment Southland ( <i>Minutes</i> )

## **1 Welcome (*Haere mai*)**

Chairman Timms welcomed everyone to the second day of the hearing of submissions on the draft Otago Southland Regional Land Transport Plans 2015-21.

Chairman Timms explained the process that would be undertaken today and introduced the hearing panel members and staff to the submitters present.

Chairman Timms advised that deliberations would follow today's submissions. Following these, staff would work on the responses and submitters would be notified of the results.

The recommendations would then be presented to the Regional Transport Committees, with the final outcomes being reached by the end of June 2015.

Chairman Timms asked if any of the hearing panel had any conflicts of interest in regard to today's submissions. The panel members advised they did not.

## 2 Submissions

### #80 ES – Cr Julie Keast – Southland District Council

Cr Keast spoke to her submission, noting that she hoped that the Safer Journeys programme, along with the Visitor Driver Programme would further educate visiting drivers. Cr Keast was pleased to see this as a Priority #1 in the Regional Land Transport Plan (RLTP).

Chairman Timms thanked Cr Keast for her submission, noting that a large number of submissions had been received in support of sealing the Alternative Scenic Route (which was a school bus route).

Chairman Timms explained that the Visitor Driver Programme was mainly focussed on the Kingston-Milford Sound route, but expressed interest in seeing the programme extended to the Southern Scenic Route.

Mr Harland advised that there would be an additional 50 km of rumble strips installed in the Southern region over the next few weeks. Keep left signs, which were currently located every 5 km, would be located every 2 km. Staff would be examining the crash statistics over the next six weeks, to identify further issues.

In response to a query from Cr Kempton regarding other roads in the region which should be given priority for sealing, Cr Keast advised that the road to the Waipapa Lighthouse had similar volumes of traffic. While this was not a school bus route, children who were living on that road travelled on it to meet the school bus.

### #85 ES – Cr Paul Duffy – Southland District Council

Cr Duffy's submission also supported the proposed Alternative Scenic Route Seal Extension, as outlined in the RLTP.

Cr Duffy suggested that the main issue on the road was drivers' lack of experience on gravel roads; they slipped off the road edge easily and drove too slowly (often in the middle of the road), as they were looking at the scenery.

Cr Duffy supported Cr Keast's comments in regard to the Waipapa Lighthouse road. He did not agree that sealing the Alternative Scenic Route would have a detrimental effect on Tokanui.

In response to a query from Cr Cocks in regard to speed limits on other roads in the area that had been sealed, Cr Duffy advised that the corners on these roads had not been straightened, to keep speed down. Cr Cocks asked if an 80 km/hour speed limit would be appropriate on these roads. Cr Duffy advised it could be, but the main priority was to seal the roads.

**#38 ES – Sydney Stronach**

Mr Stronach spoke to his submission, providing background to his association with the area.

Mr Stronach supported the sealing of the Alternative Scenic Route and noted that the Tokanui-Haldane Road was also of concern. Empty truck and trailers were becoming stuck when travelling up Lees Hill, because of the condition of the road.

Mr Stronach also raised concerns that Tokanui would be bypassed if the Alternative Scenic Route was sealed and that Fortrose would become the main place for people to stop. Those in Tokanui did not want to lose their shop or tavern.

Cr Duffy asked Mr Stronach if he, and the other local residents, would be happy with an increase in their roading rates (given that the Council's Funding Assistance Rate was being cut), to achieve the work being requested. Mr Stronach replied yes, as long as the funds were spent wisely.

**#57 ES – Mike Bashford – Southern Districts Ambulance Society**

Mr Bashford spoke to his submission, which supported the sealing of the Alternative Scenic Route. He provided further information in regard to accidents that had occurred on this road.

Mr Bashford also commented on the congestion on the road coming down from Owaka – there were not many areas where people could safely pass on that road.

Chairman Timms asked if the provision of laybys (i.e. places for people to stop and take photos) would assist on this road. Mr Bashford advised that there probably were places such as this already, but people still stopped in the middle of the road to take photos.

**Pamela Callahan****#60 ES – Callahan Transport****#61 ES – South Catlins Charitable Trust**

Mrs Callahan spoke to both submissions together. These submissions addressed the safety issues on the Alternative Scenic Route (including the Slope Point road) and supported the work on this route that was proposed in the RLTP.

Mrs Callahan noted that other roads in Southland, which serviced smaller communities were already sealed, while the Curio Bay/Haldane/Slope Point roads were not. Mrs Callahan highlighted the issues faced by trucks travelling the unsealed roads.

Mrs Callahan commented that, while sealing the route may have some effect on the businesses in Tokanui, these could be reduced by advertising and information put out by South Catlins Promotions.

Cr Cocks asked what the population of Tokanui was. Mrs Callahan advised there were 43 houses, with approximately 125 pupils attending the school.

#### **#217 ORC – Nathan Surendran**

Mr Surendran spoke to a powerpoint presentation entitled Diminishing Returns, Planetary Boundaries. He raised concerns regarding the sustainability of current transport planning.

Chairman Timms explained that the infrastructure plans were not in the RLTP because they were the responsibility of each territorial authority. Chairman Timms noted that Environment Southland built such things as climate change into its asset management plans.

Cr Cocks agreed that a number of environmental and economic issues were built into the asset management plans and commented that a lot more attention was being paid to the points Mr Surendran had made.

Cr Kempton noted that Queensland District Council had a transport strategy that was supply, not demand, focussed. The aim was not to build new roads, but to look at other ways to get people where they wanted to go.

The Otago Regional Council's Long-term Planning had a big focus on future hazards and on land use. In Dunedin there were very specific projects in regard to sea level rise/coastal erosion.

Mr Harland explained that all local authorities were being asked to differentiate the use of the highway networks, to help facilitate planning. Decisions in regard to maintenance/enhancement reflected this.

#### **#41 ES – Juanita Thornton (for Bobbi Brown) – Venture Southland**

Ms Thornton spoke to Venture Southland's submission supporting the Alternative Scenic Route Seal Extension. She supported previous comments that a lot of visitors were not familiar with driving on gravel roads.

Ms Thornton advised that Venture Southland would like to have more traffic counters placed in the area, to better determine traffic volumes.

#### **#5 – Justine Parker**

Mrs Parker spoke to her submission in support of the Alternative Scenic Route Seal Extension, especially in regard to the Slope Point road.

In regard to the sealing of this road having an effect on Tokanui, Mrs Parker noted that the community had a strong base and that she did not think that sealing the road would detract from what Tokanui offered.

Mr Harland asked if there were other components of the network that Mrs Parker felt were problematic. Mrs Parker advised that two main concerns of local

residents were the Waipapa Point road and the road over Erica's Hill (referred to by Mr Stronach as Lees Hill).

*A break was taken 11.30-11.40 am, followed by deliberations.*

## Draft Otago Southland Regional Land Transport Plans 2015 – 2021

Hearing Panel recommendations on submissions received by the Otago  
Regional Council and Environment Southland

Sorted by topic

Note – numbering indicates the RC receiving the submission, not the RLTP on which the submission is being made. The RLTP on which the submission is being made is shown in the “region” column.

Submitter	No	Topic	Subtopic	Page of RLTP	Region	Submission point	Panel Recommendations
<i>Strategic Framework and General</i>							
Bus and Coach Association (New Zealand) Inc. (Katie Gaskell)	209 ORC	Strategic framework	A transport system that provides appropriate transport choices			Submitter strongly supports the vision of public passenger transport playing an important role in supporting community well-being in Otago and Southland. The submitter also agrees with the need to gradually reduce reliance on private motor vehicles to contain roading costs and build resilience in the face of possible volatility in oil supply and prices. To encourage usage of public transport, other policy such as parking fees and the availability of parking also need to be reconsidered.	<i>Note submission.</i> <i>Parking is already covered in RLTP – see policy P.4.26.</i> <i>Recommendation – No change to RLTP.</i>
DPA (Disabled Persons Assembly) Dunedin and Districts, and CCS Disability Action Southern Region (Chris Ford)	211 ORC	Strategic framework	A transport system that delivers appropriate levels of service	32-5	Both	Asks councils to review the availability of rural accessible transport (including buses that travel between main centres and townships) and to develop an accessible rural transport plan.	<i>Note submission.</i> <i>The ORC and ICC have no control over vehicles used for inter-regional travel.</i> <i>Recommendation – No change to RLTP. Refer to ORC and ICC for consideration during next review of their regional public transport plans.</i>
DPA (Disabled Persons Assembly) Dunedin and Districts, and CCS Disability Action Southern Region (Chris Ford)	211 ORC	Strategic framework	A transport system that delivers appropriate levels of service	28, 32-5	Both	Supports the inclusion of facilities for active modes of travel, and submits that councils ensure these facilities are suitable for mobility scooters, wheelchairs and powered wheelchairs. Supports the proposal (on p. 28) to advocate for processes to improve the safe operation of mobility scooters.	<i>Note submission.</i> <i>The RCA forum is setting up a national working group on this matter.</i> <i>Recommendation – No change to RLTP. Refer to each TLA for consideration.</i>
DPA Dunedin and Districts, and CCS Disability Action Southern Region (Chris Ford)	211 ORC	Strategic framework	A transport system that delivers appropriate levels of service	34	Both	Strongly agrees that councils advocate for an economic evaluation methodology that better recognises the benefits of walking and cycling (p2.22) and recommend this be extended to accessible public transport services.	<i>Note submission.</i> <i>Recommendation – No change to RLTP, this is already included.</i>
Southern District Health Board through Public Health South (Bridget Rodgers and Christine Quested)	94 ORC	Strategic framework	A transport system that delivers appropriate levels of service (policy 2.28)	35	Both	Welcomes references to the need to concentrate housing within walking and cycling distance of key roading corridors used by buses and notes this will encourage active transport as well as bus use.	<i>Note submission.</i> <i>Recommendation – No change to RLTP.</i>
ACC	2 ORC	Strategic framework	A transport system that is safe	30	Otago	Otago ACC appreciate that they have had input into the draft RLTP as it was developed.	<i>Note submission – no response required.</i>
Southern District Health Board	94 ORC	Strategic framework	A transport system that is safe	30-1	Both	Supportive of the expansion of off-road cycle networks, which separate motorised vehicles from cyclists. Seeks a higher priority for construction of infrastructure which separates different modes of transport, thus keeping pedestrians, cyclists and other vulnerable road users safe	<i>Note submission.</i> <i>Recommendation – No change to RLTP.</i>

Submitter	No	Topic	Subtopic	Page of RLTP	Region	Submission point	Panel Recommendations
through Public Health South (Bridget Rodgers and Christine Quested)							
Southern District Health Board through Public Health South (Bridget Rodgers and Christine Quested)	94 ORC	Strategic framework	A transport system that provides appropriate transport choices	38-41	Both	Notes the draft plan offers little assistance to those living in rural areas without cars. Seeks grants to communities currently poorly services with public transport so that some form of subsidised community transport service can be provided. Seeks subsidised transport and fare concessions for people with disabilities and low income groups so they can access services irrespective of their financial situation and take an active part in society.  Extra point in oral submission – submitter asked for a trial of reduced fares for the transport disadvantaged to provide data on how bus patronage responds, in order to determine whether this is a viable policy.	<i>Note submission.</i>  <i>Recommendation – Refer to ORC and ICC for consideration during implementation and review of the Otago and Southland Regional Public Transport Plans as the appropriate place to consider this.</i>  <i>The trial of reduced fares for the transport disadvantaged is an operational matter – refer this to the ORC.</i>
DPA (Disabled Persons Assembly) Dunedin and Districts, and CCS Disability Action Southern Region (Chris Ford)	211 ORC	Strategic framework	A transport system that provides appropriate transport choices	40	Otago	Support the proposal to improve Total Mobility funding in areas where essential services are limited or far away, such as Wakatipu. Recommends this ensure that a Total Mobility service is available across the region and disabled people are not disadvantaged by a lack of Total Mobility taxis. Levels of transport access in the Wakatipu Basin are poor, with limited accessible transport options preventing many local, disabled persons and tourist from participating in community activities. The lack of footpaths in the Wakatipu Basin, Arrowtown and Kelvin Heights in particular, increases demand for Total Mobility taxis. Also, using the bus from Arrowtown is too difficult due to the need to change buses at Frankton. But there is only one wheelchair accessible van in Queenstown and the one in Wanaka does not have a hoist.	<i>Note submission.</i>  <i>Note, Total Mobility fits under the Regional Public Transport Plan.</i>  <i>Recommendation – Refer to ORC and QLDC for consideration. No change to RLTP.</i>
Bus Go Dunedin	216 ORC (Late received 9/3/15)	Strategic framework	A transport system that provides appropriate transport choices	38	Both	Supports policies P.4.2, P.4.3, P.4.20.  Also supports all parts of the Plans relating to public transport that they have not specifically commented on.  Is concerned that the public transport policies on Invercargill and Southland are vague.  Supports policies on encouraging the provision of transport in rural areas. Is happy with work on fully-accessible buses, but also wants focus on fully accessible public transport infrastructure and facilities. Requests the following changes to the plans:  P.4.19 – add the following: "use of spare capacity on school buses by users other than school children, subject to Ministry of Education, bus operator and school policies"  Policy P.4.20: Replace "not necessarily with public subsidy" with "with or without subsidy, as appropriate" (b) Replace "provided by bus" with "provided by bus and small passenger service vehicles" (c) Replace "used by school children" with "mainly used by school children, but sometimes available to other users subject to Ministry of Education, bus operator and school policies"  Add new policy under Objective 4.6: "Ensure public transport infrastructure and facilities are fully accessible and designed and built to national guidelines."	<i>Accept late submission.</i> <i>Note submission.</i>  <i>Recommendation – Policy P.4.20:</i> <i>Replace "not necessarily with public subsidy" with "with or without subsidy, as appropriate"</i> <i>(b) Replace "provided by bus" with "provided by bus and small passenger service vehicles"</i>  <i>Amend P4.25 to read 'Increase capacity and improve accessibility of the public transport service to prompt growth in patronage'.</i>
DPA (Disabled Persons Assembly) Dunedin and Districts, and CCS Disability Action Southern Region (Chris Ford)	211 ORC	Strategic framework	A transport system that supports economic activity and productivity	37	Both	Recommends the regional councils focus on accessible tourism as part of their strategic leadership role. Supports the proposal to identify and cater for the special needs of visiting drivers (P3.15) and recommends this include an assessment of the needs and resources available to those with access needs.	<i>Note submission.</i>  <i>Recommendation – No change to RLTP.</i>



Submitter	No	Topic	Subtopic	Page of RLTP	Region	Submission point	Panel Recommendations
Southern District Health Board through Public Health South (Bridget Rodgers and Christine Quested)	94 ORC	Strategic framework	A transport system that supports economic activity and productivity	36	Both	Ask a higher priority be given to rail so that freight can be moved off large trucks making the roads safer and more sustainable. Concerned about trucks carrying larger and heavier loads.	<i>Note submission.</i>  <i>Rail is funded from outside of the NLTP and as such is difficult for the RTC to influence. There have been investigations into this that found limited scope for moving more freight on rail at the present time.</i>  <i>Recommendation – No change to RLTP. Note the following changes were made as a result of another submission. Amend 1.3, the description of the transport network to clarify that rail is funded from outside the NLTP. Amend objective 3.1 and policy P.4.7 to better recognise rail.</i>
Southern District Health Board through Public Health South (Bridget Rodgers and Christine Quested)	94 ORC	Strategic framework	A transport system that supports economic activity and productivity	37	Both	Supports ORC and ES in taking regional leadership in ensuring the visitor network functions efficiently across the district, city and regional boundaries. Seeks a wider range of travel choices, including cycle tourism for visitors so they can make less use of cars.	<i>Note submission.</i>  <i>Recommendation – No change to RLTP.</i>
Tourism Central Otago (Pam Broadhead)	214 ORC	Strategic framework	A transport system that supports economic activity and productivity	37	Otago	Supports Objective 3.2 (Visitors have quality, safe travel experiences on Otago/Southland roads and cycle trails) and the relevant supporting policies in the RLTP. This objective aligns with recommendations in submitter's current tourism strategy "Towards better Tourism outcomes for Central Otago 2014-19). Submitter highlights the benefits to be gained from having a nationally-recognised touring route and notes that one of the barriers to attracting visitors to central Otago is that the area is not part of a touring route. Requests the recommendation "To develop touring routes between Dunedin and Queenstown" be added to Objective 3.2.	<i>Note submission.</i>  <i>Recommendation – add policy to promote touring routes including between Dunedin and Queenstown, Queenstown and Milford, and the Southern Scenic Route" to Objective 3.2.</i>
Bus Go Dunedin	216 ORC (Late received 9/3/15)	Strategic framework	A transport system that supports economic activity and productivity	37	Both	Supports policy P.3.18	<i>Accept late submission.</i> <i>Note submission.</i>  <i>Recommendation – No change to RLTP.</i>
Ralph-Peter Hendriks	61 ORC	Strategic framework	Appropriate role of each transport mode A transport system that provides appropriate transport choices	25, 38-41	Both	Cycling should be strongly promoted as a means of transport – releases pressure on roading and parking, health benefits, clean and green, economic tourism benefits.	<i>Note submission – Supports the promotion of cycling in the RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
New Zealand Fire Service	215 ORC (not formal submission)	General support	Delays in response times		Both	Supportive overall of proposed projects – improve network efficiency and reliability – positive impact on NZFS response times.  Concerned about delays to NZFS response times while works are being undertaken. Traffic management plans for works should consider measures to reduce possibility of delays in NZFS response times.	<i>Note comment.</i>  <i>Matters covered in Objective 2.2, and especially P.2.10.</i>  <i>Recommendation – no change to RLTP.</i>
Nathan Surendran	217 ORC (Late received 9/3/15)	Strategic framework	Overall goal, key strategic objectives and priorities		Both	Submitter states that the RTCs must ensure that a probable rather than 'hoped for' future is the basis for planning land transport for Otago Southland. Considers that plan is based on "business as usual thinking" and has failed to adequately address risk on such matters as declining affordability of land transport, biophysical limits to growth (energy, population, ecosystem 'tipping points') and vulnerability to changes in fuel supply, climate change, 'peak conventional oil' and economics. Notes that evidence for upcoming changes to land transport (e.g. as set out in ORC's 'Pressures and risks facing land transport in Otago' document (May 2011)) due to these drivers appears to have been discounted rather than used as a basis for preparing the RLTPs. Questions how the plan complies with section 14(1)(g) of	<i>Accept late submission.</i> <i>Note submission.</i>  <i>Recommendation: Consider issues during next RLTP review. Amend 1.3, the description of the transport network to clarify that rail is funded from outside the NLTP. Amend objective 3.1 and policy P.4.7 to better recognise rail.</i>

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						the Local Government Act 2002 (amendment 3). Suggests using risk management methodology such as in Southland District Council's recently-adopted risk management policy.	
Southern District Health Board through Public Health South (Bridget Rodgers and Christine Quested)	94 ORC	Strategic framework	Overall goal, key strategic objectives and priorities (and general policy approach)	24-42	Both	Endorses the goals, key strategic objectives and priorities of the draft RLTPs. Especially supportive of objectives 1, 4 and 6 as these can have positive outcomes for health. Points out that research shows the benefits of reduced car use for health, less fossil fuel use for the environment and increased active transport for health, social inclusion and social interactions. Supports efforts to mitigate the effects of the transport system on the environment. Supports development of a resilience plan for Otago Southland.	<i>Note submission.</i> <i>Recommendation – No change to RLTP.</i>
University of Otago property Services Division (Barry Mackay)	191 ORC	Strategic framework	Overall goal, key strategic objectives and priorities (and general policy approach)	24-42	Otago	Endorses the goals, key strategic objectives and priorities of the draft RLTPs. Especially supportive of policies and measures to improve public transport, cycling and walking. The University is committed to reducing private vehicle traffic associated with staff and students, to alleviate congestion, encourage healthier lifestyles and more affordable transport options, and the University's impact on the environment. Strongly supports measures to improve safety for all transport modes.	<i>Note submission.</i> <i>Recommendation – No change to the RLTP.</i>
Otago Polytech Student's Association (Mark Baxter)	202 ORC	Strategic framework	Overall goal, key strategic objectives and priorities (and general policy approach)	24-42	Both	Submitter largely supports the goals and focus of the plan but requests additional focus on "Accessible public transport that meets the needs of residents".	<i>Note submission.</i> <i>Recommendation – Amend P4.25 to read 'Increase capacity and improve accessibility of the public transport service to prompt growth in patronage'.</i>
Southern District Health Board through Public Health South (Bridget Rodgers and Christine Quested)	94 ORC	Process matters	Plan general		Both	Highlights the value of working together with local government to consider impacts on population health. Would like to work more closely with regional councils, to apply a health in all policies approach. Southern DHB has expertise in using health lens tools.	<i>Note submission.</i> <i>Recommendation – No change to RLTP. Refer to the staff RAG group for discussion with Public Health South.</i>
Gerard Hyland	23 ORC	Strategic framework	Providing for appropriate transport choices	38-41	Both	Active transport should be prioritised in the RLTP.	<i>Note submission – No indication of action requested.</i> <i>Recommendation – No change to RLTP, active transport is covered and prioritised in the RLTP.</i>
NZ Horse Network (Vivien Dostine)	212 ORC	Strategic framework	The appropriate role of each transport mode (and other sub-sections)	24-42	Both	Submitter supports the high priority given to road safety. The draft RLTP mentions 'other vulnerable road users', but does not mention horse riders - critical oversight, needs rectifying. The RLTP must recognise the rights of all road users (not just some) to safely use roads - including those riding horses. No road project should displace a road user group or increase the dangers for them. Walking and horse riding are compatible activities, walking and cycling are not. Notes the short-sightedness of Te Ngahere Cycleway projects that exclude horse riders. The focus should be on developing network of paths, trails and routes for any non-motorised use. Submitter suggests the following wording changes to address this: 1. Alternate Transport (and Tourism) : a. Recognise the horse as one of the modes of alternate transport, and horse riders as vulnerable road users (part of the community, also potential tourists) b. Replace the term "Walking and Cycling" to include all forms of non-motorised transport as the default ideal for all rail trail projects. c. Ensure that "cycleways" description is used for urban, on-road cycleways only. Where off-road routes are intended, replace "cycleways" with "greenways" unless the specific use of the word is in relation to urban on-road cycleways. d. Include a descriptor for greenways (as per international terminology, originating in UK): Any path for non-motorised transport which is generally off-road, but may include sections using quiet roads or lanes to create connections along a route or across a network of greenways. 2. Unformed Legal Roads. Funding and priority should be given to resolving obstruction of \resolution of public access to Unformed Legal Roads. Old rail corridors are not the only mechanism to provide off-road routes. P4.7 "Protect the open space nature of ex rail trails..." must be extended to ensuring that unformed legal roads are protected also.	<i>Note submission.</i> <i>Recommendation – recognise horse users on p 28 of the RLTP, and incorporate them in the glossary by adding a definition of vulnerable users.</i>

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						<p>3. Road Safety programmes must be inclusive of all road users, and accept that displacement is also a real cost, albeit that it is much harder to measure.</p> <p>4. Road sides must be safe for non-motorised users. Road sides are where pedestrians, horse riders and cyclists are relegated to. Many vehicle-centric designs are an impediment and/or danger to these user groups.</p> <p>5. Urban Growth Strategies ( Integrating land use and transport p37) must include policies to create off-road path networks, and ensure that remaining rural areas remain connected e.g. create greenways to enable walkers, cyclists and horse riders to get to/from destinations without using a vehicle (and allow walking/cycling commuters to join urban commuter routes)</p>	
Federated Farmers of New Zealand (Tanith Robb)	49 ES	General comments		All	Otago Southland	<p>General Submissions</p> <p>Federated Farmers aims to ensure that both the strategic objectives and the proportion and allocation of funding for New Zealand's roading network reflect the importance of a safe and efficient roading network for primary production and rural communities, and to the wellbeing of all New Zealanders.</p> <p>The ability to efficiently transport farming inputs and outputs over the roading network is fundamental to all primary production. The transport network must be able to effectively move large quantities of bulk commodity products at critical times, and in an efficient and safe manner. Without a functioning and efficient roading network, the ability of individuals to make a living from the land or natural resources of the district, including new or innovative enterprises and economic growth, and downstream based processing and distribution industries, would be hindered. The RLTP is an important component of directing investment to achieve the social and economic sustainability of the Otago and Southland regions.</p> <p>Our primary interest in submitting to the plan is to ensure that strategic land transport investment planning for the region is heavily focused on actual current and forecast demand for roading, including an appropriate focus on heavy traffic usage to ensure that roading investment provides for land transport that is efficient and low cost. We consider that strategic roading investment decisions should be aimed at ensuring maximum roading outcomes result from the funding available, and in respect to heavy traffic movement the overall return on investment is maximized. This is of benefit to all producers, transporters, and end user customers.</p> <p>We also have a particular focus on local roading service delivery. We are not advocating that rural roads should offer the same level of service as key arterial routes; good roading investment requires allocating roading expenditure based on the relative benefit derived from the roading asset. However, we do seek to ensure that the regional land transport plan recognises the tremendous economic value travelling along those quiet rural roads, and that roading investment provides for a minimum acceptable standard of roading for our members and primary producers in general.</p> <p>The region's strategic roading investment decision making should also recognise that roading, particularly the local roading network, is also important from a social perspective, connecting rural people to neighbours and communities, and connecting isolated rural communities to education, social and emergency services and other basic needs. Again, this underlines the need for a minimum acceptable level of roading service.</p> <p>Costs associated with the delivery of roading infrastructure also represent a significant cost for primary producers and rural residents, through fuel taxes, road user charges and, in the case of local government's contribution to local roading, property value based rates. To a large extent, these factors guide rural road users' expectations on roading levels of service in their areas.</p> <p>We support the recognition of the pivotal role transport infrastructure and services play in the regions' quality of life and prosperity, in the Chairperson's Report, "Our primary industries drive much of the area's economic growth, so good access and freight services linking farms and forests, suppliers, processors and export gateways are critical."</p> <p>Recommendations: Notwithstanding the recommendations made further in this submission, Federated Farmers supports the overall approach to developing the plan.</p>	<p><i>Note submission – Provides general support for RLTP subject to further submissions.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Te Ao Marama Incorporated	62 ES					<p>Safe transport system</p> <p>Tami is pleased to see objectives and priorities, which aim to ensure the transport system is safe. This may include infrastructure which separates different modes of transport thus keeping pedestrians and cyclists and other vulnerable road users safe. In particular, Tami is very supportive of the expansion of off road cycle networks, which will separate motorised vehicles and cycles, making travel safer for everybody.</p>	

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						<p><b>Active transport</b> Tami strongly endorses the support provided in the draft Transport Plans for active transport (walking, cycling). There are potential health gains through greater use of these active transport modes.</p> <p><b>Transport disadvantaged</b> Tami is committed to reducing health disparities in the population. Population groups that have a lack of transport choices because they have limited access to private vehicles or other transport options such as public transport can suffer disproportionate impacts on their health</p> <p><b>Vulnerable Road Users</b> Tami is pleased to see a commitment in the draft plan to improving infrastructure which will protect vulnerable road users. Proposals such as reallocating some existing road space to safe walking and cycling areas and making provision for safe walking and cycling on new roads will reduce risk of injury.</p> <p><b>People with disabilities</b> People with disabilities are often excluded from participating fully in everyday activities preventing them from having equal access to health care, education, employment or other opportunities. Improvements in environmental conditions and services can improve outcomes for people with disabilities.</p> <p><b>Resilience</b> Councils have a critical role to play in creating environments that promote and support well-being for the community. Activities, facilities and services that promote well-being are important, but we must make sure that these are not only providing short term gains in wellbeing, but also longer-term gains in resilience</p> <p><b>Sustainability</b> Tami notes the draft Transport Plans emphasis on sustainability and in this regard is pleased to see support for walking, cycling and public passenger transport in the urban areas and on main routes. These transport options are more energy efficient and have less impact on the environment. They also help reduce dependency on oil. A strong public passenger transport system may also encourage those using private cars to change to the public transport system.</p> <p><b>Visitors to the region</b> Tami acknowledges the proposals in the draft Transport Plan to ensure visitors have a quality, safe travel experience in the Otago / Southland region. Presently the percentage of vehicle crashes involving overseas drivers is higher in the Otago and Southland regions than the national average. Tami is especially supportive of the proposals to ensure the special needs of visiting drivers are catered for and proposals to provide journey information and adequate roadside facilities, particularly public conveniences.</p> <p><b>Funding</b> Tami supports the business case to seek funding for the maintenance and operation of the State Highways. Heavy use roads such as the Bluff-Invercargill highway needs continual maintenance, appropriate customer level of service including safety. We also support safety improvements to roads on the Queenstown-Milford route, new passing lanes throughout the province.</p> <p><b>Recommendations</b></p> <ol style="list-style-type: none"> <li>1. Give a higher priority to construction of infrastructure which separates different modes of transport, thus keeping pedestrians, cyclists and other vulnerable road users safe.</li> <li>2. Offer subsidised transport and fare concessions to people with disabilities and low income groups so that they can access services irrespective of their financial situation and take an active part in society.</li> <li>3. A wider range of travel choices, including cycle tourism.</li> <li>4. Seek funding support.</li> <li>5. Seek safety improvements on key tourism routes.</li> </ol>	
Te Ao Marama Incorporated	62 ES	Objectives			Otago Southland	<p><b>General Comments</b> Te Ao Marama Inc and Ngai Tahu ki Murihiku have interest in how projects promote and maintain human health and wellbeing, environmental use, sustainability, water quality and also the maintenance, improvement and development of a positive Transport Network.</p> <p>Tami wishes to highlight the value of working together with local government to consider the impact of</p>	<p><i>Note submission – The submission supports the general direction and specific sections of the RLTP. The submission includes five recommendations for consideration by the committee.</i></p> <p><i>Recommendation –</i></p>

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						<p>various activities and plans on population health and the environment.</p> <p>Specific comments Overall goal, key strategic objectives and priorities Tami endorses the goal, key strategic objectives and priorities of the draft Transport Plans. In particular it is especially supportive of:</p> <ul style="list-style-type: none"> <li>Objective 1 related to a safe transport system</li> <li>Objective 3.2 A transport system that supports economic activity and productivity</li> <li>Objective 4.1, 4.2, 4.3, 4.7 which provides for appropriate transport choices</li> <li>Objective 6 that mitigates the effects of the transport system on the environment.</li> </ul> <p>These objectives can have especially positive outcomes for human and environmental health.</p>	<ol style="list-style-type: none"> <li>1. Request the Southland Region RCAs give a higher priority to construction of infrastructure which separates different modes of transport, thus keeping pedestrians, cyclists and other vulnerable road users safe,</li> <li>2. Note that public transport, subsidised transport and fare concessions are dealt with in Regional Public Transport Plans and are beyond the scope of this RLTP.</li> <li>3. Note for discussion with RCAs.</li> <li>4. Note funding support for projects where necessary will be made on a case by case basis,</li> <li>5. Note the Visiting Driver Signature Project is developing a range of safety improvements for tourist routes that will provide guidance for the rest of the country.</li> </ol>
Federated Farmers of New Zealand (Tanith Robb)	49 ES	2.4 Land Transport Objectives and Policies	A transport system based on effective co-ordination	38	Otago Southland	<p>A transport system based on effective co-ordination We support Objective 5.1 and consider coordination of roading activities in Otago and Southland will reduce duplication of effort, allow for a pan-regional view that promotes cooperation, and create a stronger national voice for two regions that share many of the same challenges in terms of road funding.</p> <p>Recommendation: Federated Farmers recommends that issues within the local roading network need to be recognised as road safety concerns.</p>	<p>Note submission.</p> <p>RCAs typically intervene before an issue becomes a safety concern.</p> <p>Recommendation – No change to RLTP.</p>
Federated Farmers of New Zealand (Tanith Robb)	49 ES	2.4 Land Transport Objectives and Policies	A transport system that delivers appropriate levels of service	32	Otago Southland	<p>A transport system that delivers appropriate levels of service We support Objective 2.1 and Policy 2.1, particularly 'setting clear maintenance standards and expenditure levels to ensure acceptable customer levels of service for safety, resilience, amenity, accessibility and reliability', and 'maintaining and operating the roading network to deliver acceptable customer levels of service'. Just as Otago and Southland rely on primary production, farming relies on our roading network and infrastructure.</p> <p>We support Policy 2.8 'Advocate for a national requirement that all trucks carrying stock have an effluent tank that prevents any effluent discharge onto public roads, and provide adequate disposal facilities.' Currently there are minimal effluent disposal sites for trucks in Otago and Southland which in the past has led to effluent being spilled on road during peak stock moving periods, for example, shifting stock onto winter grazing. It is uneconomic and unreasonable to require stock trucks to travel large distances to discharge effluent, and it can be a risk to farm biosecurity bringing foreign stock effluent and disposing of it on-farm.</p> <p>We support Policy 2.9, 'Develop an Otago Southland resilience plan which : identifies risks to key routes; specifies management strategies for these risks (including minimising road closures , keeping overall disruptions to a minimum , and providing for adequate detour routes for critical connections); sets up a system to continuously monitor, and improve as necessary, the resilience of the transport network.'</p> <p>We support the efforts of Council to appropriately consider potential risks to the roading network as well as mitigation strategies and remedial work. Repairs to the roading network are required promptly and efficiently to maximise our opportunities for the accessing trade and market opportunities, and we believe good strategic planning should provide for these eventualities through both roading design and investment, particularly as the NZTA's review of funding assistance rates has concluded that the cost risk for adverse events will sit more with local authorities than has been the case in the past. We note other relevant reports (for instance, the final report of the Road Maintenance Taskforce) recommending that as a rule, road controlling authorities can future proof roading infrastructure against adverse events through better design and planning.</p> <p>Recommendation: Federated Farmers recommends that issues within the local roading network need to be recognised as road safety concerns.</p>	<p>Note submission.</p> <p>RCAs typically intervene before an issue becomes a safety concern.</p> <p>Recommendation – Add wording on p 22 of the RLTP which highlights the high proportion of local roads in the transport network.</p>
Federated Farmers of New Zealand	49 ES	2.4 Land Transport Objectives and Policies	A transport system that is safe	30	Otago Southland	<p>Land Transport Objectives and Policies A transport system that is safe We support the objectives and policies related to safety, especially Policy 1.7, 'Advocate for cell phone coverage over the whole of Otago Southland to provide emergency coverage.' Crash response times for</p>	<p>Note submission.</p> <p>RCAs typically intervene before an issue becomes a safety concern.</p>

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(Tanith Robb)		Policies				<p>Police and emergency services can mean the difference between life and death in rural areas. It is critical that cell phone coverage is region-wide to improve recovery rates from crash injuries.</p> <p>Federated Farmers, and our members, are supportive of the focus on road safety. It is important therefore that potholes, slippage and other related issues, particularly in gravel or unpaved portions of the rural roading network, are addressed promptly and efficiently.</p> <p>The occurrence of these issues poses a significant safety risk for rural road users, particularly for roads where there is a high incidence of heavy traffic usage (in these instances significant deterioration can be quick, significant, and unable to be picked up in sufficient time by road maintenance work programme scheduling). The dangers from this deterioration are worse in areas where road users are used to a greater level of service, for instance in areas frequented by tourists, or where roading maintenance has failed to adapt to changes in road use (for instance, use by dairy tankers).</p> <p>Recommendation: Federated Farmers recommends that issues within the local roading network need to be recognised as road safety concerns.</p>	<i>Recommendation – No change to RLTP.</i>
Federated Farmers of New Zealand (Tanith Robb)	49 ES	2.4 Land Transport Objectives and Policies	A transport system that provides appropriate transport choices	38	Otago Southland	<p>A transport system that provides appropriate transport choices In terms of Objective 4.4, rural communities are currently self-reliant for their transport. The best way Councils can support this is to future-proof the land transport network to ensure that communities have access to a resilient and reliable roading system.</p> <p>Recommendation: Federated Farmers recommends that issues within the local roading network need to be recognised as road safety concerns.</p>	<p><i>Note submission.</i></p> <p><i>RCAs typically intervene before an issue becomes a safety concern.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Federated Farmers of New Zealand (Tanith Robb)	49 ES	2.4 Land Transport Objectives and Policies	A transport system that supports economic activity and productivity	36	Otago Southland	<p>A transport system that supports economic activity and productivity We support Objective 3.1 and the related Policies. It is critical for Otago and Southland's future that the Regional Councils support the development of roading facilities and services that assist our key economic sectors, including the agricultural industry. It is important that current and future land use is taken into account when planning for a roading network that will provide ongoing support for primary industries, and therefore the region's economies.</p> <p>Recommendation: Federated Farmers recommends that issues within the local roading network need to be recognised as road safety concerns.</p>	<p><i>Note submission.</i></p> <p><i>RCAs typically intervene before an issue becomes a safety concern.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
New Zealand Fire Service	10 ES	General support	Delays in response times	All	Otago Southland	Submission also received by Otago Regional Council – see 215 ORC	
The NZ Automobile Association Inc. (Doug Davidson)	79 ES	General support			Otago Southland	<p>This submission is made on behalf of the Southland District Council of the NZ Automobile Association (NZAA or AA). Firstly, I take this opportunity to thank the Regional Transport Committees (RTCs) for the opportunity to provide feedback on the draft Otago Southland Regional Land Transport Plans (RLTPs).</p> <p>The Southland District Council is the 'local voice' for the NZAA which has a national membership in excess of 1.4 million members, and a regional membership in excess of 18,500 members. The Council advocates on behalf of the NZAA members on matters relating to motoring legislation, policy and local transport issues.</p> <p>The Southland District Council would like to commend the Otago and Southland RTCs for their foresight in working together in a collaborative approach to developing a common transport strategy.</p> <p>The NZAA priorities are seeing improving safety, protecting mobility and ensuring efficient use of road user funds. The NZAA endorses in principle the draft Otago Southland Regional Land Transport Plan (2015-2021) which outlines the key long term strategic objectives being;</p> <ul style="list-style-type: none"> <li>• A transport system that is safe</li> <li>• A transport system that delivers appropriate levels of service</li> <li>• A transport system that supports economic activity and productivity</li> <li>• A transport system that provides appropriate transport choices</li> <li>• A transport system based on effective coordination</li> <li>• Mitigating the effects of the transport system on the environment</li> </ul> <p>The Council's main concern is that the RLTP contains too many objectives and when combined with the Plan's primary and supporting policies we are concerned that the Plan's key objectives will not all be achieved over the lifetime of the Plan. We would like to see fewer objectives that are more</p>	<p><i>Note submission – Endorses in principle the RLTP and long term objectives.</i> <i>Requests fewer objectives and policies with more measurement criteria to measure success.</i></p> <p><i>Recommendation – The RLTP will be reviewed in 2017 or earlier for confirmation in June 2018. Progress in implementing the 30 year objectives will be assessed at that time. Work with the AA in the intervening period to better understand their concerns.</i></p> <p><i>No change to the RLTP.</i></p>

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						<p>encompassing but can ultimately be delivered on.</p> <p>While we understand that this is a strategy document, we felt that there was insufficient measurement criteria specified against which the success or otherwise of meeting the broader objectives could be measured.</p>	
Federated Farmers of New Zealand (Tanith Robb)	49 ES	Introduction		19	Otago Southland	<p>Introduction. Purpose of the Plans.</p> <p>Federated Farmers supports Otago and Southland jointly producing a regional land transport planning document. We agree that the Otago and Southland regions face common transport challenges, including a very large land area and road network but comparatively low rating population in many areas.</p> <p>By working together, local authorities in Otago and Southland will be able to provide a combined strategic approach to roading planning. We consider this will provide for appropriately integrated roading investment and planning across Otago and Southland, rather than a piecemeal approach to the roading network.</p>	<p><i>Note submission – Provides general support for RLTP subject to further submissions.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
The NZ Automobile Association Inc. (Doug Davidson)	79 ES	Objective 2.4		30	Otago Southland	<p>We note objective 2.4 - transport and land use planning are integrated and mutually responsive, and provide for growth and changing land use, at the right time and in the right way, and support a journey based, customer focused approach. Council have cited as an example of this approach the new Mainfreight depot in Invercargill where it has been clearly considered with the land use being well sited between rail and city bypass roading.</p>	<p><i>Note submission - Supports Objective 2.4.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
The NZ Automobile Association Inc. (Doug Davidson)	79 ES	Objective 4		38	Otago Southland	<p>We strongly support objective 4 - A transport system that provides appropriate transport choice, as we believe that there are currently deficiencies in this area. While we note there is little detail on how these policies will be achieved, we look forward to this being addressed in local authority plans.</p>	<p><i>Note submission Supports Objective 4.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Federated Farmers of New Zealand (Tanith Robb)	49 ES	1.3 Our regions		21	Otago Southland	<p>Our Regions</p> <p>Federated Farmers considers the Plan fails to appropriately describe the particular value of local roads (and primary production) to the Otago and Southland regional economies. This is important at the strategic level, as the overall economic reliance on primary production and associated processing and distribution is a key input to the success of both Otago and Southland's economic strength.</p> <p>This high level context is an important component to strategic planning, giving some overall direction to the Plan's implementation, and ensuring the subsequent decision making is at least cognisant of the economic strengths the document should be aiming to deliver on.</p> <p>A high level recognition of the Southland and Otago economy's reliance on primary production would enable the RLTP and plan users to better recognise some of the key strategic linkages, particularly those between our roading networks and infrastructure for ports, bridges and freight, and the way these roading assets work together to deliver on the safety, efficiency and the social and economic aspirations of both regions.</p> <p>Recommendations:</p> <p>In this section, the RLTP could provide a more robust assessment of the Otago and Southland regional economies, the relative reliance on primary production, processing and servicing, and a narrative around the linkages between an effective and efficient transport network and the social and economic prosperity of Otago and Southland.</p> <p>The specific contribution of primary production to each region's GDP is not specified, and it would be appropriate to recognise this, alongside the importance of a resilient, reliable, and safe transport network.</p>	<p><i>Note submission.</i></p> <p><i>Note these matters are covered adequately in section 1.3.</i></p> <p><i>Recommendation – No change to the RLTP.</i></p>
Federated Farmers of New Zealand (Tanith Robb)	49 ES	2 Strategic Framework		24	Otago Southland	<p>Strategic framework</p> <p>Overall goal, key strategic objectives and priorities</p> <p>Federated Farmers notes the long-term goal for land transport in Otago Southland, which is "To provide accessible transport connections, giving users an appropriate choice of modes, and to gain improved performance from the land transport system, by focusing on:</p> <p>road safety;</p> <p>economic growth and productivity;</p> <p>value for money."</p> <p>Federated Farmers agrees that these focus areas are appropriate both for national investment in land transport infrastructure and, for the Regional Land Transport Plans for 2015. These focus areas have</p>	<p><i>Note submission.</i></p> <p><i>Recommendation - Add to the RLTP in Section 2.3 The appropriate role of each transport mode-paragraph 1;</i></p> <p><i>However the transport needs for rural communities are different to that of urban ones, and solutions need to be targeted to these areas. This may require, in some instances, prioritising the value of the local roading network for light vehicle and heavy traffic over the more urban focus on public transport.</i></p>

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						<p>widespread and long term results that will strengthen the economic and social fabric of the Otago and Southland regions.</p> <p>In terms of the key long-term strategic objectives, Federated Farmers commends the respective committees on aiming to provide a network that will enable safe movement of people and goods, provides appropriate levels of service, and supports economic activity and productivity. The emphasis on a coordinated approach will also improve efficiency.</p> <p>Federated Farmers supports the priorities identified for the next 10 years. It will be particularly important for the transport network to be reliable and resilient given forecasted increases in volume of freight carried, and to support productively and growth for the economic good of both regions.</p> <p>We consider it is critical that the Plans "address current and future demand for access to economic and social opportunities". There is considerable emphasis on managing demand for travel and freight through public transport, shared private transport, and walking and cycling infrastructure. While this is relevant in Dunedin and Invercargill, most rural areas of Southland and Otago have few public transport opportunities and the costs of establishing rural public transport links would need to be carefully examined. There is also a core need for products to be carted to and from farms, which makes the prospect of 'cutting-back' difficult to envisage in a farming environment. We consider "encouraging people to live near bus routes" as a travel demand measure has limited in applicability in rural areas.</p> <p>We appreciate the need to future proof the Plans, but the roading network also needs to cater for the current requirements of our communities, and ensure there are opportunities for people to grow their primary sector businesses; this reiterates an earlier concern we raise in our submission about the Plan's overall lack of context around the respective region's reliance on primary production and downstream activities.</p> <p>Recommendations: Recognise that transport needs for rural communities are different to that of urban ones, and solutions need to be targeted to these areas. This may require, in some instances, prioritising the value of the local roading network for light vehicle and heavy traffic over the more urban focus on public transport.</p> <p>Acknowledge that primary production underpins the economy of both regions and the roading network (as a whole) is critical to the success and development of farming.</p>	
Department of Conservation	58 ES	DOC projects			Southland	<p>Department of Conservation eligibility for NZTA FAR funding The Department of Conservation has been working with NZTA to strengthen DOC's management of roads for the benefit of road users. This has resulted in DOC being recognised as a Road Controlling Authority, eligible for 51% NZTA funding for eligible land transport activities on around 900km of our roads. This is important for the Department and for visitors to public conservation land because cofounding will enable us to better meet the needs of today's road users, provide a more consistent level of service where roads cross boundaries with other RCA's, and manage our roading assets more effectively.</p> <p>NZTA have a responsibility to ensure that the funding they allocate is spent wisely and efficiently. They recognise that DOC's road management processes are currently 'less robust' than those of other Road Controlling Authorities. NZTA have devised a transition approach for the 2015-2018 period to assist us to develop capacity and capability to meet the expectations that come with the funding. For the 2015 - 18 funding period DOC's total allocation (across NZ) will not grow beyond what we have received in the past for the management and maintenance of the Special Purpose Roads. In our discussions with NZTA we have also learnt that the Department's programme must be included in RLTP's before it can be included in the National Land Transport Plan. The attached letter from Geoff Dangerfield, NZTA Chief Executive provides more detail of the background.</p> <p>Eligible Department of Conservation roads in the Otago Southland region.</p> <p>The Department has taken a strategic approach to identify our key, high priority roads using traffic volumes (or visitor numbers at the destinations the road leads to) as a measure. This process identified Mavora North Lake Access Road as a key DOC managed road within the boundaries of the Otago Southland Regional Land Transport Plan.</p> <p>The Department is interested in working collaboratively with the Otago Southland Regional Transport Committee and the RTC-member councils; to design, document, cost estimate, contract and deliver an appropriate road management programme for this road. Ideally to be consistent with the 'one network'</p>	<p><i>Note submission.</i></p> <p><i>Note, the requirement for the Department of Conservation to develop robust asset management plans and the requirement for future funding to be included in the RLTP is acknowledged in Section 1.3 of the RLTP. Inclusion of DOC projects is dependant information to be provided by DOC and will most likely take place at the three yearly review as indicated in the RLTP.</i></p> <p><i>Recommendation – No change to RLTP. DoC will be co-opted onto the Regional Advisory Group on an "as needs" basis.</i></p>



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						<p>approach we would like to adopt the road management practices of the Council that manages the adjacent portions of this road, and have the maintenance work packages combined for efficient delivery and contract management. This approach has the additional benefit of ensuring that customer levels of service remain consistent across RCA boundaries, and helps the Department to build the maintenance task and cost information which it currently lacks.</p> <p>Given that the 2015-18 NZTA FAR funding period is a transitional phase, this seems an opportune time to work with Otago Southland RTC-member councils to build a relationship, gain understanding of each other's key interests, and explore opportunities to collaborate. This approach will provide the opportunity to plan for efficient and effective road management under the new NZTA ONRC investment and funding approach, and then apply what is learnt across the network of newly eligible Department roads in the 2018-21 funding period and beyond. DOC involvement in the Otago Southland Roding Advisory Group would be an ideal mechanism to achieve these aims. We will be proposing this approach to the RTC's throughout the country and through this intend to build a body of knowledge about fit for purpose road management approaches and costs in relation to the range of roads that the Department manages.</p> <p>Also attached to this submission is a list of all of the Department's NZTA FAR eligible roads within the Otago Southland Region so that the future scale of the network of roads managed by DOC can be seen and understood by the Regional Land Transport Committee. Please note that this list is based on current spatial and asset data sets. Both these information sources will benefit from improved accuracy which we intend to achieve via the development of a road -focussed asset management plan.</p> <p>Development of a Department of Conservation Road Asset Management Plan.</p> <p>Another mechanism, through which the Department intends to grow its expertise and capability, and improve its road management practices, is through the development of a road -focussed asset management plan. The Department believes that a single, national scale AMP is most appropriate since the Department's road network and customer expectations are relatively uniform in comparison to other RCA's. I.e. the Department's road network is valued predominantly (by customers, NZTA, DOC and local councils ) for providing access to tourism and recreation destinations, and is comprised mainly of access and low volume roads (with a few secondary collectors).</p> <p>Essential sub tasks that will form part of the AMP include:</p> <ol style="list-style-type: none"> <li>ON RC classification.</li> <li>condition assessment programme for roads, road bridges and other road assets.</li> <li>baseline inspection of eligible Department roads to populate RAMM database</li> <li>standard maintenance regimes for each road classification.</li> <li>renewals strategy.</li> </ol> <p>The approach to achieve this will be a facilitated process led by an NZTA approved infrastructure management consultant. The terms of reference for developing this AMP (cost, detailed planning, deliverable milestones, timeframes, etc.) will established through a proposal developed in partnership between DOC and the consultant. This proposal will form the basis of the bid for NZTA FAR funding under work category 003. The intention is that this body of work will be completed within the 2015- 18 period, so that best practice road management can be delivered in the 2018-21 period and beyond. The work will be staged, with the first task being to develop greater certainty about the cost of developing the AMP, and with earlier phases of work informing the latter. Learnings from collaborative planning for road maintenance on the key roads with RTC –member Councils will assist in the task of achieving consistent ONRC classifications and complementary road inspection and maintenance regimes.</p> <p>In conclusion, DOC is keen to work collaboratively with the Otago Southland Regional Transport Committee, the RTC-member councils, and NZTA; to design, document, cost estimate, contract and deliver an appropriate road management programme for Mavora North Lake Access Road; and to develop a road focussed asset management plan utilising NZTA FAR funding under work category 003. Involvement in the Otago Southland Roding Advisory Group would be an ideal step toward this closer, collaborative relationship.</p>	
Cromwell & District Community Trust (Janeen Wood)	4 ORC	Process matters	General support	All	Otago	Fully support the draft RLTP.	<i>Note submission – no response required.</i>

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Bus Go Dunedin	216 ORC (Late received 9/3/15)	Process matters	General support	All	Both	Commends work of RTCs, ORC and ES on the plans – good consideration to all modes and people of all transport needs.	<p><i>Accept late submission</i></p> <p><i>Note submission.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Southland projects							
Gore District Council	43 ES			44, 46, 47	Southland	<p>Gore District Council has been represented throughout the formulation of the draft Otago Southland Regional Land Transport Plan. The Council is therefore generally satisfied that the Plan reflects its views. An exception noted is the prioritisation of the significant projects listed in section 3.2, Table 5, on page 44 of the Plan for the Southland Region and section 3.3, Table 6, on pages 46 and 47 of the Plan for the Otago Region. It is our view that programme Item 15, PT - Inter-regional Ticketing Improvement - Southland, in Table 5 should have the same significance, inter-regionally, as Item 74, in Table 6. The item is essentially the same in both regions and should be consistent in inter-regional significance. Other than the need to correct this anomaly the Gore District Council fully supports the adoption of the Plan and the recommendations it contains.</p>	<p><i>Note submission – Supports the RLTP, suggests a change to ICC Integrated Ticketing Project priority to match the similar DCC Project.</i></p> <p><i>Note the ICC inter-regional ticketing project (number 15) is identified in the RLTP as being of inter-regional significance, but the equivalent DCC project (number 74 is not). Both projects are in Priority Band 1.</i></p> <p><i>Recommendation – identify both inter-regional ticketing projects, 15 and 74 as inter-regionally significant.</i></p>
The NZ Automobile Association Inc. (Doug Davidson)	79 ES				Southland	<p>Key Projects proposed in Otago Southland 2015-2021</p> <p>Of primary concern to the AA - Southland is the lack of proposed projects in Southland in years 4 to 6.</p> <p>We believe that the Plan highlights the intent to focus on increasing safety and resilience by focusing on critical journeys on a pan-regional view.</p> <p>On that basis the Council believe that there are significant areas where this should be reviewed and included in projects in years 4 to 6.</p> <p>These include;</p> <ul style="list-style-type: none"> <li>• Riverton one Lane Bridge. -With increasing pressure on the roading network from the dairy industry we believe that the economic impact of something forcing the closure of this bridge would be significant and fall into the resilience of the network category.</li> <li>• SH 1 Invercargill to Bluff. -Council view this as a significant freight portal within the region. In the event of accidents, there are no effective detours and Council believe that some focus should be placed on this from a resilience prospective.</li> <li>• As a separate component of the above we would like to highlight the Tiwai turnoff on SH 1 Invercargill to Bluff. In recent years it has had temporary speed limits when seal issues have arisen and the overall intersection layout is problematic. At the very least we would like to see surface improvements and ideally a complete intersection redesign.</li> </ul> <p>The Plan has noted that activities proposed for these years (years 4-6 of these plans) will be resubmitted in detail as part of the required review in year three of the plans. We would therefore ask that consideration is given to these projects prior to that date.</p>	<p><i>Note submission – expresses concern at the lack of projects in the 2018/21 period. Suggests projects that should be considered.</i></p> <p><i>Recommendation – Refer suggested projects to NZTA for further consideration and discussion with AA for inclusion in the RLTP review.</i></p> <p><i>No change to RLTP.</i></p>
Federated Farmers of New Zealand (Tanith Robb)	49 ES	3.2 List of Significant Projects in Southland		44	Southland	<p>List of Significant Projects in Southland</p> <p>We support the Eastern Southland Stock Effluent Dump Site Project, Priority One. This will assist in protecting our region's land and waterways. We value efforts to ensure effluent is not disposed of on the land transport network.</p> <p>We particularly support upgrades/maintenance aimed to improve road safety and ensure a roading network that is reliable and resilient.</p>	<p><i>Note submission – Supports the Southland Significant Projects inclusion in the RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Southland District Council (Daniel Shayler and Joe Bourque)	66 ES	Budget changes		95, 121	Southland	<p>Maintenance and operations change 6 year budget tables (page 95) and 10 year tables (page 121). Refer to appendix A.</p>	<p><i>Note submission, including Appendix A.</i></p> <p><i>Recommendation – Change the RLTP as requested.</i></p>
Southland District	66 ES	Budget changes		97, 121	Southland	<p>Renewals of local roads change 6 year budget tables (page 97) and 10 year tables (page 121). Refer to Appendix B.</p>	<p><i>Note submission, including Appendix B.</i></p>

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Council (Daniel Shayler and Joe Bourque)							<i>Recommendation – Change the RLTP as requested.</i>
D N Hudson Turnbull	68 ES	Falls Creek bridge widening		81, 100	Southland	<p>I am submitting in favour on two Projects, Item No 38 - Falls Creek Bridge and Item No 44 - Milford Avalanche Protection.</p> <p><b>Item 38:</b> I support and commend the Regional Transport Committee for proposing the Falls Creek Bridge widening as a Key Project during the first 3 years of the Plan. For many years we have had far too many single-lane bridges on busy State Highways throughout the country and the sooner they are replaced the better. As noted, this bridge is adjacent to a beautiful waterfall, which nearly every visitor to the area wants to take a photograph or video of as they pass. As a part-time driver of large tour coaches between Queenstown and Milford Sound I can vouch for both the popularity of the scene and the danger this viewing presents to the road-users. I have witnessed a number of crashes in that area as well as many close-calls.</p> <p>I particularly support the provision of a separate pedestrian walkway however caution that a lot more off-road parking will be required adjacent to the bridge as the numbers stopping will increase once the walkway is built.</p> <p>As a general comment, I consider the winding, narrow roadway in the Eglington, Upper Hollyford and Cleddau Valleys to be a benefit to the overall road safety on this Highway as it naturally causes drivers to exercise more caution and slow down, thereby lowering the risk of major damage to persons and vehicles should there be a crash. I suggest to the Committee that they not put time and effort into 'improving' the Highway by 'straightening' or 'widening' and rather ensure warning signs and information signs are plentiful, rest areas are well signposted and safety items such as the white direction arrows on the road surface are numerous.</p>	<p><i>Note submission – Supports the NZTA projects No 38 Falls Creek Bridge and No 44 Milford Avalanche Protection and the comments relating to straightening or widening of the Highway.</i></p> <p><i>Note these projects are in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Southland District Council (Daniel Shayler and Joe Bourque)	66 ES	Mararoa River Bridge		99	Southland	<p>Changes to SDC RLTP budgets and project timing.</p> <p>Move Mararoa bridge from 2012/2018 to 2015/2016 (page 99, item 33). No change to budget.</p>	<p><i>Note submission.</i></p> <p><i>Recommendation – Change the RLTP as requested.</i></p>
Road Transport Assn – Region 5 – Otago Southland (Alan Cooper)	69 ES	Mataura intersection improvement		100	Southland	<p>I make this submission on behalf of the RTAN Otago/Southland.</p> <p>The RTA is particularly pleased to note the inclusion of the SH1 /SH93 – Mataura Intersection Improvement, Programme Item No. 43 in Table 5 of the Plan. However we are disappointed that the project is prioritised as being medium priority, Priority Band 2. The Board on behalf of its residents has been lobbying for an improvement to the current situation at this intersection between two significant state highways for a number of years.</p> <p>We find it particularly unsatisfactory that truck and trailers are required to carry out a "U turn" on the main street of Mataura if they wish to travel north on SH1 following their arrival off SH93. This situation has been exacerbated by the change in use of the Alliance Mataura meat processing plant. All livestock deliveries to the plant are now all via the SH1/Selbourne Street intersection to the north of SH93. The increase in truck and trailers needing to turn north has led to a worrying trend where instead of carrying out the hazardous aforementioned " U turn" trucks are instead travelling on Carlyle/Oakland and Dover Streets.</p> <p>These streets are residential. This route also takes the trucks along the frontage of the Mataura Primary School . As this traffic occurs at any time day or night it significantly increases the risk to children along with the annoyance to residents. The RTANZ Region 5 executive committee therefore requests that serious consideration be given to increasing the priority of this project.</p> <p>Apart from this issue the RTANZ Region 5 submits in support of the adoption of the draft Regional Land Transport Plan.</p>	<p><i>Note submission – Supports the inclusion of the SH 1 / SH 93 Intersection in the RLTP but requests the priority band be changed to 1.</i></p> <p><i>Note this project is in Priority Band 2 in this RLTP.</i></p> <p><i>Recommendation – No change to the RLTP.</i></p>
D N Hudson Turnbull	68 ES	Milford rockfall/avalanche protection		56, 100	Southland	<p><b>Item 43:</b> Also a Priority Band 1 project and to be applauded. As noted, climatic conditions will rule, however, there are sensible items such as this that are well worth doing.</p> <p>In support of the project I just want to make a particular point. It has been noticeable throughout the Otago-Southland regions over the past few years that the catch fencing - usually heavy-duty chain link wire mesh - is often mounted in the least effective manner. As any farmer will attest, the netting should always be mounted on the inside of the posts, facing the most likely pressure. That way the force of rocks tumbling down the steep face will be shared by the mesh, the wire ropes and the posts and there</p>	<p><i>Note submission – Supports the NZTA project No 44 Milford Avalanche Protection and the comments relating catch fence design and location.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>

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						will be a lot less damage and upkeep costs.	
Southland District Council (Daniel Shayler and Joe Bourque)	66 ES	Minor improvements 2015-18		99	Southland	New and improved infrastructure change 6 year budget tables (page 99, item 34). Refer to Appendix C.	<i>Note submission, including Appendix.</i>  <i>Recommendation – Change the RLTP as requested.</i>
Mataura Community Board	44 ES	SH 1/SH 93 – Mataura intersection improvement		44	Southland	I make this submission on behalf of the Mataura Community Board, which I chair.  The Mataura Community Board is particularly pleased to note the inclusion of the SH1/SH93 - Mataura Intersection Improvement, Programme Item No. 43 in Table 5 of the Plan.  However we are disappointed that the project is prioritised as being medium priority, Priority Band 2. The Board on behalf of its residents has been lobbying for an improvement to the current situation at this intersection between two significant state highways for a number of years. We find it particularly unsatisfactory that truck and trailers are required to carry out a "U turn" on the main street of Mataura if they wish to travel north on SH1 following their arrival off SH93. This situation has been exacerbated by the change in use of the Alliance Mataura meat processing plant. All livestock deliveries to the plant are now all via the SH1/Selbourne Street intersection to the north of SH93. The increase in truck and trailers needing to turn north has led to a worrying trend where instead of carrying out the hazardous aforementioned "U turn" trucks are instead travelling on Carlyle/Oakland and Dover Streets. These streets are residential. This route also takes the trucks along the frontage of the Mataura Primary School. As this traffic occurs at any time day or night it significantly increases the risk to children along with the annoyance to residents.  The Mataura Community Board therefore requests that serious consideration be given to increasing the priority of this project.  Apart from this issue the Mataura Community Board submits in support of the adoption of the draft Regional Land Transport Plan.	<i>Note submission – Supports the inclusion of the SH 1 / SH 93 Intersection in the RLTP but requests the priority band be changed to 1.</i>  <i>Note this project is in Priority Band 2 in this RLTP.</i>  <i>Recommendation – No change to the RLTP.</i>
Venture Southland (Juanita Thornton)	41 ES	New and improved infrastructure	Grant Road to Kawarau Falls bridge improvements	117	Otago	Venture Southland is writing in support of the proposed Kawarau Bridge (Frankton) upgrade as outlined in the Draft Otago Southland Regional Land Transport Plans. We support the benefits of the project in regards to: <ul style="list-style-type: none"> <li>– Alleviating seasonal and temporal traffic jams (such as peak tourist seasons and at particular times of days). This includes a large number of commercial tour buses that can result in waits over 1 hour at a time.</li> <li>– Creating economic opportunities in the commercial, retail and residential environment through improved and quickened access.</li> <li>– Alleviate the "drivers race" factor and consequentially improve road behaviour and safety south of the bridge.</li> <li>– Alleviate seasonal congestion in Queenstown by allowing viable southern options for accommodation and attractions south of the bridge.</li> <li>– Create an improved solution for long and short term parking on either side of the bridge that creates risk for pedestrians and motor vehicles.</li> <li>– Alleviating local resident frustration in commuting and accessing public and private provisions in Frankton and Queenstown (such as populations from Kelvin Heights, Kingston and Northern Southland).</li> </ul>	<i>Note submission – Supports the Kawarau Falls Bridge Replacement proposed by NZTA.</i>  <i>Note this project is in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP, but note that as a result of other submission points, it is recommended that the RTCs recommend to NZTA that the completion dates of the Eastern Arterial Road Project (project 95) and the Kawarau Falls Bridge (project 47) be aligned. Also that the Eastern Arterial Road Project needs to be completed as soon as possible, and before the Kawarau Falls Bridge project. Staff to pass this recommendation on to those developing the Frankton Flats business case.</i>
Fonterra (Dean Morrison)	11 ES	Bridge replacement	Replace Pyramid Bridge	99	Southland	In regards to the Pyramid bridge potential upgrade. The reason for this being a high priority to the Fonterra milk collection team is due to the below concerns: Currently the bridge is restricted to 44 tonne max which means that a large number of our fleet cannot use this bridge. This is a safety concern as the consequence of this bridge's restrictions is that our drivers have to drive through Otama on roads that have raised edges and are extremely narrow as opposed to using the highway road which is unmeasurably safer when operating our large fleet of heavy vehicles.  Safety is our first priority and we hope this submission can help to improve safety for all road users.	<i>Note submission – Supports the Gore District Council project to replace the Pyramid Bridge.</i>  <i>Note this project is in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Alliance Group, Mataura Plant (Tony Gilder)	205 ORC	Southland projects	Improvement projects	100	Southland	Submitter is upgrading its plant at Mataura and has proposed an onsite carpark, which may result in congestion at the intersection of Bridge Street, State highway 1 and McQueen Avenue. Notes NZTA will be looking at roading design changes from July 2015 [project 43SH1/SH93 Mataura Intersection Improvement]. Suggests that having vehicle entering/existing from an onsite car park through a controlled intersection would be safer than current practice of cars leaving straight onto SH1. Notes the	<i>Note submission.</i>  <i>Recommendation – No change to RLTP. Refer the submission to NZTA for inclusion in their design of the proposed intersection improvements.</i>

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						rail siding entering the plant from the south is now note requires and can be removed from the Bridge Street crossing.	
HW Richardson Group limited (Melissa Eade)	82 ORC	Southland projects	Improvements	99	Southland	Supports the Pyramid Bridge replacement (project 6) – provides essential transport routes for submitters transport companies, to access Northern Southland and Southern Otago. Also provides fast route for emergency services. However a 2 lane bridge should be considered, instead of single lane. This would increase safety given the many large vehicles using the bridge, reduce congestion and lessen risk of head on collision.	<p><i>Note submission – Supports the Gore District Council project to replace the Pyramid Bridge. Requests a two lane bridge be installed.</i></p> <p><i>This project is already in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP. Refer submission to GDC for consideration of bridge width.</i></p>
Riversdale Community Development Area Subcommittee (Rose Knowles)	86 ORC	Southland projects	Improvements	53, 99	Southland	Supports the Pyramid Bridge replacement project	<p><i>Note submission – Supports the Gore District Council project to replace the Pyramid Bridge.</i></p> <p><i>This project is already in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Balfour Community Development Area Subcommittee (Rose Knowles)	87 ORC	Southland projects	Improvements	53, 99	Southland	Supports the Pyramid Bridge replacement project	<p><i>Note submission – Supports the Gore District Council project to replace the Pyramid Bridge.</i></p> <p><i>This project is already in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Alliance Group Ltd (Danny Hailes)	57 ORC	Southland projects	Improvements	51, 99	Southland	Supports Environment Southland stock truck effluent disposal facilities. Wants the construction of additional stock truck effluent facilities to be a priority.	<p><i>Note submission – Supports the ES stock effluent project.</i></p> <p><i>The project is already included in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Alliance Group Ltd (Danny Hailes)	57 ORC	Southland projects	Improvements	100	Southland	Asks that the intersection of SH 1 and Bridget Street in Maitua be upgraded, and this be made a priority project, because it is dangerous [see project 43 Maitua Intersection Improvement].	<p><i>Note submission – Supports the inclusion of the SH 1 / SH 93 Intersection in the RLTP but requests the priority band be changed to 1.</i></p> <p><i>This project is in Priority Band 2 in this RLTP.</i></p> <p><i>Recommendation – No change to the RLTP.</i></p>
Clutha Development Trust (Linda Moore)	207 ORC	Otago projects Southland projects	Improvements	99, 101, 114, 119	Both	<p>Submitter supports the following projects:</p> <p>46. and 68. Visiting driver signature project</p> <p>Southern Penguin Scenic Journey, Upgrade for Tourism and Visiting Drivers:</p> <p>14. Seal Extension of the Nuggetts Road (CDC)</p> <p>27. Alternative Scenic Route Seal Extension (SDC).</p> <p>These projects will contribute to addressing the 'Safer Journeys' priorities.</p>	<p><i>Note submission – Supports the SDC and CDC projects to upgrade and seal the Curio Bay Haldane Road and Nugget Point Road along with the NZTA Visiting Driver Projects.</i></p> <p><i>Note these projects are in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP (but note that as a result of other submission points, it is recommended to request NZTA bring the Otago Visitor Driver Project funding into the 2015/18 years to align with the Southland Project Visitor Driver Project.)</i></p>

Submitter	No	Topic	Subtopic	Page of RLTP	Region	Submission point	Panel Recommendations
Alternative scenic route seal extension							
Julie Keast (Councillor SDC)	80 ES					<p>I am writing in support of the proposed Southern Penguin Scenic Journey (Alternative Scenic Route Seal Extension ) as outlined in the Draft Otago Southland Regional Land Transport Plans. I support the benefits of the project in addressing the current safety issues associated with these two stretches of road.</p> <p>As a Mother who knows the pain , anguish and devastation of losing my child in a road crash, I feel for the families each time I hear or read of a road fatality or serious injury event.</p> <p>I cannot begin to imagine the feelings of Visitor Drivers and their families who are involved in a road incident, even a minor event could have major consequences for them but all too often it is a serious injury or fatal incident . One minute they are potentially on their dream of a lifetime journey, the next minute their dreams are shattered as they deal with the consequences of their mistake or someone else's mistake, or worst of all, their family remaining in their homeland are left to grieve.</p> <p>Prior to my election as a Councillor for the Waihopai -Toetoes ward of the Southland District Council in 2013, I drove a school bus over a large portion of the road that is identified in the draft plan as part of the Southern Penguin Scenic Journey (Alternative Scenic Route Seal Extension). Since my time driving the numbers of Visiting Drivers on this stretch of road have continued to increase. I will be very relieved to see this road sealed . Pulling over in a bus loaded with children, to allow a visiting driver who does not wish to move to their half of the road because of the gravel road surface, is an action I do not miss ! The potential for a disaster is constant. The cost to our Community of a serious traffic incident is huge, not only the devastation to those immediately involved in an incident, there is the unseen cost to the volunteers in the Ambulance and Fire Brigade , all of whom are dedicated locals giving up their time, not only to the callout, but to the training to maintain their standards. They all realise their skills are imperative to the outcomes for any injured parties as most likely they will be the main caregiver in the "Golden Hour" as most of that hour will be taken up just getting to the incident.</p> <p>I wholeheartedly support the initiatives in the Regional Transport Plan particularly the Key Objective- "A Transport System that is Safe" - and its Primary and Supporting Policies. We must ensure that our Roothing Network supports all travellers to return home safely by prioritising consistent, fit for purpose, road surfaces for the numbers and types of users also supported by consistent signage and warning indicators i.e. Sufficient barriers and road markings.</p> <p>The Southern Penguin Scenic Journey project should remain as Priority 1 with funding approved and available to undertake this much needed safety work as soon as possible . The ongoing education of all drivers must also be prioritised.</p> <p>I feel that we have a duty of Host Responsibility to take all practicable steps to ensure our Visitors, both National and International, return home as planned . Our local Communities also deserve a Safer Journey.</p>	<p><i>Note submission – Supports the Key Objective of the RLTP. Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Barbara Pearl Bennett	1 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	<p>I support the push forward the sealing of Curio Bay – Haldane road as part of the Southern Scenic Route penguin journey in the Regional Transport Plan. In the interest of driver safety especially visitors but we are all endangered when they travel on those gravel roads. I believe this improvement of the roads will not cause loss to Tokanui.</p>	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Barry Elwyn Brown	2 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	<p>Support the sealing of Slope Point road and Haldane – Curio Bay road.</p>	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Janet Ellis	3 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	<p>My name is a Janet Ellis, I currently live in Waimahaka which is on the boundary of the Catlins and therefore I am a local resident making a submission. I work for Southland District Council as the Human Resources Manager but am personally submitting on behalf of myself and my family regarding the Southern Scenic Penguin Journey.</p> <p>I drive 100 kilometres per day 5 days a week from Waimahaka to Invercargill and in the weekend I drive to Tokanui and Waikawa at least once as that is where my Mother and Father and my sister and her</p>	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>

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						<p>family live.</p> <p>In weekends and in holidays we also use the Southern Scenic Penguin /Haldane route to get to bush walks and to the beach on a regular basis.</p> <p>I am of the strong opinion that this route absolutely needs to be sealed. It is essential for both the safety of the Tourists but also the members of the public that live and frequent this area. Safety is my number one concern. This road is a dangerous and people are going to get killed.</p> <p>I drive on gravel roads every day and know how to drive on them safely, know what to do when a car passes me but the tourists that drive on this road do not. For example some of the hazards we have had to deal with in the January/February 2015 holiday period in this particular area are:</p> <ul style="list-style-type: none"> <li>• Drivers driving too fast or too slow for the conditions.</li> <li>• Helping tourists out of the gutter as they have missed the corner</li> <li>• Drivers stopping in the middle of the road when we have approached them and making me swerve and having to just about go into the ditch to pass them.</li> <li>• Drivers stopped in the road taking pictures /videos - they tend to just stop with no regard to safety/corners/suitable places to pull over.</li> <li>• Vehicles not suitable for driving on gravel roads - such as campervans/buses</li> <li>• The number of vehicles on the road</li> </ul> <p>My opinion is that the majority of hazards/incidents that I describe were tourists as their vehicles are easily recognisable.</p> <p>Overall I think that it is crucial that something is done with this particular tourist route as well as other gravel roads that drivers who do not frequently drive on gravel roads use. Regular users such as myself and family should not be submitted to these hazards that could be avoided if the road was sealed.</p>	
Leith Properties Ltd (Judy Leith)	4 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	<p>I am in support of sealing the road from Curio Bay via Haldane.</p> <p>The coastal route from Curio Bay via Haldane offers scenic attractions e.g. Waipapa Point Lighthouse, Slope Point – southern most point in NZ, Waipohatu walking track, Haldane estuary etc. for tourists. However the road in its present state makes for a precarious journey for tourists to navigate loose gravel, narrow windy road and tight/bind corners and no centre line. Many of these drivers are also used to driving on the right hand side of the road and are not accustomed to driving to these conditions and are a danger to themselves, their passengers and oncoming traffic. High traffic volumes increase the danger to locals using this road on a daily basis and the risk increases as more and more tourists visit the Catlins.</p>	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Justine Rose Parker	5 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	<p>My submission is for sealing the road. I am writing to support this plan. As a resident on Slope Point road, we have seen many accidents. Because our distance from a tow truck, we spend on average 3 hours with every accident. We can see the road from our house and constantly see drivers on the wrong side. Meeting tourists on the road is a nightmare as gravel roads end up being a 3 lane road. They constantly push you off the road. For years the Council have tried different methods to improve conditions on the road but nothing has worked. I hope you consider in favour of sealing the road and making it safer for everyone.</p>	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Lynsey Stratford	6 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	<p>I strongly urge you to approve and prioritise sealing the extension of the alternative scenic route between Haldane and Curio Bay as part of the Southern Penguin Scenic Journey through the Catlins.</p> <p>We have lived on the Haldane Curio Bay road for the past six years and each year the number of road users increases rapidly. Immediate intervention is required to keep both locals and visitors safe.</p> <p>Sealing the road will meet your aims of:</p> <ol style="list-style-type: none"> <li>1. Reducing the social cost of crashes</li> <li>2. Supporting economic productivity and growth by enabling visitor journeys</li> <li>3. Providing a transport system that supports a choice of safe modes.</li> </ol> <p>Each year we have visitors call at our house requiring assistance following crashes - fortunately to date there have been no significant injuries but we are very worried about the safety of our family and friends on the road. Our children's school bus uses this road. Almost every time we use the road during the tourist season we see an example of dangerous driving by tourists. Most common is driving in the middle of the road (tourists seem to follow the tracks made by vehicle wheels). In many cases their speed is too fast but in all cases having a vehicle in the middle of the road on blind corners and hills is terrifying.</p>	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>

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						<p>I grew up in the UK and know from experience that overseas visitors do not know how to drive on New Zealand's unsealed roads. It takes years of experience to do so safely. Sealing the road would be safer as overseas visitors have experience driving on sealed surfaces. Most important would be the marking of a centre line, tourists will know where the centre of the road is and that will address the majority of problems we see. Tourists don't want to endanger themselves and will use their experience and common sense to stay safe.</p> <p>A minority in our community object to sealing the road as they fear it will encourage drivers to go faster. I believe that sealing the road will still be safer for my family but I would like to see the speed limit on the road lowered to 70 along the whole stretch.</p> <p>In terms of providing tourists with a quality, safe travel experience, I believe sealing the road is very important. The number of visitor cars on our road has been steadily increasing year on year. The approval of the Curio Bay Heritage Centre will no doubt increase this. The quality of the road surface is extremely poor year round. Corrugations in it make the journey unpleasant and hard on vehicles. Grading the road causes as many issues as it solves – the surface reverts to corrugations within a day or two. We always experience an increase in accidents or vehicles sliding across the road surface after grading. It is like driving on marbles and tourists don't know how to deal with it. A particular hazard is the large piles of gravel that accumulate at the sides of the roads after grading.</p> <p>I hope very much that you will consider my views and approve the sealing of this important tourist route.</p>	
Simon Jeremy Bennett	7 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	I support the push forward the sealing of Curio Bay – Haldane road as part of the Southern Scenic Route penguin journey.	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Southern Districts Ambulance Society (Angela Maree Biggar)	8 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	<p>As our organisation is a regular user of the Otara-Haldane-Curio Bay road and Slope Point roads when called out to accidents and emergencies, it would be a huge benefit to our local community and our organisation if this road was to be sealed rather than in its current gravel state.</p> <p>Many things play havoc with these roads including the weather be it dry or wet, it's either dust or large pot holes that we have to contend with.</p> <p>The road is unsuitable for use by inexperienced drivers and tourists. As it is on the Southern Scenic route a great many of the users of this road are tourists.</p> <p>There is regularly vehicles 'falling off' this road and thus need assistance in various forms from emergency services or from tow trucks.</p> <p>Should this road be sealed, it would allow a more appropriate response time from our teams to call outs as the road would be more stable and manageable.</p> <p>It would be out belief that the number of our callouts would be reduced should the sealing of this road go ahead because due to the road being sealed there should be a reduced number of accidents.</p>	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Valerie LeLievre	9 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	<p>To seal the roads in the Haldane/Slope Point area would be advantageous to most tourists and residents. I travel down to Slope Point regularly visiting family and the roads can be very dangerous.</p> <p>On numerous occasions I have had a near miss. Tourists especially tend to use the tracks on the unsealed roads, whether they are in the middle, to the left or to the right. When freshly graded, they can be like a skating rink. I have had a couple of small slides – even though I was going slow. Having someone getting into a slide and coming towards you at speed is not a nice experience.</p> <p>Many tourists don't know how to handle and drive on gravel roads. This area is promoted as the Southern Scenic Route so to encourage more visitors and ease the accident rate on these roads, I would welcome the sealing of these roads.</p>	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Fonterra (Dean Morrison)	11 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	<p>In support of the proposal to seal the "Southern Penguin Scenic Journey".</p> <p>This road can be used up to every second day by one of our milk tankers which in the height of summer can be a huge risk with other road users who can be inexperienced driving on unsealed roads.</p> <p>To reduce this risk, some drivers use an alternate route which is sealed, in order to do this they have to deviate from the most direct path to this farm which results in increased costs to Fonterra.</p>	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>



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						We believe that sealing these roads would result in better safety for all road users and reduced costs to Fonterra.	
Kevin John Millard	12 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	<p>The road between Curio Bay Haldane road needs to be widened if sealed to allow for cycles or the land transport will be out every week attending a death as it is winding and narrow.</p> <p>It should not be marked as the scenic route in its present condition which shows the stupidity of the Council.</p> <p>To do the job so people don't die will cost a lot more than 7 million. To make it a safe environment will cost about 7 million just to fence it up with the road winded and sealed for all traffic etc. milk tankers twice a day, 50 ton tankers, stock trucks and how does sealing make people drive slower?</p> <p>I would be dumber than dumb to believe this. If you do the road, do it once, do it right. Please pull your head out of the sand and start thinking. To do just Haldane road 12 to 14 million more or less.</p>	<p><i>Note submission – Supports the Southland District Council project to upgrade the Curio Bay Haldane Road but not to include sealing.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Joelle and Richard Osborn	13 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	We support the sealing of the Haldane-Curio Bay road and Slope Point road as the same traffic comes up and down there as well due to the ongoing bad state of the roads and poor driving behaviour we witness daily.	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Amber Gardner-Brown	14 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	I support sealing the roads as we already had one accident and wish the road was safer.	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Corey Hart	15 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	I drive these roads to work every day and strongly support sealing these roads – Haldane Curio and Slope Point.	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Gavin Short	16 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	<p>In respect to the southern penguin scenic journey (alternative scenic route sealing) item no. 27.</p> <p>I wish to support this item being undertaken. This is a valuable project to be undertaken in the Catlins region and long overdue to improve the safety for locals and tourists who frequently are involved in accidents on these roads.</p>	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Janelle Short	17 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	<p>In respect to the sealing of the southern penguin scenic journey (alternative scenic route sealing item no. 2).</p> <p>I support the sealing of the beautiful Catlins route. It will be a valuable improvement to the area, making the road safer and is well overdue.</p>	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
John and Jennifer Wilson	18 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	We both strongly support sealing of the road.	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Lyn Gardner Brown	19 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	Visiting family in a camper and hate driving on these roads. We support the sealing of the roads.	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>

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DA and RL Cook Family Trust (Duncan and Rebecca Cook)	20 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	<p>We live and farm 3km from Curio Bay on the Haldane Curio Bay road, across the road from the South Coast Dairies farm.</p> <p>During the busy holiday season it seems like there is a vehicle going past our gate every minute or tow. The majority of these vehicles are tourists of which a lot are foreigners travelling around in small hire cars, juicy vans or campervans. In the state our road is in at the moment, most of these drivers are just not capable of driving safely or make corrections safely if they get into trouble on the gravel or on the steep camber.</p> <p>The heavy traffic is an issue for the road too. Transport trucks e.g. stock, bulky and milk tankers, do a lot of damage making corrugations and huge pot holes which cause vehicle damage and make driving horrendous. This summer alone we have assisted with 8-10 incidents when tourists have come to grief on the gravel. Usually they have lost control and slid through fences and barricades or into the water table.</p> <p>We feel that for the local families in our area, this road is becoming a danger to us with the amount of incapable drivers on this road, therefore we full heartedly support the submission to tarseal this section of the road.</p>	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Raewyn Joy Lowe	21 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	<p>I consider it essential that the road at Haldane be sealed. We have a holiday home at Weirs Beach and have encountered many road accidents on this stretch of road. It is only a matter of time before serious injury or death occurs. Motorists, often tourists but not always, have difficulty with the shingle therefore sealing the road would be of benefit to all whom travel on this road.</p>	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Donald Blair and Ann McKenzie	22 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	<p>For Curio Bay – Haldane Road, Haldane Slope Point Road, Otara – Waipapa Point Road.</p> <p>The number of tourists who are using these roads is increasing rapidly, have no knowledge of how to drive on a gravel road with the corrugated areas. The accident rate is increasing and this is now an alternate tourist route.</p> <p>These roads are on a school bus route which is unsafe because of the gravel road, high accident rate and increase in traffic. These roads need to be sealed as a safety issue.</p>	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Elizabeth Foster	23 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	<p>I would like to have the road tarsealed at Fortrose Road.</p>	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Helen Audrey Foster	24 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	<p>I support to sealing of the Slope Point Road and the Curio Bay – Haldane Road. As we have a crib at Slope Point and use the road every weekend we have noticed the large increase of use the roads are getting and the state of these roads is appalling.</p>	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Katrina Templeton	25 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	<p>Tarseal would be great due to the amount of accidents we have in our area.</p>	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Kim and Tim Barker	26 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	<p>I support the sealing of this road – very dangerous to tourists and locals. Pot holes, tight corners, tourists stopping mid road. Also a school bus road – worrying in weather conditions.</p>	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p>

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							<i>Recommendation – No change to RLTP.</i>
Titiroa Transport Ltd (Michael Dobbie)	27 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	I would like to support the proposal to tar seal the road known as the 'Southern Penguin Scenic Journey'.  With the increase in tourist numbers this route has become a lot more popular. I operate a transport business in the area and it has been noted several times by myself and my drivers of the poor driving techniques on this road, generally to do with being not used to driving on metal roads.	<i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i>  <i>Note this project is in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Rona and Martin Cowie	28 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	I support this proposal to seal the road. It is very important to reduce the amount of accidents and assist development of infrastructure for tourism. It will also improve this road for the school bus route.	<i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i>  <i>Note this project is in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Dianne and Tony Miller	29 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Otago Southland	We wish to write in support of the upgrading and tar-sealing of the Curio Bay - Haldane road including the Slope point section also the Nugget Point road.  While living and working in The Catlins is an honour and pleasure we are often limited by remote location and low population base and this means we often miss out on, have to fight extremely hard or pay great amounts of money for the great technology that others may take for granted i.e. reliable landline telephones, cellphone coverage, fast internet and unfortunately safe roads.  We run three businesses from our farm including farm accommodation so we deal with international and national visitors and gain important feedback on their experiences and the gravel roads are not enjoyed and often avoided.  In The Catlins tourism remains an increasing industry. This industry is boosting the economy and quality of life in many areas that desperately require it. The heart of this industry is our amazing scenery, rich history, geological features and the outstanding wild life. To gain access to some of our iconic 'Must sees' is via these gravel roads.  The increasing accidents caused by the high usage of these gravel roads places our declining community emergency volunteers under extreme pressure as they deal with crashes, injuries or death not to mention the time away from their jobs, businesses or families.  We feel the tar-sealing of these gravel roads is urgent and should be given top priority that is why I have taken time to write my submission. The benefits to everyone will be unbelievable.	<i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i>  <i>Note this project is in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Southland Hospital (Dr Mark Rudel)	30 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	I would like to support the sealing of the Haldane – Curio Bay – Slope Point road. This road is frequently used and gets, at times, very slippery from the gravel and makes driving dangerous. I have also noticed many tourists using this road.	<i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i>  <i>Note this project is in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Margaret Brookland	31 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	I support the sealing of the Slope Point/Haldane Curio Bay roads. It is used by many and would be great to have it made safe.	<i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i>  <i>Note this project is in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Daryl Johnstone	32 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	I wish to submit my support of this submission. In particular – Item 27 Southern Penguin Scenic Journey. SDC. The sealing of this road is paramount to the safety of our community in particular our children when they are traveling on the bus too and from school. Having our children exposed to the dangers of this road every day is of great concern.  We can only support the proposed submission to get these roads sealed to improve the way tourists and the many visitors to our district behave when they are on unfamiliar gravel roads. Thank you for taking the time to consider this. We look forward to some progress being made to make our children	<i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i>  <i>Note this project is in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>

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						safer.	
Ross William Foster	33 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	I support the sealing of the Slope Point – Curio Bay – Haldane roads due to the amount of vehicles and the high rate of accidents on the roads.	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Sandra Mary Dunn	34 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	I fully support the sealing of the Slope Point road and the Curio Bay road.	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Shelley Marie Berry	35 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	I wish to support the sealing of the Slope Point – Curio Bay and Haldane roadway. As a frequent user of this roadway I believe this will increase the safety for all road users.	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Sheri Dickey	36 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	I would like the road sealed.	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
South Catlins Promotions Incorporated	37 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Otago Southland	<p>I write on behalf of South Catlins Promotions Inc. to unreservedly offer our support for the upgrade and tarsealing of the Haldane - Curio Bay road, Southland and the Nugget Point road, Otago.</p> <p>The upgrade of these roads will vastly improve the quality of life for the local residents and the community who live in these remote regions. These people work hard supporting their families and running businesses. These very high- usage gravel roads just make it harder and more dangerous for everyone.</p> <p>With the ever increasing tourist numbers visiting our amazing area to enjoy the views and wild life the accident rates have increased accordingly. Many of our visitors have no experience of gravel roads. The conditions of these roads can deteriorate quickly due to the high usage, weather conditions or just the grader loosening up the surface turning it into a huge hazard.</p> <p>In our remote areas these accidents cause stress, trauma and at times serious injury to the victims and place a huge burden on the decreasing number of emergency volunteers. Our volunteers must take time away from their employment/businesses to deal with incidents that can easily be avoided by the tarsealing of these roads.</p> <p>The upgrading of these roads will increase the economic potential and accessibility to these areas and by allowing a wider range of traveller to visit - as restrictions are in place on some rental vehicles regarding gravel road usage.</p> <p>Again I would offer South Catlins Promotions full support for the tarsealing of the Nugget Point road and Curio Bay - Haldane Road.</p>	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Sydney James Stronach	38 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	<p>We have the rural mail service and it would be great for us. Have put up with very unpleasant driving for the past 14 years.</p> <p>Our concern is for the Tokanui township and local businesses which would be bypassed due to the roads being sealed. Locals need the township.</p>	<p><i>Note submission.</i></p> <p><i>Recommendation – No change to RLTP. Refer to Southland District Council point made in oral submission about the need to seal the Tokonui-Haldane Road.</i></p>
Teresa Ann Vass	39 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	I support the Slope Point/Curio Bay Haldane roads being sealed and if possible widened. We are frequent travellers to this area.	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p>

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							<i>Note this project is in Priority Band 1 in this RLTP.</i> <i>Recommendation – No change to RLTP.</i>
Curio Bay Holiday Park Ltd (Valerie Whyte and Steve Hill)	40 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Otago Southland	We support the sealed road of the Southern Scenic Route Otara Haldane Curio Bay including Slope Point as well as Nugget Point.  These roads are increasing in numbers every season with visitors wanting to visit the penguin colony at these destinations.  We have large numbers of (tourists) drivers who are unable or never driven on an unsealed gravel road and often forget to stay on the left side of the road. With a sealed road it will make it easier for proper road marking to keep them to the left and slow them down.	<i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i>  <i>Note this project is in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Venture Southland (Juanita Thornton)	41 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Otago Southland	Venture Southland is writing in support of the proposed Southern Penguin Scenic Journey (Alternative Scenic Route Seal Extension) as outlined in the Draft Otago Southland Regional Land Transport Plans.  We support the benefits of the project in addressing the current safety issues associational with these two stretches of road.  Our support for this project is based on the following reasons: <ul style="list-style-type: none"> <li>- Driver safety, as the number of accidents on the road is proportionally higher than other areas, a dual lane sealed road with consistent road marking and signage would simplify the driving experience and hopefully decrease the number of accidents.</li> <li>- Tourist commuting experience , as the Southern Scenic Route and the Catlins is a growing destination for free and independent travellers (AADT of 180) whom often are not experienced on gravel roads ( in terms of a variety of transport forms including cars, motorhomes and cycles) provide consistent surfaces with other routes utilized by a wide spectrum of travellers. Infrastructure improvement such as this is predominantly likely to increase visitation traffic, rather than divert from other routes. There is likely to only be a small alteration of routes for other sectors (agriculture, horticulture, forestry and fisheries).</li> <li>- Visitor experience at areas of interest, with particular areas such as the Nugget Point, Curio Bay (Yellow Eyed Penguin and Petrified Forest) and Slope Point being featured in visitor itineraries the access to these locations will improve visitors experience with reduced driving anxiety and hence can focus on the destination rather than accessed it. Imagery from Nugget Point and Curio Bay have both been used by Tourism New Zealand to generate interest in the southern region in the last year.</li> <li>- Resident and Tourist interaction, where the use of the road can be safely and cordially utilised by all users and reduce possibility of conflict between these users.</li> <li>- Economic growth and opportunities, so to increase the ease of travel and access, promote frequency of visitation; extend the length of season, export opportunities and consumer expenditure within the region. The improvement to this road and signage will also make this a preferable destination for destination marketing initiatives such as media and trade famils.</li> <li>- Cross regional collaboration between the SDC/Venture Southland and the CDC/Clutha Development Trust, expansion of existing relationships and projects will continue to provide a consumer and resident based development opportunities.</li> <li>- Reinforces the community developed Catlins Tourism Plan, that has identified gravel roads as both a weakness and threat to visitors and potential growth of the local economy.</li> <li>- Complements other local initiatives and investments in the area to protect and celebrate the local natural and cultural environment, such as redevelopment of Owaka Museum, toilets/sewage upgrades and Curio Bay Natural Heritage Centre. Furthermore this proposal will also contribute to further development such as</li> <li>- Potential sub-branding such as "the Penguin Journey" while would need to be consulted on with relevant stakeholders, does present an opportunity to package destination, that appeals to international markets and collaboration with Tourism New Zealand.</li> </ul>	<i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i>  <i>Note this project is in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
William Foster	42 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	In favour because of all the accidents in the present state of the roads.	<i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i>  <i>Note this project is in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Alan and Marilyn	45 ES	Alternative scenic	Haldane-Curio Bay Road	99	Otago Southland	As the Nuggets road is now listed as the top 7 <sup>th</sup> tourist attraction in NZ, the rod is in a shocking state for the hundreds of tourists using it daily. I have reported 4 accidents this year of people going off the road	<i>Note submission – Supports the Clutha District Council project to upgrade and seal the Nuggets Road.</i>

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Dunn		route seal extension				<p>and two I haven't reported as I didn't have enough details. People drive on the wrong side of the road often trying to avoid the potholes and corrugation. If the grader comes the corrugation is even worse by the next day and also stirs up all the dust.</p> <p>The road is a disgrace to our region and NZ. We travel extensively in our motorhome to most tourist spots all over NZ and our own road is the worst we travel on. I feel it should be transit who is footing the bill for the tarsealing as it's mostly tourists who travel on the road and DOC employees.</p> <p>It is only 6 km of tarseal we are asking for. A white line down the middle of the tarseal would show foreigners which side of the road they should be on. Ratepayers in our Clutha District are not keen on paying for the tarseal as they don't benefit greatly from the tourism. Some rental car companies forbid their cars on gravel roads and these tourists miss out on our wonderful scenery and penguins and sea lions etc. the same goes for the Haldane road in Southland.</p>	<p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Te Iwiroa Manakura Te Hapuku Smith	46 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	In favour of tarsealing road to Curio Bay/Slope Point/Tokanui. Every week we pull tourists out of our paddocks or help them out of upturned vehicles.	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Ronald James Weir	47 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	Due to the appalling state of the Haldane Curio Bay – Slope Point roads there definitely needs to be something done urgently because of the high volume of traffic. The tourists are having and causing accidents because of the condition of the roads, loose gravel, corrugations and drivers driving on the wrong side to avoid the corrugations which makes it very dangerous for other road users. I recommend the roads be sealed so our roads will be safer for everyone using them.	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Philippa Blair	48 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	<p>I would like to put my full support behind the sealing of the Haldane-Curio Bay sections of road.</p> <p>My concern is the amount of accidents occurring on this road. Being a local my immediate concern is that part of this section is a bus route, and this concerns me greatly that it will only be a matter of time before the school bus will be involved in an accident.</p> <p>From witnessing the tourist driving patterns and tendencies to cross over the centre line, a sealed road with lines would be a lot safer, not to mention the ongoing problems with badly corrugated and pot holed roads, thus causing more accidents.</p>	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Andrew and Rebecca Weir	50 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	In favour of Haldane-Curio Bay road being sealed. It will be beneficial to emergency services, be less time for local farmers that spend valuable time pulling tourists back on the road and safer for the school bus if the Haldane-Curio Bay road and Slope Point road are sealed. Definitely in favour!	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
High Country Helicopters (Daniel Christopher Knowles)	51 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	As part of my job I travel throughout Southland and regularly travel along the Southern Scenic Route between Haldane and Curio Bay. I believe that sealing this section of road would be of great benefit for regular users and also to infrequent users. Currently being unsealed I believe that it is a lot more dangerous than if it was sealed given the amount of traffic and type of drivers I often see along this stretch of the road. I.e. tourists in campervans and dairy tankers. So I would support a decision to have this road sealed.	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Frances Scoullar	52 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	I travel this road to clean at the Slope Point backpackers. The road is very uneven and narrow, it has a lot of traffic due to tourist travelling and taking up all the road. It needs to have tar seal with a white line so tourists know what side to drive. I myself have had some near misses with campervans on these roads.	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Troy Seeling	53 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	Please tar seal road from Tokanui/Haldane to Curio bay. Fed up with pulling tourists out of the ditch.	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>

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Jo-Anne Bronwyn Leith	54 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	<p>These roads need to be tar sealed. I travel these roads 6 days a week with a near miss happening on most days.</p> <p>Tourists tend to travel in the middle of the road where it's smoother for them also dodging potholes and judder bars.</p> <p>Being a scenic route it needs to be made safer for all of us.</p>	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Jessica Williams	55 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	<p>I'm in support of sealing the Southern Scenic Route road as it is currently very dangerous and sees a considerable amount of traffic for an unsealed road.</p>	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Sally Joanne Grace Brandreth	56 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	<p>Regarding the Southern Penguin Scenic Journey (seal extension).</p> <p>As the local rep for Ravensdown, I travel this area regularly. The road is busy and often I meet people travelling too fast in the middle of the road. Campervans/cars are not used to unsealed road and the winding nature of the road makes it extremely dangerous. The last time I was in the area a car had spun out and was upside down on the opposite side of the road.</p> <p>I am fully supporting the proposal to seal the road as it would make it a much safer place to work for everyone.</p>	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Southern Districts Ambulance Society (Michael Bashford)	57 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	<p>My submission is about the number of accidents on this stretch of road. One we had a helicopter to take a patient away, campervans down banks, and numerous near misses.</p>	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Kapuka Transport (Brad Kincaid)	59 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	<p>I support the proposal to fund the sealing of the "Southern Penguin Scenic Journey".</p> <p>The Otara Haldane &amp; Haldane Curio Bay Roads in particular are frequently travelled road by Kapuka Heenans Transport &amp; Waikawa Freight trucks servicing the local community with rural transport and freight requirements.</p> <p>Because these roads are a busy tourist route, our drivers are required to be extra vigilant when it comes to other motorists on this stretch of road, in particular international tourists. From our drivers' encounters, it appears many of the motorists have little to no driving experience on gravel roads and we have experienced numerous near misses.</p> <p>My major concern with these roads is the potential safety risk to staff members and fellow motorists'. I strongly recommend for the councils to proceed with the proposal to fund the sealing of this tourist sensitive road. I feel this would be beneficial to all; it will make it more user friendly to all drivers, in turn giving a better driving experience to international tourists and makes it a safer environment for all.</p>	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Callahan Transport Ltd (Pamela Callahan)	60 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	<p>Our drivers need to feel safe whilst driving the roads of our area. Truck and trailer units traveling the Curio Bay/ Haldane/ Slope Pt. roads continually place themselves, other drivers and livestock being transported, in dangerous situations due to;</p> <ul style="list-style-type: none"> <li>• On coming drivers not pulling over to the left (Trucks cannot drive on the soft road edges especially when loaded with stock) , due to narrow carriage way</li> <li>• On coming drivers not waiting until dust clears to continue driving</li> <li>• Slow drivers causing trucks to have difficulty negotiating hilly roads with bad corrugations</li> <li>• Out of control cars due to inexperienced drivers traveling on gravel roads.</li> </ul> <p>All these problems would be eliminated if the roads were sealed.</p> <p>Over the years our drivers have rescued many vehicles and drivers from the verges of the Curio Bay/Haldane/Slope Pt. roads, most of these accidents caused by driver's inexperience of driving on gravel roads. Tar sealing of these roads is the only option.</p>	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP. Refer to Southland District Council the point made in oral submission about the need to seal the Waipapa Point Road.</i></p>
South	61	Alternative	Haldane-Curio	99	Southland	<p>Our Community has been waiting many years to see the road from Curio Bay/ Otara and Slope Pt.</p>	<p><i>Note submission – Supports the Southland District</i></p>

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Catlins Charitable Trust (Pamela Callahan)	ES	scenic route seal extension	Bay Road			<p>roads tar sealed. The sealing of the road to Otara and the Niagara/ Curio Bay roads has proven that sealing reduces accidents in our area with most accidents occurring on the Otara Curio Bay and Slope Pt. roads. These two sections need to be sealed urgently because:</p> <ul style="list-style-type: none"> <li>Residents living alongside these roads are tired of retrieving tourist vehicles from the sides of the road.</li> <li>Safety of regular road users</li> <li>Tourists don't pull over to the left</li> <li>Slow drivers causing people to take risks passing</li> <li>The safety of vehicles of all sizes servicing the local community and businesses</li> <li>Out of control cars[ inexperienced gravel road drivers]</li> <li>Our Emergency services are called out on a regular basis to accidents involving tourists, these services being manned by volunteers who have their own lives and businesses to run.</li> <li>The Catlins area Tourist numbers are growing rapidly and we need the roading to be of a standard that provides a safe travelling experience for all users.</li> <li>The area has now become a popular destination with Asian Tourists, many of whom have absolutely no experience of driving on Gravel.</li> <li>Many visitors are staying longer in the area visiting all the treasures within the area traveling on this alternative route</li> </ul> <p>As a Community we are proactive with providing the much needed infrastructure to cope with the growing tourist numbers. During the past 13 years we have been working with Southland District Council, Department of Conservation and Iwi to build the Curio Bay Natural Heritage Centre, car park and Public Toilets to provide a new visitor experience, hub for tourism in Curio Bay and to educate visitors how to protect the wildlife and environment in the area. It is important that visitors can travel safely to the attractions; we will be show casing within the Heritage Centre i.e.; The southernmost tip of the South Island at Slope Point and the penguins at Curio Bay.</p>	<p><i>Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Thomas Buckingham	63 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	<p>In support of the sealing of the Curio Bay-Haldane road. As a local farmer and contractor in the area I think it is a must that this road is sealed as the amount of traffic that uses the road makes it very unsafe in its current condition for using and even when the grader has been on it a day later it still has corrugations and the wheel lanes are back to 3 so when you pull over you can slide off the road very easily and there is fences or drains right there so I feel the road has outlived what it was originally built for so that is why I am in favour of upgrading and sealing this road. Thank you for your time.</p>	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
New Zealand Motorhome and Caravan Association (Dianne McFaul)	64 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	<p>We as part of the NZMCA have become increasingly more aware of the number of vehicles that are using the Slope Point and Curio Bay roads and the dangers that these roads possess in their present form.</p> <p>Being gravel roads cause problems of their own with regard to many members not being used to driving on metal roads. This becomes even more of a danger with tourists using these same roads and they have even less experience on gravel roads which often leads to loss of control of motor vehicle.</p> <p>The fact that the roads are very narrow in places with twists and turns cause even further issues. The numbers of motorhomers has increased dramatically in the last few years meaning there are many more motorists on these roads. With this increased traffic flow means that the road is deteriorating rapidly thus impacting on motor vehicles used and also can cause driver error thus increasing the likelihood of crashes or vehicle damage.</p> <p>With an upgrade to a sealed road it would reduce the likelihood of any vehicle damage or crashes significantly.</p>	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Alliance Group Ltd (Colin Lindsay)	65 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	<p>Support the sealing of road due to the volume of traffic and safety.</p>	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Alan McDonald	70 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	<p>I am 16 and a half, I have only had my restricted driver's license for a month or less. In this month or less I have encountered several "near misses" this is caused by 3 key reasons in my opinion.</p> <ol style="list-style-type: none"> <li>The road is too thin, for example the other day I came around a bend quite slowly and there was a large minibus caravan, the road was so thin that both me (in my small car) and the large</li> </ol>	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p>



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						<p>campervan both had wheels up in the grass and it was still a close call! Thus proving (in my eyes) that the road needs widened.</p> <p>2. Countless times either with me driving or others, we have come across crashes caused by tourists who CANNOT drive on gravel roads, this has also caused locals to have collisions with inexperienced tourists etc.</p> <p>3. This road is travelled by large trucks, inexperienced tourists in vans, cars etc., sheep being driven, locals and cyclists. It is always busy but when two vehicles meet they slide on gravel to stop, they run off the road, they collide, and sometimes they get past safely.</p> <p>The point is that there needs to be wider roads and preferable tarseal, this would solve a lot of unnecessary problems. I also think that there should be space for cyclists and enough room for tourists to pull over to take photos instead of stopping in the middle of the road (which is dangerous) because that, non-surprisingly, causes collisions. And I hate to say it, but for a "young, naïve and unaware 16 year old boy to notice all of this, it's obviously pretty appalling. Therefore I think/believe that the road needs to be sealed and widened, not just for tourists to safely pass through, but for the safety of the locals as well.</p>	<p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Allan Smith	71 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	<p>Tar sealing is necessary on this terrible road to Curio Bay – my grandchildren are not safe due to the road!</p>	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Colin Douglas McDonald	72 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	<p>The coastal road – Slope Point road and Waipapa road all need a degree of reconstruction and sealed with good quality seal not older seal, do it once and do it properly.</p> <p>The reason is the accident rate from people not used to driving on gravel also distractions like views spots.</p> <p>The sealed section of Fortrose-Otara road and Otara Hall to C Casey House also has cornering which regular close calls happen on because people are on the wrong side of the road on blind corners, also people stopping where they shouldn't without thinking of other motorists to take photos. Cyclists on the above mentioned road are also at risk, and this needs addressed especially when they ride 2 or 3 abreast with a car coming both ways. There are about 5 or 6 [illegible] around the Haldane estuary area which if trucks pull over they can't [illegible].</p> <p>Something that needs thought of is once sealed people travel faster so thought for farmers driving stock, access gateways etc.</p>	<p><i>Note submission –</i></p> <p><i>Note submission relates to Slope Point road, Waipapa Road and sealed section of Fortrose Otara Road. The latter two are not included in the current upgrade proposal.</i></p> <p><i>Recommendation – Refer comments to the Southland District Council for further consideration.</i></p> <p><i>No change to the RLTP.</i></p>
Deborah Ann Jennings	73 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	<p>I strongly support the tar sealing of the roads Otara-Haldane-Curio Bay road and Slope Point.</p> <p>Our children are on these roads every morning and afternoon as this is part of our school bus route. The amount of accidents is very scary and to think that a bus full of school children could be at risk is a terrifying thought. Please seal these roads for our children's safety! Thank you.</p>	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Token/Waimahaka Plunket (Dee McKenzie)	74 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Otago Southland	<p>Tokanui/Waimahaka Plunket strongly support the tar sealing of the "Southern Penguin Scenic Journey". A section of the road in the Nugget Point are in Clutha and in particular the roads which includes the Otara Haldane Curio Bay road and the Slope Point road, which are in our Toi Tois Ward.</p> <p>We are a community which is increasing in numbers of young families, parents who like to get out and about with their children and enjoy what their local area has to offer. From groups of mothers who meet for coffee at each others homes, to parents taking their children to Tokanui Playcentre, these roads need to be safe for our young ones to travel on. For some families, these roads are their direct route for access to the Tokanui Medical Centre and a safer road means a safer journey when an emergency calls. Please tar seal these roads.</p>	<p><i>Note submission – Supports the Southland District Council Curio Bay Haldane Road and Clutha District Council Nugget Point Road projects.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Dorothy Dawn McDonald	75 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	<p>The gravel section of road from the top of the Haldane hill through to Curio Bay and Slope Point is treacherous to unskilled drivers and foreign drivers who are unfamiliar with gravel roads.</p> <p>Where the road changes from tar seal to gravel at the top of the [illegible] there is often pot holes we regularly encounter drivers slamming on their brakes as they go onto the gravel and either losing control or causing a near mess accident with following cars.</p>	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>

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						<p>The Haldane hill is regularly corrugated and is a frequent site for accidents as is the Slope Point road.</p> <p>I would like to see the road tar sealed and done so with enough room for cyclists as well. We see a lot of cyclists here and have witnessed a multitude of near misses, with the windy nature of the road it is surprising there have not been more accidents involving cyclists.</p>	
Duncan Ross Jennings	76 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	<p>I Duncan Jennings think it is a great idea to have Haldane Curio Bay road sealed as well as part of the Slope Point road. I manage a clock of land at the end of the Slope Point road so I drive on both roads quite often. I have seen an increase of cars running off the roads over the years due to more tourists on the roads. I believe sealing the roads will improve safety on the roads.</p>	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Glenda Anne Watson	77 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	<p>I wish to make a submission in support of sealing the southern scenic route from Curio Bay to Fortrose. As a past resident from out on that route and having family still living out that area we frequently visit and drive that road. It would have a very positive affect on residents and the tourist population alike in regards to driver safety and accessibility.</p>	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Vetco (J M Muschamp)	78 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	<p>The sealing of this road should proceed. I am sure many voluntary hours of emergency workers (St Johns, fire brigade) is taken attending preventable road accident.</p> <p>On a personal not many of our workers travel this road on a daily basis with road conditions and traffic patterns putting them at risk.</p>	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Kathleen Ngaire Jennings	81 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	<p>The Haldane-Curio Bay and the Slope Point roads should be tarsealed as they now are major tourist routes. The tourists cause plenty of problems as many are not used to gravel roads resulting in many call outs for both the local volunteer ambulance and fire brigade crews.</p> <p>We as locals (who pay the rates) also have problems with these roads as they are frequently extremely dusty, very corrugated or featuring large pot holes that are very hard to avoid.</p> <p>The school buses also have to travel these roads carrying our children and grandchildren not without some anguish.</p> <p>The standard of these roads is totally unacceptable in this day and age to both the locals and the tourists.</p>	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Mervyn and Grace Todd	83 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	<p>We both think this should go ahead.</p>	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Waimahaka volunteer fire brigade (Nigel William Stirling)	84 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	<p>We as a volunteer fire brigade support the plan to seal the “Southern Penguin Scenic Journey”.</p> <p>Safety being paramount the areas of Otara-Haldane-Curio Bay including the Slope Point rod have been a real concern to us for a number of years.</p> <p>We have been called to an increasing number of accidents on these sections of roads. This involves a waste of volunteer time, resources, which affect the whole of the economy.</p> <p>A lot of the callouts involve 2 responses, us and the Tokanui VFB rescue [illegible] even though we are turned back on route a lot of the time, we still have taken that hour or two out of our day.</p> <p>As what has been highlighted: - the news media lately the driving skills of some of our tourists are questionable. The close proximity visitors can engage with the wildlife leads them on to our gravel roads</p>	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>

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						which most haven't experienced before. We whole heartedly support the application for sealing these well travelled roads.	
Paul Duffy (Councillor and Deputy Mayor of SDC)	85 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	<p>I am writing in support of the proposed Southern Penguin Scenic Journey (Alternative Scenic Route Seal Extension) as outlined in the Draft Otago Southland Regional Land Transport Plans. I support the benefits of the project in addressing the current safety issues associated with these two stretches of road.</p> <p>I have represented the southern Southland area as a Southland District Councillor since 2001 and live in the Otara district. I have witnessed the growth in visitors to the area over the time I have been involved, particularly campervans and overseas tourists in rental cars. The Otara-Haldane-Curio Bay and Slope Point roads are extremely challenging for these drivers resulting in a lot of accidents and near misses.</p> <p>The Southland District Council, through the roading maintenance contractors, have put a lot of resource into improving the situation by applying different aggregates and widening bends but the contour, climate and volume of traffic in the main tourism season from October until April make it difficult to avoid the corrugations and potholes that repeatedly form on a significant section of the road.</p> <p>High Crash Area warning signs and a 60km speed restriction have improved the situation to some extent but a lot of tourists are not experienced in driving on loose gravel roads and simply slide off the edge.</p> <p>As well as tourists the adjacent farms are serviced by heavy trucks and contractors including milk tankers to the one dairy farm . There is also the school bus, mail delivery and local family's road use.</p> <p>The profile of the Catlins as a visitor destination is continuing to increase largely based on the natural wildlife including the Yellow -eyed penguins.</p> <p>I appreciate the recognition by the Otago Southland Regional Transport committee of the need to improve an extremely unsatisfactory situation that has developed. Sealing the "Southern Penguin Scenic Journey" will provide a much safer journey for all travellers on this road and give the growing number of visitors a better experience.</p>	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Sheila and Rata Smith	86 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	<p>In favour of tar sealing the road to Curio Bay and Tokanui. The road goes from tarseal to gravel and they come over the brow of the hill and slam their brakes on. The whole road is treacherous to all drivers! My children are not safe on the school bus. Please tar seal the whole road.</p>	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Steve Wayne Douglas Taylor	87 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	<p>I Steve Taylor is making this submission to you in the hope that our roads will be redone in a permanent material, with road markings, as I and my partner have had a major accident involving a tourist driving on the wrong side of the road at Slope Point.</p> <p>I fear for the safety for our families and children that have to travel the roads twice a day to get to school. It's only a matter of time before someone is killed because of the state of the roads.</p>	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Tokanui School (Kathryn Stevenson)	88 ES	Alternative scenic route seal extension	Haldane-Curio Bay Road	99	Southland	<p>As Principal of the Tokanui School I wish to support the sealing of the road along the Southern Scenic Route in the Slope Point, Haldane to Curio Bay area.</p> <p>We have two school buses routes travelling on parts of this road. It is a concern to our community that our children are safe on these buses. While our drivers are used to travelling on gravel roads and can drive defensively, they cannot predict what is going to come around the corner at them either too fast, over the centre of the road or worse still, on the incorrect side of the rod. To support the growing number of tourists that travel on this piece of road, it would help them to drive safely if they at least have a centre-line, a sealed surface and arrows to remind them where they need to be on the road.</p> <p>The Slope Point area has a very high accident rate. Our bus driver in this area has counted one accident a week. On the Haldane-Curio Bay Road our bus company operator arrived back at school one day last year, shaken up because he had a car come at him sideways around the corner. It would be important that when these roads get sealed, that they are two lane with lines marked on them.</p>	<p><i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i></p> <p><i>Note this project is in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>

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						The Otara School bus is a large bus, currently taking 32 children to and from school each week day of the school term.	
Nugget Lodge (Pauline and Willy Simpson)	84 ORC	Otago projects	Improvements	114	Otago	Supports seal extension of the Nuggets Road, because of the dust being generated and because the corrugations cause drivers to drive on the wrong side of the road, resulting in crashes from time to time. Traffic volumes on this road are increasing year on year.	<i>Note submission – Supports the CDC Nuggets road sealing Project.</i>  <i>Recommendation – No change to RLTP.</i>
Janet Thomas	187 ORC	Southland and Otago projects	Improvements	99, 114	Both	Supports seal extension of the Penguin Highway. Southland and Otago coastal area is important to submitter and family. Seal extension will enable them to enjoy more areas safely – with children and grandchildren; and friends on motorbikes, as well as being great for tourism in the area	<i>Note submission – Supports the SDC and CDC projects to upgrade and seal the Curio Bay Haldane Road and Nugget Point Road.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Russell Davidson	80 ORC	Southland projects	Improvements	53, 99	Southland	Supports sealing the Haldane-Curio Bay Road (Alternative Scenic Route Seal Extension, project 27). Submitter uses road regularly, and is regularly in danger from tourists unskilled in driving on gravel roads. Supports sealing the Slope Point access road for same reasons as above.	<i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Linda Farrelly	81 ORC	Southland projects	Improvements	53, 99	Southland	Supports sealing the Haldane-Curio Bay Road (Alternative Scenic Route Seal Extension, project 27). Submitter uses road regularly, and is regularly in danger from tourists – driving on wrong side of road, in the middle of the road, too fast or slow, unable to pull left for oncoming traffic. Sealing the road should improve safety. Supports sealing the Slope Point access road for same reasons as above.	<i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Andrews Transport (Keith Johnston)	88 ORC	Southland projects	Improvements	99	Southland	Supports sealing the Haldane- Slope Point Road project. The company has trucks in this area regularly, and has had near-misses from time to time. Considers sealing this road would reduce the risk of a major incident, especially if tourists have less gravel road to negotiate.	<i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Tracy Beck	93 ORC	Southland projects	Improvements	99	Southland	Supports sealing of the Haldane-Curio Bay Road because she has come across four crashes last year. Sealing this would benefit both locals and tourists.	<i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Linley Gail Nesbit	97 ORC	Southland projects	Improvements	99	Southland	Many visitors come to see the southern coastline; submitter has found campervans and 'people movers' on numerous occasions on the road between Curio Bay and Slope Point tipped over or in the ditch, because of the gravel and/or corrugations on the road.	<i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Catlins Promotion (Fergus Sutherland)	101 ORC	Southland projects Otago projects	Improvements	99, 114	both	Supports the proposed Southern Penguin Scenic Journey, alternative scenic route seal extension, project 27, to improve and make safer tourist facilities in the Catlins. Sealing the Nuggets Road is a long-term goal in their Catlins Tourism Strategy 2004.	<i>Note submission – Supports the SDC and CDC projects to upgrade and seal the Curio Bay Haldane Road and Nugget Point Road.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Catlins Coast Inc (Robyn Shanks)	185 ORC	Southland projects	Improvements	53, 99	Southland	Supports the Southern Scenic Penguin Journey (Alternate Scenic Route Seal extension), item no. 27, to improve safety on this tourist route and requests this project be given high priority because of the high number of visitor fatalities on NZ rural roads this summer. Curio Bay is going to have a major tourist attraction in future, the Curio Bay Heritage Centre, which will increase visitor numbers to this area even further. A 2003 University of Otago survey found that roading was the most important tourism development issue in The Catlins.	<i>Note submission – Supports the SDC and CDC projects to upgrade and seal the Curio Bay Haldane Road and Nugget Point Road.</i>  <i>Recommendation – No change to RLTP.</i>

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Douglas George Nesbit	193 ORC	Southland projects	Improvements	99	Southland	Many visitors come to see the southern coastline; submitter has found campervans and 'people movers' on numerous occasions on the road between Curio Bay and Slope Point tipped over or in the ditch, because of the gravel and/or corrugations on the road.	<i>Note submission – Supports the SDC and CDC projects to upgrade and seal the Curio Bay Haldane Road and Nugget Point Road.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Russell Davidson	80 ORC	Southland projects and Otago projects	Improvements	99, 114	Both	Tourists are often not skilled in driving on gravel roads, so all roads that are regular tourist attractions should be sealed.	<i>Note submission.</i>  <i>Recommendation – No change to RLTP.</i>
Suzanne Beck	53 ORC	Southland projects	Improvements: Alternative Scenic Route Seal Extension, project 27	53, 99	Southland	Supports sealing the Haldane-Curio Bay Road (Alternative Scenic Route Seal Extension, project 27). Submitter has a crib in the area and has seen several accidents - due to inexperienced foreign tourists, and the build-up of gravel on the sides of the road. Sealing is unlikely to increase tourist numbers, but will make the road much safer for all users.	<i>Note submission – Supports the Southland District Council project to upgrade and seal the Curio Bay Haldane Road.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Otago projects							
Cromwell & District Community Trust (Janeen Wood)	4 ORC	Otago projects	Improvements	66, 119	Otago	Visiting Driver Signature Project (project 68). Support action being taken on accidents involving visiting drivers. Structural elements in this project are sound, but we also should address education of new visitors, perhaps a visiting driver test, and also a stand down period before hiring a vehicle.	<i>Note submission – Support of Visiting Driver Signature Project - Otago (Priority Band 1 in the RLTP).</i>  <i>Recommendation –Refer the submission to Visiting Driver Working Group for their information. (Also note that as a result of other submission points, it is recommended to request NZTA bring the Otago Visitor Driver Project funding into the 2015/18 years to align with the Southland Project Visitor Driver Project.)</i>
Cromwell & District Community Trust (Janeen Wood)	4 ORC	Otago projects	Improvements	79, 117	Otago	Cromwell intersection improvement (project 38). Support this project, but the timing seems too far off. The left turn lane has not made significant improvement. Many heavy vehicles, towing vehicles, and inexperienced campervan drivers come through this intersection. A three exit roundabout is a good solution to help these vehicles enter the traffic flow.	<i>Note submission – Support for Cromwell Intersection Project (Priority Band 5 in the RLTP).</i>  <i>Recommendation – No change to RLTP. Refer submission to NZTA for their information.</i>
Nat Craig	3 ORC	Otago projects	Improvements	114	Otago	Mt Barker and Ballantyne roads in Wanaka need to be completely Otta sealed to address safety risks. These roads have sections which are Otta sealed, and sections which are metal. Safety risks: vehicles go faster on sealed sections, but don't slow for unsealed sections; dust affects visibility; roads used by heavy vehicles – especially Ballantyne Road; metal section behind Mt Barker is windy, and slippery in winter.	<i>Note submission.</i>  <i>Recommendation –Refer the submission to QLDC for response on the roads' priority in the Otta sealing programme.</i>
Alliance Group Ltd (Danny Hailes)	57 ORC	Otago projects	Improvements	64, 115	Otago	Wants the construction of additional stock truck effluent facilities to be a priority.	<i>Note submission – Supports the ORC stock effluent projects.</i>  <i>Note project is not included in the draft Otago LTP. Project is in Priority Band1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Mosgiel Taieri Community Board (Bill Feather)	68 ORC	Otago projects	Improvements	70, 114	Otago	Submits that addressing safety and efficiency issues on SH87 through Mosgiel is vital because of growth in people and traffic there and needs to be done earlier than proposed. Also concerned that DCC's proposed strategic cycle network for Mosgiel is separate from the proposed safety and accessibility upgrade for Mosgiel town centre.	<i>Note submission – Supports the DCC projects to address safety and accessibility in Mosgiel and requests all Mosgiel projects be combined for planning purposes.</i>  <i>Recommendation – Refer submission to DCC for consideration, and clarification for the submitter of the project timelines and process. No change to RLTP.</i>
Waitaki District Council	190 ORC	Otago projects	Improvements	118	Otago	WDC would like NZTA to address the Moeraki/ SH1 intersection in 2015-18 minor improvements programme, rather than wait until 2018-21. The area has a record of high numbers of serious road trauma including a recent fatality.	<i>Note submission.</i>  <i>Note this is not currently in the minor improvements programme or in NZTA's capital programme.</i>

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							<i>Recommendation – Request NZTA review the SH 1 Moeraki Vertical Realignment project in light of the recent fatality.</i>
Waitaki District Council	190 ORC	Otago projects	Improvements	117	Otago	To ensure resilience, WDC would like NZTA to bring forward the planning for Big Kuri Creek into the 2015-18 period. There is no suitable alternative route.	<i>Note submission.</i>  <i>Note this project is in Priority Band 3 in this RLTP.</i>  <i>Recommendation – That the RTC confirms its earlier request to the NZTA to bring planning for the Big Kuri Creek into the 2015/18 period subject to funding being available within the NLTP.</i>
Waitaki District Council	190 ORC	Otago projects	Improvements	118	Otago	WDC would like NZTA to bring forward planning of the Kaitiki Erosion Protection project into the 2015-18 period. To improve state highway resilience.	<i>Note submission.</i>  <i>Note this project is in Priority Band 3 in this RLTP.</i>  <i>Recommendation – That the RTC confirms its earlier request to the NZTA to bring planning for the Kaitiki Erosion Protection into the 2015/18 period subject to funding being available within the NLTP.</i>
Waitaki District Council	190 ORC	Otago projects	Improvements	118	Otago	WDC would like NZTA to progress the North Oamaru Corridor Improvements Plan in 2015/18. The area is experiencing many issues including growth of traffic, pedestrians and cyclists on the state highway in this part of Oamaru. Although WDC is promoting a cycling project on SH1 from Redcastle Road in North Oamaru to Pukeuri Freezing Works, it would like to see the issues behind that incorporated into the North Oamaru Corridor Improvements project.	<i>Note submission.</i>  <i>Note this project is in Priority Band 3 in this RLTP.</i>  <i>Recommendation – Refer submission to NZTA for consideration. No change to RLTP.</i>
University of Otago property Services Division (Barry Mackay)	191 ORC	Otago projects	Improvements	114	Otago	Supports DCC's Eastern freight bypass project. Wants to be involved in any future changes to signage, intersections, signal phasing etcetera on SH88 beside the Hocken Collections building to avoid any further problems for parking and accessibility.	<i>Note the submission – Supports the DCC Eastern Freight Bypass project.</i>  <i>Recommendation – No change to the RLTP. Refer to DCC the request for the University to be involved in the design process.</i>
University of Otago property Services Division (Barry Mackay)	191 ORC	Otago projects	Improvements	118	Otago	Notes that the intersection of Pine Hill Road and Great King Street is a critical point in journeys between the campus and North East Valley; but there are significant delays there and a high risk to pedestrians and cyclists. This project would support safety for all and greater uptake of walking and cycling.	<i>Note the submission – Supports the NZTA Pine Hill Great King Street Intersection improvements project.</i>  <i>Recommendation – No change to the RLTP.</i>
Queenstown Lakes District Council	192 ORC	Otago projects	Improvements	115, 117-8	Otago	There is a disjoint between the treatment of QLDC and NZTA projects for Queenstown and Frankton Flats, specifically the improvements needed to the intersection of SH6 and SH6A, which needs to be resolved.	<i>Note submission.</i>  <i>Recommendation - Strongly recommend that the timing disjoint be resolved. That the RTC confirms its earlier request to the NZTA to bring forward the Grant Road to Kawarau Falls Bridge Improvements Project (number 44).</i>
Queenstown Lakes District Council	192 ORC	Otago projects	Improvements	119	Otago	Suggests amending the timing of the Otago Visitor Driver signature project to commence in 2015/16, in the same timeframe as the Southland project, in order to ensure an integrated, journey-based approach and optimised effectiveness.	<i>Note submission.</i>  <i>Recommendation – Request NZTA bring the Otago Visitor Driver Project funding into the 2015/18 years to align with the Southland Project.</i>
Queenstown Lakes District Council	192 ORC	Otago projects	Improvements	115	Otago	Supports the final RLTP retaining QLDC's proposed funding concerning the Wanaka Programme Business Case Implementation, even though the RTC did not rank it priority 1, because QLDC does not want to get in the position of having to play catch-up later if this projects is not funded in the RLTP.	<i>Note submission.</i>  <i>Note this project is in Priority Band 3 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Bus and Coach Association (New Zealand) Inc.	209 ORC	Otago projects Southland projects	Improvements	56, 60, 100, 118	Both	Submitter supports priority given to upgrading key tourist routes, particularly 44. Milford Rockfall/ Avalanche Protection and upgrades to 47. Frankton Flats Bridge [presumably Kawarau Falls Bridge]. Notes that coach operators support the construction of the Hollyford Valley road, as this would lead to increased economic development through tourism growth especially in Te Anau.	<i>Note submission – Supports the NZTA projects on key tourist routes.</i> <i>Note, the Hollyford Highway is not included in this RLTP.</i>

Submitter	No	Topic	Subtopic	Page of RLTP	Region	Submission point	Panel Recommendations
(Katie Gaskell)							<i>Recommendation – No change to RLTP, (but note that as a result of other submission points, it is recommended that the RTCs recommend to NZTA that the completion dates of the Eastern Arterial Road Project (project 95) and the Kawarau Falls Bridge (project 47) be aligned. Also that the Eastern Arterial Road Project needs to be completed as soon as possible, and before the Kawarau Falls Bridge project. Staff to pass this recommendation on to those developing the Frankton Flats business case).</i>
Hudson Turnbull	210 ORC	Otago projects	Improvements	119		<p>Submitter supports the following projects:            95 - Eastern Arterial Road            108 - Queenstown Town Centre (although noting the lack of project detail in the draft RLTP)            48 - Ladies Mile Corridor (would like this commenced as soon as possible)            64 - SH6A Corridor.</p> <p>Extra point in oral submission – submitter questioned the reasons outlined in the plan regarding the inter-regional significance of the Eastern Arterial Road project.</p>	<p><i>Note submission – Supports the QLDC and NZTA projects Nos 48, 64, 95 &amp; 108.</i></p> <p><i>Recommendation – Elaborate in the RLTP on the reasoning on inter-regional significance for the Eastern Arterial Road project.</i></p>
Hudson Turnbull	210 ORC	Otago projects	Improvements	119	Otago	<p>Submitter opposes the proposed location of a replacement Kawarau Falls Bridge (project 47) and suggests a wider overview of the whole Wakatipu Basin. Suggests the new bridge be sited approximately 4 kilometres downstream, almost at the confluence of the Kawarau and Shotover Rivers. This would result in considerable savings on the Frankton Flats projects (including the Grant Road to Kawarau Falls Bridge) some of which could be re-directed towards the new roading alignment of the south bank of the Kawarau River thereby lowering the extra cost of creating this new corridor. The Eastern Arterial Road (item 95) should then be designated State Highway 6 from the new Glenda Drive roundabout and link to the new bridge, crossing to the southern bank of the Kawarau River and linking with a new section of limited-access State Highway intersecting with the existing SH6 at a point close to the Remarkables Ski Area entrance.</p> <p>This would mean the State Highway designation could be removed from the Kingston Road section between the Frankton BP roundabout and the Boyd Road intersection, and make proposed project Item 44 Grant Road to Kawarau Falls largely redundant. Submitters request that project be removed from Priority Band 1, be reassessed and re-submitted in a future RLTP if still necessary then.</p> <p>Submitter supports Project 96 - Frankton Flats Programme but suggests that some parts of it will not be needed if the new Kawarau Falls Bridge is built at the alternative location he suggests.</p> <p>Extra point in oral submission – submitter questioned the reasons outlined in the plan regarding the inter-regional significance of the Kawarau Falls Bridge project.</p>	<p><i>Note submission – This project has been through a number of different planning processes and has the full support of both the QLDC and NZTA with funding now committed by the Government.</i></p> <p><i>Recommendation – Elaborate in the RLTP on the reasoning on inter-regional significance for the Kawarau Fall Bridge project</i></p> <p><i>RTCs recommend to NZTA that the completion dates of the Eastern Arterial Road Project (project 95) and the Kawarau Falls Bridge (project 47) be aligned. Also that the Eastern Arterial Road Project needs to be completed as soon as possible, and before the Kawarau Falls Bridge project. Staff to pass this recommendation on to those developing the Frankton Flats business case.</i></p>
Hudson Turnbull	210 ORC	Otago projects	Improvements	119	Otago	<p>Submitter opposes Project 66 Stanley Street in favour of a suggested alternative. Even if the \$2,240,000 was spent on Stanley Street, it will still be far from perfect, with problems remaining due to topography and position within the Queenstown CBD area. Suggest that this item be moved up to Priority Band 1 and the money be spent on shifting the SH6A designation up onto Melbourne Street, one block north of Stanley, and that Melbourne Street be linked through to Henry Street. This would be the first stage of developing a feeder road system linking Melbourne and Henry Streets with Man Street and down to the One Mile roundabout below Thompson Street. Moving SH6A would provide impetus for developers, landowners and others to re-jig parts of the CBD, in regard to public transport and car parking.</p>	<p><i>Note submission.</i></p> <p><i>The Inner Links project was considered by QLDC in 2014. The Council is seeking to protect the Inner Links route, but defer construction while alternatives developed through the Queenstown Town Centre Strategy are implemented. The Stanley Street project is one of those alternatives.</i></p> <p><i>Recommendation – No change to RLTP. Refer submission to NZTA and QLDC through the inter-agency working group on Queenstown town centre business planning.</i></p>
NZ Horse Network (Vivien Dostine)	212 ORC	Otago projects Southland projects	Improvements	95, 115		<p>Submitter does not support spending public money on effluent dump sites which should be funded by industry through targeted rates. Would like to see the funds spent on road safety instead.</p>	<p><i>Note submission.</i></p> <p><i>Recommendation – no change to RLTP.</i></p>
Alliance Group Ltd (Danny Hailes)	57 ORC	Otago projects	Improvements (additional project)	-	Otago	<p>Concerned about safety on roads used by heavy vehicles, agricultural works and cyclists on the Alps 2 Ocean cycleway. This cycleway often uses narrow and winding roads not designed for this sort of traffic</p>	<p><i>Note submission.</i></p> <p><i>Recommendation – Refer concerns to WDC and NZTA for further consideration.</i></p>
Waitaki District Council	190 ORC	Otago projects	Improvements (additional project)		Otago	<p>WDC asks that a new project added to the plan, to improve safety measures for foreign drivers not used to our roads; to be top priority in 2015/18. Tourism is an important part of Waitaki's economy. WDC seeks an urgent safety review to identify appropriate mitigations.</p>	<p><i>Note the submission -</i></p> <p><i>Recommendation - Refer submission to the RAG group to action and report back to the RTC.</i></p>

Submitter	No	Topic	Subtopic	Page of RLTP	Region	Submission point	Panel Recommendations
							<i>RTC advocate to Government to deliver on the aspects of Safer Journeys which relate to visiting drivers.</i>
Waitaki District Council	190 ORC	Otago projects	Improvements (additional project)	117 - 118	Otago	Flood mitigation works on the Hilderthorpe Straight of SH1 are long overdue and the issue has been raised countless times, including during a recent Civil Defence debrief. WDC wishes NZTA to bring forward the SH1 flood mitigation works on the Hilderthorpe Straight by three years to 2015/18 and to undertake the flood mitigation works planned for Maheno at the same time to ensure efficiencies and value for money.	<i>Note submission.</i>  <i>Note that this project is in Priority Band 1 in this RLTP.</i>  <i>Recommendation – That the RTC confirms its earlier request to NZTA to bring the Hilderthorpe Straight flood mitigation forward to the 2015/18 period and complete the Maheno flood mitigation works at the same time subject to funding being available within the NLTP.</i>
Malcolm Douglas	78 ORC	Otago projects	Improvements (additional projects)	-	Otago	Wants two new road links constructed to bypass (1) Dunedin City and (2) Oamaru town completely, to cope with growth in traffic including heavy vehicles and to address congestion; submits that a planning should commence now.	<i>Note submission.</i>  <i>Recommendation – No change to RLTP as these bypasses would not be economically viable at present.</i>
Trevor Leslie and Norma Stevenson Savage	96 ORC	Otago projects	Improvements (local roads – project not included in draft RLTP)		Otago	Submits that it is essential to plan ahead to meet the transport needs that will arise as the Three Parks development projects in Wanaka's Ballantyne's Road is undertaken. The submitter sees the need for the speed limit to be reconsidered at that time, the unsealed portion of the road to be sealed, a roundabout constructed at the intersection with Riverbank road, either the give way direction changed on the Cardrona Bridge or visibility improved.	<i>Note submission – Refer the submission to the QLDC and NZTA for consideration in the long term planning.</i>  <i>These issues are being addressed in the Wanaka Transport Strategy review, in close consultation with NZTA</i>  <i>Recommendation – No change to RLTP.</i>
Otago Peninsula Community Board (Christine Garey)	95 ORC	Otago projects	Improvements (local roads)	69, 115	Otago	Endorses the priority band 1 ranking given to the Peninsula Road – Harington Point Roding project. The Board sees this as the single most important project for the Peninsula, important for safety reasons and because visitor numbers to the peninsula are rising and the project will unlock new opportunities for the local economy. Urges the committee to do all it can to complete the project within a three to four year timeframe, as envisaged under DCC's accelerated programme.	<i>Note submission – Supports the DCC project to the Peninsula – Harington Point Road project.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
MSLR Ltd (Colin Jenner)	194 ORC	Otago projects Southland projects	Improvements (new project)		Both	MSLR submits brief details of its Milford Sound Link Rail proposal to create a new route between Queenstown and Milford Sound involving a 15km vehicular drive-on-drive-off electric railway passing through a 13.5km tunnel. MSLR wishes to make the RTCs aware of the improvements in safety and efficiency that the company considers could be realised, if the new route were to be constructed (which could be either private funding or a public-private partnership).	<i>Note submission.</i>  <i>Recommendation – No change to RLTP.</i>
Alliance Group Ltd (Danny Hailes)	57 ORC	Otago projects	Improvements (state highway projects)	117 - 119	Otago	Supports the following NZTA state highway improvement projects: Waikouaiti flood mitigation, SH1 Hilderthorpe Straight flood mitigation, Maheno flood mitigation  Supports the North Oamaru corridor improvements which will have safety and social benefits for Alliance employees	<i>Note submission – Supports the NZTA SH 1 Resilience projects at Waikouaiti, Hilderthorpe and Maheno and North Oamaru corridor improvements.</i>  <i>These projects are already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP, but note that as a result of other submission points, it is recommended that the RTC confirms its earlier request to NZTA to bring the Hilderthorpe Straight flood mitigation forward to the 2015/18 period and complete the Maheno flood mitigation works at the same time subject to funding being available within the NLTP).</i>
Clutha Development Trust (Linda Moore)	207 ORC	Otago projects	Improvements (state highways)	117 - 119	Otago	Submitter supports the following projects: 69. Waikouaiti Flood Mitigation 45. Hilderthorpe Straight Flood Mitigation 49. Maheno Flood Mitigation The flood mitigation projects will help deliver a robust regional roading network that continues to sustain and grow business productivity.	<i>Note submission – Supports the NZTA Flood Mitigation projects on SH 1.</i>  <i>Note these projects are in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP, but note that as a result of other submission points, it is recommended that the RTC confirms its earlier request to NZTA to bring the Hilderthorpe Straight flood mitigation forward to the 2015/18 period and complete the Maheno flood mitigation works at the same time subject to funding being available within the NLTP).</i>
North Otago AA Council	89 ORC	Otago projects	Improvements (State)	117	Otago	Applauds the projects in the draft RLTP for North Otago. Concerned to see these do not get delayed or pushed aside by other projects. Considers SH1 Hilderthorpe flood mitigation and Deborah Bridge	<i>Note submission – Supports the NZTA resilience projects on SH 1 and the Deborah Bridge realignment.</i>



Submitter	No	Topic	Subtopic	Page of RLTP	Region	Submission point	Panel Recommendations
(Wayne Kinzett)			highways) including an additional project			projects to be top priority. Submits that the proposed improvement to Big Kuri bridge should include Kakaho bridge and the road up the hill to the passing lanes. Concerned about narrow approaches to the Kakaho bridge and poor surface the latter being dangerous for larger vehicles.	<p><i>Requests the scope of the NZTA Big Kuri Bridge project be widened to include Kakaho Bridge and uphill to passing lane link.</i></p> <p><i>Note the Kakaho Bridge widening is committed through the HPMV project for 2014/15.</i></p> <p><i>The SH 1 resilience projects are already in Priority Band 1 in this RLTP.</i></p> <p><i>Recommendation – Refer the request to NZTA for further consideration. Add the HPMV committed project to the RLTP.</i></p>
Alliance Group Ltd (Danny Hailes)	57 ORC	Otago projects	Improvements: WDC's rural resilience project (project 123)	116	Otago	Supports WDC's rural resilience project (# 123) because livestock transported to Pukeuri plan to be processed relies on use of these roads. Also, use of these roads by milk tankers and agricultural contractors is increasing	<p><i>Note submission – Supports the WDC Rural Resilience project.</i></p> <p><i>This project is in Priority Band 2 in this RLTP.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>
Cromwell & District Community Trust (Janeen Wood)	4 ORC	Otago projects	Walking and cycling	28, 107	Otago	Submitter particularly interested in the focus on cycling on page 28. Submitter has completed a feasibility study on developing a cycle trail between Clyde and Cromwell, which fits exactly with the draft RLTP strategic framework.	<p><i>Note submission – no response required.</i></p>
Queenstown Lakes District Council	192 ORC	Otago projects	Public transport infrastructure	109	Otago	Shift the Queenstown town centre programme business case project from the public infrastructure activity class to new and improved infrastructure – local roads, to better reflect its purpose.	<p><i>Note submission.</i></p> <p><i>Recommendation – change the Activity Class for the Queenstown Town Centre Business Case Project</i></p>
Mosgiel Taieri Community Board (Bill Feather)	68 ORC	Otago projects	Walking and cycling	107	Otago	Request that DCC's proposed strategic cycle network for Mosgiel and proposed safety and accessibility upgrade for Mosgiel town be brought forward together because of growth in people and traffic in this area, and the need for safe transport choices.	<p><i>Note submission.</i></p> <p><i>Note DCC advises that these projects are already aligned.</i></p> <p><i>Recommendation – No change to RLTP. Refer submission to DCC for consideration.</i></p>
University of Otago property Services Division (Barry Mackay)	191 ORC	Otago projects	Walking and cycling	107	Otago	Supports DCC's Tertiary Precinct Safety and Accessibility Upgrade, including the proposed timeframe, but suggests some elements of the proposal could be undertaken before 2018; encourages provision for this possibility to be made in the Plan.	<p><i>Note the submission – Supports Tertiary Precinct Safety and Accessibility Upgrade project.</i></p> <p><i>Recommendation – Refer request to bring forward project elements to DCC for consideration.</i></p>
Alliance Group Ltd (Danny Hailes)	57 ORC	Otago projects	Walking and cycling: Walking and Cycling Oamaru to Pukeuri 2020/21 (project 132)	107	Otago	Supports WDC's Walking and Cycling Oamaru to Pukeuri 2020/21 project (number 128) and asks it be brought forwards to 2015/15, because this is a dangerous commute for cyclists, including those commuting to /from work. Those commuting to Pukeuri by cycle are travelling in darkness much of the year.	<p><i>Note submission – Supports the WDC Walking and Cycling Oamaru to Pukeuri Project. Requests project construction is brought forward to 2015.</i></p> <p><i>This project is included in Priority Band 3 in this RLTP.</i></p> <p><i>Recommendation – Request WDC bring project construction forward to 2015/18.</i></p>
University of Otago property Services Division (Barry)	191 ORC	Otago projects	Walking and cycling; Improvements	114	Otago	Notes there does not appear to be anything in the plan programmes for pedestrians on the one-way system through the campus, despite the ongoing risks. Encourages DCC to include this within the Central City Safety and Accessibility Upgrade projects	<p><i>Note submission – Refer the submission to DCC for further consideration.</i></p> <p><i>Recommendation – No change to RLTP.</i></p>

Submitter	No	Topic	Subtopic	Page of RLTP	Region	Submission point	Panel Recommendations
Mackay)							
Dunedin City Council	67 ES				Otago	<p><b>2. Street Light Upgrade Renewals</b> The NZ Transport Agency have indicated a preference to put streetlight LED renewals into a new improvement activity class. We understand the NZ Transport Agency will be submitting separately on the details of the changes required to the draft RLTP as a result.</p>	<p>Note submission.</p> <p>Recommendation – Change the activity class for streetlight LED renewals in the RLTP if required by NZTA.</p>
Dunedin City Council	67 ES				Otago	<p><b>3. Alignment with NZTA State Highway Improvement Projects</b> <b>a. Eastern Freight Bypass alignment with NZ Transport Agency intersection upgrades</b></p> <p>At the Regional Transport Committee meeting on 26 January 2015 a resolution was passed stating that the Committee ask the NZ Transport Agency to align the timing of item 34 `Andersons Bay / Caversham Motorway` and item 65 `St Andrew St Anzac Ave` with our Item 18 `Eastern Freight Bypass`. The 3 projects are all part of the same route and it was agreed at the meeting that the best outcomes would be achieved by undertaking the planning stages in partnership, and aligning construction phases more closely. We are keen to see these changes included in the final plan.</p> <p><b>b. Port Chalmers permanent 30km/hr speed limit</b> The Chalmers Community Board would like the temporary 30km/hr speed limit on George Street, Port Chalmers, which has been introduced for the cruise ship season, to become permanent. The Council is supportive of this change, noting some traffic calming may be required on Ajax Street to prevent inappropriate traffic diversion.</p>	<p>Note submission.</p> <p>Recommendation – Support NZTA considering these three projects as one project. No change to RLTP unless advised of a change in timeframes from NZTA.</p> <p>Refer the speed limit issue to NZTA for consideration. Speed limit issues are beyond the scope of this RLTP.</p>
The NZ Automobile Association Inc. (Doug Davidson)	79 ES			117	Southland	<p>We support all the Queenstown Lakes Districts projects, and in particular the Kawarau Falls Bridge and improvement projects, as many of these routes have inter-regional significance to Southland people.</p>	<p>Note submission - Supports QLDC and NZTA projects in the Queenstown area and in particular the Kawarau Falls Bridge.</p> <p>Recommendation – No change to RLTP, (but note that as a result of other submission points, it is recommended that the RTCs recommend to NZTA that the completion dates of the Eastern Arterial Road Project (project 95) and the Kawarau Falls Bridge (project 47) be aligned. Also that the Eastern Arterial Road Project needs to be completed as soon as possible, and before the Kawarau Falls Bridge project. Staff to pass this recommendation on to those developing the Frankton Flats business case).</p>
Federated Farmers of New Zealand (Tanith Robb)	49 ES	3.3 List of Significant Projects in Otago		46	Otago	<p>List of Significant Projects in Otago 46. We support the proposed flood mitigation measures in Priority One, as well as erosion and other road improvement projects. As noted above, a good roading network is critical to supporting and developing primary industries. We also support the establishment, upgrading, and maintenance of Stock Truck Effluent Disposal Facilities across the Otago region.</p>	<p>Note submission – Supports the Otago Significant Projects inclusion in the RLTP.</p> <p>Recommendation – No change to RLTP.</p>
Dunedin City Council	67 ES	Changes to tables		7, 66, 107, 123	Otago	<p><b>General</b> Thank you for the opportunity to make a submission on the Draft Regional Land Transport Plan for Otago, 2015-21. Our submission provides details of changes to our proposed programme which have arisen from the Council's Long Term Plan meeting in January 2015 and the release of further information from the NZ Transport Agency about the Government's recently established Urban Cycleway Fund. The Council meeting resulted in changes to budgets that have been included in the Council's draft Long Term Plan for consultation.</p> <p><b>1. Urban Cycleway Fund</b> At the Council's Long Term Plan meeting in January 2015, the Council has increased the local share for implementation of the Strategic Cycle Network to \$650,000 p.a. in the draft Long Term Plan for consultation. We have been advised by the NZ Transport Agency that the investment amounts on Transport Investment Online (TIO), and in the Regional Land Transport Plan (RLTP), should be for the whole cost of the Strategic Cycle Network programme, including estimated Urban Cycleway Fund investment, which is based on the overall local share the Council can attribute to cycling over the 3 year period 2015-18.</p> <p>There is a discussion of the Urban Cycleway Fund on page 131 of the draft RLTP. This could be updated with the latest developments from the NZ Transport Agency, and include the following 'Dunedin's Strategic Cycle Network will receive funding from the Urban Cycleway Fund, with enhancements to the South Dunedin Cycle Network (previously named `Southern Commuter Routes A-</p>	<p>Note submission.</p> <p>Recommendation – Change the RLTP as requested.</p>

Submitter	No	Topic	Subtopic	Page of RLTP	Region	Submission point	Panel Recommendations																												
						<p>F') identified for \$570,000 of funding in 2014/15 from this source. The Central City and North East Valley Cycle Network have been submitted for consideration for Urban Cycleway Funding for 2015-18'.</p> <p>The consequences of these changes in funding result in the following changes to the Council's programme:</p> <p><b>a. Central City and North East Valley Cycle Network</b> Changes to Central City and North East Valley Cycle Network project description on page 66 as follows:</p> <p>Project Name - Central City and North East Valley Cycle Network - Item No. 17 Organisation – Dunedin City Council Project Cost \$9,785,000 - Project Years 2015/16 - 2017/18</p> <p>The existing Dunedin cycle network is fragmented and consists primarily of cycle lanes, which only cater for confident cyclists (5-10% of population). Cycle injury crashes within the central city area over the period 2009-2013 are significant (2 Fatalities; 11 Serious; 16 Minor; 5 Non-injury). Dunedin City currently ranks 5th highest risk for a local authority for cycle crashes on the NZ Transport Agency's 2014 Communities at Risk register and addressing this is a focus of the City's Integrated Transport Strategy (2013) and for the NZ Transport Agency. Creating a cycle network will provide a low cost travel option for those on low incomes, many of whom live within the area covered by the proposed network. The cycle network will include a Pedestrian / Cycle Bridge from the harbour area to the central city, crossing the freight bypass and railway line. This is essentially to ensure efficient and safe operation of the Eastern Freight Bypass.</p> <p>The NZ Transport Agency has a project in its programme 'Dunedin One Way Pair Cycle Lanes' which will provide separate cycle facilities on the one-way pair. This Dunedin City project is to support the provision of that facility by providing connections to this key route. Timing of construction is aligned with the NZ Transport Agency project.</p> <p>Reason for priority Addressing safety issues, and enabling access to the network by all modes, as well as the alignment with the NZ Transport Agency 'Dunedin One Way Pair Cycle Lanes' project, taking a whole of journey approach.</p> <p>Changes to Table Q page 107 as follows:</p> <table border="1"> <thead> <tr> <th>Project Name</th> <th>Project Description</th> <th></th> <th>15/16</th> <th>16/17</th> <th>17/18</th> <th>Total Cost for 3 years</th> <th>Total Cost for 6 years</th> </tr> </thead> <tbody> <tr> <td rowspan="3">17/18 Central City and NEV Cycle Network</td> <td rowspan="2">Provision of cycle network for central city and North East Valley, including bridge.</td> <td>Indicative Business Case</td> <td>\$100,000</td> <td>\$100,000</td> <td>-</td> <td>\$200,000</td> <td>\$200,000</td> </tr> <tr> <td>Detailed Business Case</td> <td>\$450,000</td> <td>\$250,000</td> <td>-</td> <td>\$700,000</td> <td>\$700,000</td> </tr> <tr> <td>Construction</td> <td>\$765,000</td> <td>\$2,555,000</td> <td>\$5,565,000</td> <td>\$8,885,000</td> <td>\$8,885,000</td> </tr> </tbody> </table> <p>These amounts do not align with the Strategic Cycle Network budget line in the Dunedin City Council draft Long Term Plan. This is because:</p> <ul style="list-style-type: none"> <li>We have been advised by the NZ Transport Agency to include the total potential cycleway programme over the 3 year period (2015/16-2017/18), for assessment through both the NLTP moderation process and the Urban Cycleway Fund application process.</li> <li>The total cycle programme amount includes an assumption of a certain level of co-investment from the Urban Cycleway Fund, based on Dunedin City Council's total local share for cycleway projects, which includes the Strategic Cycle Network, South Dunedin Cycle Project, and the portion of the Portobello / Harington Point Road improvements that can be attributed to 'urban cycleway' improvements.</li> </ul> <p>Once the NLTP moderation process and the Urban Cycleway Fund application process are</p>	Project Name	Project Description		15/16	16/17	17/18	Total Cost for 3 years	Total Cost for 6 years	17/18 Central City and NEV Cycle Network	Provision of cycle network for central city and North East Valley, including bridge.	Indicative Business Case	\$100,000	\$100,000	-	\$200,000	\$200,000	Detailed Business Case	\$450,000	\$250,000	-	\$700,000	\$700,000	Construction	\$765,000	\$2,555,000	\$5,565,000	\$8,885,000	\$8,885,000	
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						<p>complete and the contribution from these sources to the Dunedin Central City and North East Valley Cycle Network is clear, the amounts will be aligned.</p> <p><b>b. 10 Year Forecast - Amendments (Table 3 p.7, Table AA p123)</b> Amendments to the DCC column in Table 3 on page 7 as follows:</p> <p>Walking and cycling : \$9,785,000 (noting that this is the total estimated cost which includes Dunedin City Council local share, National Land Transport Plan share , and Urban Cycleway Fund share).</p> <p>Amendments to the DCC column in Table AA on page 123 as follows: Walking and Cycling:</p> <table border="1"> <thead> <tr> <th>2015/16</th> <th>2016/17</th> <th>2017/18</th> <th>2018/19</th> <th>2019/20</th> <th>2020/21</th> <th>2021/22</th> <th>2022/23</th> <th>2023/24</th> <th>2024/25</th> </tr> </thead> <tbody> <tr> <td>1,315,000</td> <td>2,905,000</td> <td>5,565,000</td> <td>1,477,000</td> <td>1,444,000</td> <td>1,413,000</td> <td>1,383,000</td> <td>1,354,000</td> <td>1,327,000</td> <td>1,327,000</td> </tr> </tbody> </table> <p><b>c. West Dunedin Cycle Network</b> Note the West Dunedin Cycle Network , which includes routes to Brighton and Mosgiel has not been Included in the Council 's programme at this point . This will be further Investigated during 2015/16, which could result in a change request to the Regional Transport Committee in 2015/18.</p>	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	1,315,000	2,905,000	5,565,000	1,477,000	1,444,000	1,413,000	1,383,000	1,354,000	1,327,000	1,327,000	
2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25																		
1,315,000	2,905,000	5,565,000	1,477,000	1,444,000	1,413,000	1,383,000	1,354,000	1,327,000	1,327,000																		
<b>Otago and Southland - project related submission points</b>																											
Federated Farmers of New Zealand (Tanith Robb)	49 ES	3 Programme of transport projects		43	Otago Otago Southland	<p>Programme of transport projects We recognise that investment in economic growth and productivity includes a focus on key infrastructure, particularly in high traffic areas. Therefore we support the general intentions behind investment in prioritised projects to upgrade the land transport network.</p> <p>However, we consider that investment in prioritised high traffic areas should not come at a cost to other areas of the roading network, particularly to local roads. Our view is that these improvements should be sought in addition to investment that is sufficient to maintain a guaranteed minimum standard of the quality of the local roading network.</p> <p>While we agree with the focus on promoting economic growth and productivity, we argue this has not been achieved in many areas of the rural roading network. This has particularly been the case in areas where the maximum weight of trucks has increased from 44 tonnes to 53 tonnes, or where there have been significant or occurring adverse weather events, and roading management has failed to adapt sufficiently. To ensure good economic growth and productivity, these areas will require sufficient investment and adaptive and evolving maintenance practices.</p> <p>Recommendations: Federated Farmers recommends that maintenance to the local roading network be considered as important investments for the land transport plan, not just the routes of national significance.</p> <p>Federated Farmers supports the Plan's intent to upgrade the land transport network at points of constraint and areas susceptible to adverse events.</p>	<p><i>Note submission.</i></p> <p><i>Note that the GPS sets the priority to be placed on investment in maintenance of the local roading network, relative to other transport activities. Also, the RLTP proposes significant spend on maintenance.</i></p> <p><i>Recommendation - No change to the RLTP.</i></p>																				
The NZ Automobile Association Inc. (Doug Davidson)	79 ES	General comments			Otago Southland	<p>General Council notes that the plans seek greater provision of facilities and levels of service for active modes of travel and greater use of these modes -- principally walking and cycling - for local trips. Also that the plans seek to encourage and enable higher levels of cycling yet there is no expenditure allocation for Southland during the plans proposed period. We believe that this is at odds with the previous statements.</p> <p>Council have also noted that the visiting driver signature project will commence in Southland first and then Otago in 2018. We seek assurance that this will still ensure effective delivery of the programme and would not ultimately be better served, from a regional prospective, of commencing at the same time.</p> <p>The Southland District Council would also like to challenge the documents premise there is a need to gradually reduce reliance on private vehicles, in urban areas in particular, in order to contain roading</p>	<p><i>Note submission.</i></p> <p><i>Recommendation –</i></p> <ul style="list-style-type: none"> <li><i>Request Southland RCAs review their potential active transport projects for inclusion in the 2018 RLTP review,</i></li> <li><i>Request NZTA advance the Otago Visiting Driver Project funding to align with Southland,</i></li> <li><i>Seek to better understand the AA comments regarding reduction to reliance on private motor vehicles.</i></li> </ul>																				

Submitter	No	Topic	Subtopic	Page of RLTP	Region	Submission point	Panel Recommendations
						costs and to build resilience in the face of possible volatility in oil supply and prices. While we appreciate that there has probably been significant research undertaken by the individual regional transport committees in order to make this statement, we do not see any reference to this in the report or appendices. While we do anticipate that there may be some changes in driving patterns in the years ahead, we see that alternative fuel strategies and continued oil supply will mean very little change occurring over the lifetime of this document.	
Speed limits							
Francisca Griffin	5 ORC	Otago Projects	Improvements	-	Otago	Supports permanent 30 KM/hour speed zone in George St, Port Chalmers. Request that the RTC formally request the NZTA for this. Submitter enjoyed a temporary speed reduction and felt safer cycling. Lower speed limit would increase safety, reduce vibration damage to heritage buildings, and benefit local shops - less dust, noise, wind and vibrations.	<i>Refer to NZTA for consideration. This is an operational matter for NZTA, outside the scope of this RLTP.</i>
Digiart & Design Ltd (Fred Cross)	16 ORC	Otago Projects	Improvements	-	Otago	Supports permanent 30 KM/hour speed zone in George St, Port Chalmers, from Whitcliffe Street to Beach Street. Lower speed limit would reduce noise from heavy vehicles, reduced dust affecting shops, reduce bark falling off trucks and blocking gutters, causing flooding in heavy rain, increase safety – especially school children and cruise ship passengers, and reduce damage to the road as heavy vehicles hit road bumps.	<i>Refer to NZTA for consideration. This is an operational matter for NZTA, outside the scope of this RLTP.</i>
Tracy Jenkins	56 ORC	Otago Projects	Improvements	-	Otago	Supports permanent 30 KM/hour speed zone on entire George St, Port Chalmers. Temporary speed reduction at the end of George St has made the crossing (as you come into Port) more dangerous, as traffic is moving at a fast rate, or speeding up.	<i>Refer to NZTA for consideration. This is an operational matter for NZTA, outside the scope of this RLTP.</i>
Alliance Group Ltd (Danny Hailes)	57 ORC	Otago Projects	improvements	-	Otago	Asks that NZTA reduce the speed limit at the Pukeuri junction from 100kph to 80kph, for safety reasons. There have been several crashes; the junction is also particularly dangerous for cyclists. Also several school bus routes stop at the junction to pick up or put down children, some of whom have to walk across SH 1.	<i>Refer to NZTA for consideration. This is an operational matter for NZTA, outside the scope of this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Annemieke Wright-Sutton	66 ORC	Otago Projects	Improvements	-	Otago	Supports permanent 30 KM/hour speed zone in George St, Port Chalmers. Lower speed limit would make area pleasanter, quieter and safer including for the elderly, children, and tourists, encouraging use of the area; reduce vibration damage to historic buildings. During the temporary speed reduction many customers of the submitters shop commented on the increased quiet and safety. Parking also is safer with a lower speed limit.	<i>Refer to NZTA for consideration. This is an operational matter for NZTA, outside the scope of this RLTP.</i>
Vision Port Chalmers (Bill Brown)	99 ORC	Otago projects	Improvements	-	Otago	Submits that there should not be a state highway through Port Chalmers. The main street through the Port has been much better during the temporary 30kph speed limit trial. There is less vibration felt in the adjoining historic buildings and the street is calmer.	<i>Note submission.</i>  <i>It is appropriate that the road through Port Chalmers remain as state highway.</i>  <i>Recommendation – No change to RLTP.</i>
The Portsider (Phillippa Emma Honeychurch)	186 ORC	Otago Projects	Improvements	-	Otago	Requests a permanent 30 Km/hour speed zone in George St, Port Chalmers. The higher the speed limit the greater the risk of serious injury or death. A lower speed limit would make area safer, help preserve the historic buildings in this area from damage by constant reverberations, and would make the place more welcoming to visitors.	<i>Refer to NZTA for consideration. This is an operational matter for NZTA, outside the scope of this RLTP.</i>
Kris Nicolau	189 ORC	Otago Projects	Improvements	-	Otago	Submitter is outraged at the lack of understanding for 30 KM/hour to be the permanent speed limit in Port Chalmers.	<i>Refer to NZTA for consideration. This is an operational matter for NZTA, outside the scope of this RLTP.</i>
Chalmers Community Board (Chairperson – Steve Walker)	72 ORC	Otago projects	Improvements	-	Otago	Supports permanent 30 KM/hour speed zone in George St, Port Chalmers, and asks the RTC to formally ask the NZTA to include this in their forward works programme. Trials of a reduced speed have been very successful, welcomed by all businesses in Port, will positive feedback from residents and cruise ship passengers. A lower speed limit would make area pleasanter, and increase safety for residents, school children, and visitors.	<i>Refer to NZTA for consideration. This is an operational matter for NZTA, outside the scope of this RLTP.</i>
Strath Taieri Community Board (Barry Williams)	206 ORC	Otago projects	Improvements			Concerned at the possible review of the speed limit on School Road/Milners Road in Taieri, which is the main direct route linking State Highway 87 to Dunedin. Wishes the limit to remain 100kph as this is effective and efficient.	<i>Refer submission to DCC. Speed limit issues are the responsibility of the RCA and outside the scope of this RLTP.</i>

Submitter	No	Topic	Subtopic	Page of RLTP	Region	Submission point	Panel Recommendations
Public Transport							
Bus Go Dunedin	216 ORC (Late received 9/3/15)	Introduction	Our regions	22	Both	Include public transport in the list of network components by adding the following: The Otago region has: "Two urban bus networks and long-distance buses between Otago towns and to other regions" The Southland region has: "One urban bus network and long-distance buses between Southland towns and to other regions"	<i>Accept late submission. Note submission.</i>  <i>Recommendation – Include public transport in the list of network components by adding the following: The Otago region has: "Two urban bus networks and long-distance buses between Otago towns and to other regions" The Southland region has: "One urban bus network and long-distance buses between Southland towns and to other regions"</i>
DPA (Disabled Persons Assembly) Dunedin and Districts, and CCS Disability Action Southern Region (Chris Ford)	211 ORC	Strategic framework	Overall goal, key strategic objectives and priorities	24-42	Both	Pleased the plan identifies the importance of passenger transport for people whom active transport poses a physical challenge but points out that the need for accessible transport extends beyond this group and that the majority of people will benefit from accessible transport at some point in their life. Welcomes any improvements to public transport and the roading system that improve accessibility for all people. But considers the plan needs to contain more detail to effectively address concerns about access and to ensure public passenger transport, and associated infrastructure, remain accessible. Requests all councils integrate access in the final RLTP.	<i>Note submission.</i>  <i>Note accessibility is covered in Objective 4.6 of the RLTP.</i>  <i>Recommendation – Amend policy P.4.25 to read 'Increase capacity and improve accessibility of the public transport service to prompt growth in patronage'.</i>
DPA (Disabled Persons Assembly) Dunedin and Districts, and CCS Disability Action Southern Region (Chris Ford)	211 ORC	Process matters	General request for change		Both	Suggests establishing a disabled people's advisory group to give councils access to technical advice from advisors and auditors who have the knowledge and skills about mitigating barriers to accessible transport. Recommends any bus stop reviews, development of new bus shelters, and design of new/upgraded toilets should address accessibility.	<i>Note submission.</i>  <i>Recommendation – Refer the submission to the ORC and to ICC Public Transport Committee for consideration. No change to RLTP.</i>  <i>Provide the contact details of submitter to TLAs for liaison.</i>
University of Otago property Services Division (Barry Mackay)	191 ORC	Otago projects	Public transport infrastructure and services	108-9	Otago	Supports the proposed ticketing improvements for the Dunedin network, and seeks day passes, weekly passes and free transfers. Supports the proposed programme of improvements for Dunedin public transport services and infrastructure. Finds it disappointing that non-core elements of the central city transport hub have been given lower priority and considers the cycle components should have at least the same priority as the hub itself, to deliver an integrated network,	<i>Note submission – Supports the ORC Integrated Ticketing project. Priorities have been set to fit the proposed Long Term Plan.</i>  <i>Recommendation – Refer submission to ORC. No change to RLTP (but note that as a result of other submission points, it is recommended to identify the Otago inter-regional ticketing project as inter-regionally significant in the RLTP.)</i>
Grey Power Otago Inc (Jo Millar)	92 ORC	Otago projects	Public transport services	108	Otago	Asks ORC to adhere to the World Health Organisation Age Friendly Cities document. Submits that ratepayers are entitled to have the best of bus services and buses. Currently, bus services are erratic and some suburbs are poorly serviced. There are not (but should be) services on Christmas Day, Good Friday, or Easter Sunday, or after 6pm on Sundays (notes the voluntary community bus). Buses should be accessible to all, but aren't always, especially when cruise ships are in Port.	<i>Note submission.</i>  <i>Recommendation – Refer to ORC.</i>
Queenstown Lakes District Council	192 ORC	Otago projects	Public transport services	108	Otago	Supports retention in the final RLTP of the statements and proposed funding concerning the review of Queenstown public transport services.  Extra point in oral submission – submitter requested ORC bring forward its Public Transport review.	<i>Note submission.</i>  <i>Recommendation – No change to RLTP.</i>  <i>Refer the request for the ORC Public Transport review to be brought forward to the ORC - to discuss with QLDC, and to ensure ORC's Long-term Plan is equipped for this as much as it can be.</i>
Bayfield High School Envirogroup (Lewis Anderson)	85 ORC	Otago	Public transport services and infrastructure	108-9	Otago	Supports the proposed central city hub idea and coordination of bus services. Would like improvements in the ease with which people can transfer from one bus to another (ticketing, fare system). Would like the payment system to reflect the distance someone travel rather than the numbers of buses taken; and would like the cost of taking a bus to be significantly cheaper than that of taking a car. Would like to see all buses fitted with bike racks.	<i>Note submission – Supports the Central City Hub concept.</i>  <i>The recently adopted RPTP addresses many of these concerns.</i>

Submitter	No	Topic	Subtopic	Page of RLTP	Region	Submission point	Panel Recommendations
							<i>Recommendation – No change to RLTP. Refer ticketing request to ORC.</i>
Nicholas Tulloch	1 ORC	Otago Projects	Public transport services and infrastructure	-	Otago	Reinstate the bus route along Lockerbie Street, Skibo Street and Murray Street. A lot of passengers used to get this bus.	<i>Refer to ORC as a public transport route planning matter, outside the scope of the RLTP.</i>
Bayfield High School Envirogroup (Lewis Anderson)	85 ORC	Otago projects	Public transport services and infrastructure		Otago	Would like responsibility for management for the city's public transport transferred to Dunedin City Council.	<i>This is outside the scope of this RLTP.</i>
Otago Polytech Student's Association (Mark Baxter)	202 ORC	Otago projects	Public transport services and infrastructure	67, 108 - 109	Otago	Submitter agrees with prioritisation, into band 1, of projects 75 and 84, Public Transport Infrastructure Improvements and Programme of Improvements. Requests some sort of priority be given to ORC Project 72, Minor Improvements 2015-18 in the Public Transport Infrastructure activity class (unless that is provisional on implementation of the other two public transport projects).	<i>Note submission.</i> <i>Note that Minor improvements are not prioritised in the RLTP.</i> <i>Recommendation – No change to RLTP.</i>
Bus and Coach Association (New Zealand) Inc. (Katie Gaskell)	209 ORC	Otago projects Southland projects	Public transport services and infrastructure	52, 67, 93-4, 108 - 109	Both	The submitter points out that gradually reduce reliance on private motor vehicles will require significant investment in public transport services and infrastructure. Yet this cost is only 9.3% of the draft Southland RLTP and 2.6% of the draft Otago RLTP. Submitter asks greater priority be given to investment in public transport than is proposed, to increase public transport patronage and provide long-term value for money and long term benefits.	<i>Note submission – Investment in public transport services and infrastructure is included in the Regional Public Transport Plans for each Region. Refer the submission to the ORC and ICC for action.</i> <i>Recommendation – Note in RLTP that gradually reducing reliance on private motor vehicles will require significant investment over time in public transport services and infrastructure, by both the public and the private sectors.</i>
Bus Go Dunedin	216 ORC (Late , received 9/3/15)	Otago Projects	Public transport services and infrastructure	108	Otago	Supports projects 84 Public Transport Programme of Improvements and 74 Public Transport Inter-Regional Ticketing Improvement Otago.  Requires more detail before supporting projects 75 Public Transport Infrastructure Improvements and 16 Central City Transport Hub. Support a concept that has significant benefits, and no significant drawbacks for existing users, enables convenient local transfers, enables combined local and long distance trips, and is easy to use. Would not support a hub unless it was a pleasant environment, ensured to be maintained and kept clean, and didn't detract from existing services. Integrated ticketing and real-time information are first important steps.	<i>Accept late submission.</i> <i>Note submission.</i> <i>Recommendation – Refer comments on the hub to ORC and DCC. No change to RLTP (but note that as a result of other submission points, it is recommended to identify the Otago inter-regional ticketing project as inter-regionally significant in the RLTP.)</i>
Bus Go Dunedin	216 ORC (Late , received 9/3/15)	Southland Projects	Public transport services and infrastructure	93	Southland	Supports project 15 Public Transport Inter-Regional Ticketing Improvement Invercargill.	<i>Accept late submission.</i> <i>Note submission.</i> <i>Recommendation – No change to RLTP, (but note that as a result of other submission points, it is recommended to identify the Otago inter-regional ticketing project as inter-regionally significant in the RLTP.)</i>
Bus Go Dunedin	216 ORC (Late , received 9/3/15)	Otago Projects	Which projects are inter-regionally significant in Otago	46	Both	Requests Public Transport Inter-Regional Ticketing Improvement, Otago Project 74 be listed as inter-regionally significant - allows seamless urban travel experiences to inter-regional visitors, and the Southland equivalent project is listed as inter-regionally significant.	<i>Accept late submission.</i> <i>Note submission.</i> <i>Note the ICC inter-regional ticketing project (number 15) is identified in the RLTP as being of inter-regional significance, but the equivalent DCC project (number 74 is not). Both projects are in Priority Band 1.</i> <i>Recommendation – identify both inter-regional ticketing projects, 15 and 74 as inter-regionally significant.</i>
Bus and Coach Association (NZ) Inc.	82 ES	General support	Public passenger transport		Otago Southland	Submission also received by Otago Regional Council – see 209 ORC	

Submitter	No	Topic	Subtopic	Page of RLTP	Region	Submission point	Panel Recommendations
Walking and cycling - Dunedin							
Gerard Hyland	23 ORC	Otago projects	Walking and cycling	46, 107	Otago	The Tunnels trail cycleway from Caversham to Wingatui through the Caversham and Chain Hills tunnels should be prioritised. It provides for commuting, recreation and tourism. There is high latent demand, as shown by the popularity of the cycleway from Dunedin to St Leonards. A safe transportation corridor for families cycling is just as important as providing for roads.	<i>Note submission.</i>  <i>Recommendation – Refer the submission to DCC for its consideration.</i>
Phil Davison	36 ORC	Otago projects	Walking and cycling	107	Otago	Supports in the longer term a cycleway right around the harbour, including a ferry service across to Portobello.	<i>Note submission – Refer to DCC for further consideration.</i>  <i>Recommendation – No change to RLTP.</i>
Kovido Maddick	40 ORC	Otago projects	Walking and cycling	107	Otago	Supports extension of cycleway beyond Port Chalmers.	<i>Note submission – Refer to DCC for further consideration.</i>  <i>Recommendation – No change to RLTP.</i>
Andrew Cunningham	83 ORC	Otago projects	Walking and cycling	107	Otago	Supports completion of cycleway to Port Chalmers because it will be a major benefit to those living in or between St Leonards and the Port. Finds using the road between the Port and St Leonards too unsafe as he is partially disabled. Also asks that a place to leave cars be created at the Port for those driving from further out, who wish to cycle between the Port and city.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP. Refer the comment on parking space at Port to the DCC.</i>
Robert Seeley	90 ORC	Otago projects	Walking and cycling	107	Otago	Supports completion of walkway/cycleway to Port Chalmers; would like to commute from Roseneath to the city by bike, and would like daughter to be able to cycle safely to Logan Park High School. The section of SH88 between St Leonards and Roseneath is the most dangerous part of this highway for cyclist. Rising under the rail bridge at Sawyers Bay is also dangerous.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Nicholas Menzies	91 ORC	Otago projects	Walking and cycling	107	Otago	Supports completion of walkway/cycleway to Port Chalmers, to protect him and others those at risk when cycling on SH88, for health benefits that cycling brings, and so he and his family can enjoy using the cycleway together.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
University of Otago property Services Division (Barry Mackay)	191 ORC	Otago projects	Walking and cycling	107	Otago	Sees two DCC cycling projects as vital: Central City and North East Valley Cycle Network and the Dunedin One-Way Pair Cycle Lanes and wishes to be involved in the design process for both of these to help ensure the works near the campus are successful.	<i>Note the submission – Supports the DCC cycle projects.</i>  <i>Recommendation – No change to the RLTP. Refer request to be involved in the design process to DCC.</i>
University of Otago property Services Division (Barry Mackay)	191 ORC	Otago projects	Walking and cycling	107	Otago	Supports completion of cycleway to Port Chalmers to realise the full benefits of this cycleway/walkway.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Mark Steadman	213 ORC	Otago projects	Walking and cycling	107	Otago	Would like the cycleway from Port Chalmers to St Leonards completed as soon as possible (in 2016). The section from St Leonards to the city is utilised all the time by walkers, joggers and cyclists. It is a very safe route to take that avoids the main streets where accidents with vehicles could happen. It is too dangerous to cycle on SH88 itself. This new section of cycleway would not only benefit the people of Port Chalmers, Careys Bay, Roseneath and Sawyers Bay, but also the many people of Dunedin who ride out towards Port Chalmers regularly.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Spokes Dunedin (Robert Thompson)	203 ORC	Plan general	Walking and cycling	-	Both	Notes that Dunedin is the only population centre in all of Otago and Southland that sees fit to invest anything in the walking and cycling activity class; see this as a poor reflection on our collective ability to adequately plan for the transportation demands of the future: adequately meeting the safety and connectivity requirements of cycling requires integrated planning and investment, which needs to happen sooner than later - especially in Queenstown. Suggests forming an Otago/Southland regional cycling forum or advisory group comprised of relevant council staff, representatives from elected bodies, and cycling stakeholders.	<i>Note submission – Requests the formation of an Otago Southland cycling forum.</i>  <i>Recommendation - No change to RLTP. Suggest Spokes confer with their Southland counterparts, and bring a proposition to the ORC and ES on how best to facilitate pan regional communication.</i>
Spokes	203	Otago	Walking and	66,	Otago	Would like to see the following projects included in the RLTP	<i>Note submission – Refer the requests to NZTA and</i>



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Dunedin (Robert Thompson)	ORC	projects	cycling (additional projects)	69, 107, 115		1) Caversham and Chain Hills tunnels and connecting cycleway included to create an essentially flat cycling corridor from Mosgiel (the fastest growing suburb in Dunedin) to the city centre. 2) A protected or separated cycling connection along SH1 from Waitati Valley Road to Coast Road, through Waitati. This busy stretch of highway is the only link between the Blueskin communities used by a lot of mountain bikers accessing the Silver Peaks area, by road cyclists riding the coastal route, and by overseas cycle tourists. 3) A protected or separated cycling connection along SH1 between the intersection with SH86 in Allanton to Riverside Road in East Taieri because there is no alternative crossing of the Taieri River between Allanton and Outram. Even better would be to extend it to Henley Road in Otokia because of the often heavy and rushed traffic to the airport on SH86.	<i>DCC for consideration.</i>  <i>Recommendation – No change to RLTP.</i>
Justine Pierre	102 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to RLTP.</i>
Andrew Metcalfe	103 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Wants the use of sustainable and healthy transport choices made easier in Dunedin: walking, cycling and public transport. Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>
Julie Whitefield	104 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>
David John Smith	105 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>
Kalinka Rexer-Huber	106 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>
Georgie Watts	107 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>
Jason Wadsworth	108 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>
David Crook	109 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>
Delia Smith	110 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>



Submitter	No	Topic	Subtopic	Page of RLTP	Region	Submission point	Panel Recommendations
			additional project)	, 115		tunnels and connecting cycleway included in the list of transport projects.	<i>consideration</i>  <i>Recommendation – No change to the RLTP</i>
Ilka	122 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>
Rachel Murtagh	123 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>
Maria Ioannou	124 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects. Projects are key infrastructure for Dunedin, looking forward and offering real transport choices. Amount of money spent on walking and cycling is tiny compared to other transport spends.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>
Ian Lewis	125 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects – would create a nearly flat cycle path to Mosgiel, great for a range of people.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>
James	126 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>
Kay Ford	127 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>
Renee Gordon	128 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>
Lester Dean	129 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>
Ian Graham	130 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>
Toki Wilson	131 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>



Submitter	No	Topic	Subtopic	Page of RLTP	Region	Submission point	Panel Recommendations
			additional project)	, 115		tunnels and connecting cycleway included in the list of transport projects.	<i>consideration</i>  <i>Recommendation – No change to the RLTP</i>
Moana Meyer	143 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects. Projects would make Dunedin more cycle friendly, and keep submitter fit and healthy.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>
Cassie Dunstan	144 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>
Graham Parker	145 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>
Annelies Inghelbrecht	146 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>
James Higham	147 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects. Projects will allow communities to be more active in daily travel – health benefits, make cycling safer, increase sense of community and reduce reliance on carbon emitting transportation.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>
Chris Nairn	148 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>
Mary Arnesen	149 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>
Chris Armstrong	150 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>
Travis Ingram	151 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>
Rick Thompson	152 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>

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Bronwyn Lowe	153 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects. Submitter uses current cycleway to St Leonards to commute to work – has seen its use increase each time it is extended. Cycles for health, reduce carbon footprint, save money, and to socialise. Cyclepath makes cycling safe from motorised traffic accidents. Melbourne is a great example of a good cycle network – Dunedin should catch up.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>
Yew Chien How	154 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>
Linda Miles	155 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>
Kashi Leuchs	156 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects. Many people from Port Chalmers are too scared to ride beside logging trucks, but want to ride to work in Dunedin. Extending the SH 88 cyclelane to Port would reduce cars on road, increase health and happiness of Port residents, attract visitors, and boost the Port area.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>
Gerard Hyland	157 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>
Loraine Whitwell	158 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects. Submitter bikes a lot, and supports the work crossing the Leith and linking Wycliffe Street to the bike path to St Leonards, as well as supporting the extension of the bike path between Vauxhall and Macandrew Bay.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>
Rob Seeley	159 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>
Luke Easterbrook	160 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects. These projects will vastly improve safety and convenience for cyclists and other road users.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>
Bronwyn Shute	161 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>
Megan Sinclair	162 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>

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Anne-Marie Vigeant	163 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>
Lisa Te Morenga	165 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects. Best way to enjoy Dunedin is by bike. Cycling is great for families, helps people stay healthy, save money, and reduce greenhouse gas emissions. Safer cycling is possible – note Copenhagen, cycling is the norm.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>
Graeme Atkinson	166 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>
Ivan Criglington	167 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects. Safe connections good for recreation and commuting.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>
Lewis Earl	168 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>
Liz Crook	169 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>
Zabeen Lateef	170 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>
Simon Read	171 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers (will be good asset, cycleway to St Leonards is well used), Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>
John Birnie	172 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin (separated lanes) and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects – could help transform leisure and transport in Dunedin. Submitter and family uses cycleway to St Leonards, and the wider parts of Portobello Road, and thinks that cycleways on both sides of the harbour will be great for tourism.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>
Malcolm Smeaton	173 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>
Rosa Miles-Seeley	174 ORC	Otago projects	Walking and cycling	66, 69,	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the</i>

Submitter	No	Topic	Subtopic	Page of RLTP	Region	Submission point	Panel Recommendations
			(including additional project)	107, 115		2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects.	<i>Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>
Carmel DeBono	175 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>
Fabien Montiel	176 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>
Gerrad Liddell	177 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>
Stefanie Zollmann	178 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers (lots of people would ride to work without being scared of traffic), Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>
Jannah Carlos Torr	179 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects. Cycleways reduce cars on road, and pollution, provide great recreation and tourism (especially the Port cycleway).	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>
Becky Cameron	180 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin (cycles to work most days on SH1, would be great for that to be safer), and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>
Philip Campbell	181 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>
Pete Oakden	182 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects. Submitter is a long time cyclist who feels cycling is getting more unsafe in Dunedin.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>
Paul Southworth	184 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects. If the DCC provides the infrastructure, private enterprise will do the rest. Dunedin will become a cycling mecca, with huge economic benefit.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration</i>  <i>Recommendation – No change to the RLTP</i>
Carolyne Smith	195 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects. Submitter is a keen cyclist, but only on separate bike tracks – the unfinished tracks around Dunedin limit her ability to cycle where she	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration.</i>



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						wants to go. Finishing all the tracks would give freedom, safety and health to many people, as well as helping the environment.	<i>Recommendation – No change to RLTP.</i>
Alan Williamson	196 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration.</i>  <i>Recommendation – No change to RLTP.</i>
Alistair Paterson	197 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration.</i>  <i>Recommendation – No change to RLTP.</i>
Emma Payton	198 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration.</i>  <i>Recommendation – No change to RLTP.</i>
Maia	199 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration.</i>  <i>Recommendation – No change to RLTP.</i>
Callum Flaws	200 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration.</i>  <i>Recommendation – No change to RLTP.</i>
Spokes Dunedin (Robert Thompson)	203 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Submitter wants cycling in Dunedin to be safe, practical and fun, and a viable transportation option for more residents. Supports prioritisation of SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the RLTP.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
John	204 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration.</i>  <i>Recommendation – No change to RLTP.</i>
Jonathan Dean	208 ORC	Otago projects	Walking and cycling (including additional project)	66, 69, 107, 115	Otago	Supports the prioritisation of the SH88 cycleway to Port Chalmers, Portobello Road widening, SH1 protected cycle lanes through Dunedin, and Dunedin's Central City Cycle Network as top priorities in the 2015-2021 Regional Land Transport Plan. Would also like to see the Caversham and Chain Hills tunnels and connecting cycleway included in the list of transport projects. Submitter considers it important that Dunedin's transportation network is built to reflect a positive vision for future generations, and that these cycle projects are a very important step to realising this vision.	<i>Note submission – Supports the NZTA &amp; DCC walking and cycling projects included in the RLTP. Refer the Caversham &amp; Chain Hill Tunnels to DCC for further consideration.</i>  <i>Recommendation – No change to RLTP.</i>
Erika Buky	6 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers as soon as possible, and making it a priority. Completion will make commuting by cycling viable, increase recreation, and boost tourism. Impressed by cycleway to St Leonards, but roadway from St Leonards to Port Chalmers is dangerous for cyclists – roadway forces cyclists very close to large vehicles, and sometimes aggressive motorists.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Jan Waters	7 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers as soon as possible. Completion will make cycling from St Leonards to Port Chalmers safe, make it easier for people who live beyond St Leonards to cycle to town, increase the good use of the cycleway, benefit tourism – allow cruise ship passengers to stretch their legs, increase recreation, grow local businesses.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Kyle Matthews	8 ORC	Otago projects	Walking and cycling: SH 88	69, 107	Otago	Supports completion of cycleway to Port Chalmers. Roadway from St Leonards to Port Chalmers is dangerous for cyclists – with trucks, frequent corners and high speeds. Completion would encourage	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i>

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			Cycling and Pedestrian Facilities (project 61).			cycling and boost Port Chalmers, shops and cafes, with day cycle tourists.	<i>This project is already in Priority Band 1 in this RLTP.</i> <i>Recommendation – No change to RLTP.</i>
Francisca Griffin	9 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers. Request that the RTC formally request the NZTA to make this one of their top priorities. Current track gets good use, next phase will also. Completion would increase tourist numbers to Dunedin.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i> <i>This project is already in Priority Band 1 in this RLTP.</i> <i>Recommendation – No change to RLTP.</i>
Scott Chaput	10 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers. Impressed by cycleway to St Leonards – gets used by many people, including those who drive to St Leonards and cycle to town. But roadway from St Leonards to Port Chalmers is dangerous for cyclists and pedestrians. Another benefit of completion is reduction in car journeys and greenhouse gas emissions.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i> <i>This project is already in Priority Band 1 in this RLTP.</i> <i>Recommendation – No change to RLTP.</i>
Tara Duncan	11 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers as soon as possible. Impressed by cycleway to St Leonards – uses it regularly for cycling. It gets used by many people. Completion would encourage submitter to run/ride to work regularly – currently deterred by amount, speed and size of traffic; give safe route for recreation and commuting; benefit tourism - allow cruise ship passengers enjoy natural environment safely; encourage people to explore, boosting local businesses and increasing community spirit.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i> <i>This project is already in Priority Band 1 in this RLTP.</i> <i>Recommendation – No change to RLTP.</i>
Graham Anderson	12 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers as soon as possible, and giving it the highest priority. Submitter uses current cycleway – it is safe, scenic and accessible. Completed cycleway would be a great asset – for tourism, locals, and overall vision of whole harbour cycleway.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i> <i>This project is already in Priority Band 1 in this RLTP.</i> <i>Recommendation – No change to RLTP.</i>
Stuart Barson	13 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers being given priority 1. Does not make economic sense not to finish the cycleway – not connecting Port Chalmers means a major source of traffic doesn't enter the network, and existing users don't reach a logical end point. The return on investment of already sunk cost is reduced by the cycleway not being complete. Completion would also mean more visitors and spending in Port Chalmers, and with a ferry to Portobello, would be a round the harbour trail. Completion would also increase safety for pedestrians and cyclists – SH88 is dangerous – many trucks and narrow margins.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i> <i>This project is already in Priority Band 1 in this RLTP.</i> <i>Recommendation – No change to RLTP.</i>
Kilda Northcott	14 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers. Impressed by cycleway to St Leonards – gets lost of use. The road is dangerous for cyclists due to heavy traffic and high winds at times.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i> <i>This project is already in Priority Band 1 in this RLTP.</i> <i>Recommendation – No change to RLTP.</i>
Iain Frengley	15 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers as soon as possible. SH 88 is dangerous for cyclists – lots of fast large trucks, with sections of road with no shoulder. Submitter used to cycle on SH 88, has had some frightening experiences with trucks, and now drives to St Leonards. Submitter is impressed by cycleway to St Leonards – gets used by many people. Completion would benefit tourism – cycle hire for cruise ship passengers, and boost local businesses as people would cycle to Port Chalmers on the weekends.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i> <i>This project is already in Priority Band 1 in this RLTP.</i> <i>Recommendation – No change to RLTP.</i>
Paul Treadwell	17 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers as soon as possible. Submitter commutes by cycle from Port Chalmers to Dunedin, finds SH88 stressful to ride on - high number of big trucks on a narrow road – submitter has been knocked off this bike by a truck. Impressed by cycleway to St Leonards – quiet, calm, beautiful and safe, good for bikes, dog walkers, joggers and inline skaters. Currently lots of people drive from Port Chalmers to St Leonards, and cycle into town on the cycleway – this is good, but means several cars need to merge into the busy north going traffic in the afternoon. Completed, the cycleway will be a significant asset for the people of Port Chalmers and Dunedin.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i> <i>This project is already in Priority Band 1 in this RLTP.</i> <i>Recommendation – No change to RLTP.</i>
Elise Allen	18 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers as soon as possible. Impressed by cycleway to St Leonards, it is well used – submitter walks dog with inline skates. Roadway from St Leonards to Port Chalmers is dangerous for cyclists – narrow, not lit, sometimes motorists are aggressive to cyclists – submitter has seen many near misses between cyclists and trucks. Completion would give people the opportunity to explore area safely – especially tourists and children; benefit tourism – cycle hire for cruise ship passengers, and boost local businesses as people would cycle to Port Chalmers on the weekends; get cars off the road, reduce complaints about the road surface, and increase usability of the road for trucks. Submitter would commute by electric cycle if the cycleway were completed.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i> <i>This project is already in Priority Band 1 in this RLTP.</i> <i>Recommendation – No change to RLTP.</i>

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Liz Franz	19 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers as number one priority - now. Roadway from St Leonards to Port Chalmers is very dangerous for cyclists – submitter has seen many near misses – hazards include a wearing road with small rocks, residue from trucks and cruise ship buses. Current cycle track is well used by a variety of people, and engenders community spirit. Completion would get more cars off the road, allow children more freedom, increase exercise rates, benefit tourism and businesses, and allow increased appreciation of Dunedin's natural beauty. People who want to travel by cycle will leave Dunedin if there are not safe ways to do so.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Rachel Kean	20 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers as soon as possible. Impressed by cycleway to St Leonards, and would use it lots more if it was completed. Roadway from St Leonards to Port Chalmers is too dangerous for cyclists – no shoulder, and many large trucks and other traffic. Completion would benefit tourism – cruise ship passengers biking into town, and boost local businesses as people would cycle to Port Chalmers. Also the stadium area would benefit, with cyclists stopping at cafes.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Mike Bowden	21 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers as soon as possible. Impressed by cycleway to St Leonards – submitter's whole family uses it – it encourages young and old to be safe and active – great to combat diseases like diabetes and obesity, Roadway from St Leonards to Port Chalmers is very dangerous for cyclists – especially due to the logging trucks – it is lucky there has not yet been a fatality. Completion would open a safe route for everyone, would benefit tourism - cruise ship passengers hiring bikes to ride into town, and would contribute to the vision of a green city with transport along a stunning harbour.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Ian Blair Kennedy	22 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers. Submitter commutes to work in city by cycle, and feels very unsafe on SH 88 – road too narrow for large trucks and cyclists, and trucks rarely give safe distance while overtaking cyclists. Likelihood of a fatality is high on SH 88. Completion of the cycleway would also encourage healthy lifestyle decisions and reduction of fossil fuels.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Gerard Hyland	23 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	The completion of the cycleway to Port Chalmers should be prioritised. It provides for commuting, recreation and tourism. High latent demand is shown by cycleway from Dunedin to St Leonards. A safe transportation corridor for families is just as important as providing for roads.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
John McMillan	24 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers as soon as possible, and giving it the highest priority. Impressed by cycleway to St Leonards – benefits include increased walking, cycling and community spirit. Completion will enable children to cycle to school, and connect and vitalise Port Chalmers.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Becs Wilson	25 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers as soon as possible, and making it a priority. SH 88 is dangerous to walk or bike, and limits submitters ability to go out without a car. Impressed by cycleway to St Leonards – freedom for kids to bike and access to beautiful environment – completion of cycleway would make it easier to access.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Chris Button	26 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers. Cycleway to St Leonards is cycling heaven. Cycling on SH 88 to Port Chalmers is cycling hell – very unsafe, surprised there has not been a fatality.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Margaret Ryan	27 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers as a priority. Impressed by cycleway to St Leonards – used by a wide variety of people, and avoids dangerous SH 88 traffic. Completion will be great for tourists and commuters – will soon be on Lonely Planet; give children a safe route to school and exercise; increased tourism and benefit for Port Chalmers businesses; make the area more attractive for living.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Nicola Bould	28 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers as a number one priority. Impressed by cycleway to St Leonards – great safe resource used by a wide variety of people. The completed path would be equally well used, could equal the success of the Otago Rail Trail, would bring health benefits and reduction in fossil fuel usage; and would increase safety for walkers/cyclists. SH 88 is very dangerous – submitter has had many frightening near misses.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Iconic Tours	29	Otago	Walking and	69,	Otago	Supports completion of cycleway to Port Chalmers. Completion will create a valuable tourism and	<i>Note submission – Supports the NZTA project SH 88</i>

Submitter	No	Topic	Subtopic	Page of RLTP	Region	Submission point	Panel Recommendations
NZ Ltd (Kim Hayward)	ORC	projects	cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	107		economic asset for Dunedin – Port Chalmers, with shops and restaurants, will provide an attractive destination; it will also complement other cycleway initiatives. The Elsie Evans ferry and road works on the Peninsula will complete link for cyclists. Safe access across SH 88 at St Leonards needs to be addressed immediately – crossings should be consistent along the highway.	<i>Cycling and Pedestrian Facilities.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Caroline Davies	30 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers as soon as possible. Impressed by cycleway to St Leonards – gets lots of use (including by people driving to St Leonards and biking to work in Dunedin). SH 88 is very dangerous for cyclists – high and hard traffic, often speeding. Completion will increase cycle commuting, be a great community asset, and increase cycle tourism.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Sawyers Bay School (Gareth Swete)	31 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers as a priority. Impressed by cycleway to St Leonards – used by a wide variety of people – many families drive to St Leonards, then cycle into town. SH 88 is very dangerous for cyclists and pedestrians – large trucks, narrow or no shoulders. Completion will allow more people to cycle the whole way into town safely, and remove vehicles from the road; allow the school to take children to Port Chalmers and the local community safely; benefit tourism and local businesses.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Andrew Last	32 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers – would increase its use, encourage cycle commuting, and be a positive move towards sustainable living. Submitter is a long time cycle commuter from Aramoana to town. Impressed by cycleway to St Leonards – increasing use by wide variety of people, great way to enjoy the harbour. SH 88 from Port Chalmers to St Leonards has many cycle hazards.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Mick Strack	33 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers as a priority – enormous benefits, and will transform travel patterns.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Althea Blakey	34 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers. Submitter is a long time cycle commuter to town – cycling on SH 88 is now too dangerous - more large trucks, narrow roads, and too close overtaking by cars. Impressed by cycleway to St Leonards – safe for commuters and children. Completion would allow tourists to explore safely, make Port Chalmers a “destination”, and benefit Port businesses and community.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Jill Hayhurst	35 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers as soon as possible. Loves cycleway to St Leonards – gets lots of use, including by submitter. SH 88 feels too dangerous to cycle – especially in summer when cruise ship buses are added to the logging trucks.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Phil Davison	36 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers as soon as possible. Impressed by cycleway to St Leonards – reduced danger of cyclists on SH 88 (to both cyclists and motorists), great for recreation. Completion would: reduce danger caused by cyclists on St Leonards Drive (blind corners and sections without footpaths); increase use of the cycleway by providing a destination with shops; reduce danger caused by cyclists on SH 88.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Chris Reid	37 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers. Is pleased with the cycleway to St Leonards, but uncompleted it is of limited use. SH 88 is too dangerous to cycle on – large amount of heavy traffic, narrow road with minimal shoulder. Completion will create a wonderful resource for recreation and commuting, and bring health and environmental benefits.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Gretta Wallace	38 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers as soon as possible. Submitter and family are regular users of cycleway to St Leonards – connection with environment and community. St Leonards school uses it for fun run and observing sea life and tides. SH 88 is very dangerous for bikes and pedestrians. Driving on SH 88 from St Leonards to Town is safer without bikes on the road. Completion of the path is crucial for safety; would bring huge tourism benefits – allowing cruise ship passengers to explore, and tourists coming to Port from town; allow the Port area residents to cycle to the city or to other communities along the harbour.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Anna Frost	39 ORC	Otago projects	Walking and cycling: SH 88 Cycling and	69, 107	Otago	Supports completion of cycleway to Port Chalmers right away – would increase use, encourage new users, allow tourists to explore by foot/cycle. Impressed by cycleway to St Leonards – used by a wide variety of people. SH 88 is very dangerous – big trucks, fatigued and quick driver, bumpy road –	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i>

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			Pedestrian Facilities (project 61).			potential for a fatality.	<i>This project is already in Priority Band 1 in this RLTP.</i> <i>Recommendation – No change to RLTP.</i>
Kovido Maddick	40 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers. Uses the cycleway to St Leonards in various ways, it is safe and well used. The cycleway is needed as SH 88 has many large trucks without much room for cyclists. Completion would allow cruise ship passengers to cycle to Dunedin, and provide bike hire business opportunities.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i> <i>This project is already in Priority Band 1 in this RLTP.</i> <i>Recommendation – No change to RLTP.</i>
Sarah Manning	41 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers. Submitter and family uses current cycleway regularly – keeps them fit, connects them with the landscape, saves money on petrol or bus fares. SH 88 is too dangerous to cycle – many near misses. Completion would allow submitter to cycle to the shops in Port Chalmers.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i> <i>This project is already in Priority Band 1 in this RLTP.</i> <i>Recommendation – No change to RLTP.</i>
Jeremy Thomas	42 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers as soon as possible. Impressed with cycleway to St Leonards. SH 88 is dangerous on a bike – submitter has come off his bike in a near miss with a truck. Completion will enhance tourism – in conjunction with the other rides on the peninsula and Aramoana. Cycling is very extremely energy efficient, and should be embraced by the authorities.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i> <i>This project is already in Priority Band 1 in this RLTP.</i> <i>Recommendation – No change to RLTP.</i>
Daniel Buchanan	43 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers - starting immediately. Uses existing bike path regularly. Completion would; allow submitter to get safely to Port Chalmers from St Leonards; enhance tourism particularly green tourism; increase biking from Port Chalmers. SH 88 is too dangerous for cycling – many close calls with big trucks.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i> <i>This project is already in Priority Band 1 in this RLTP.</i> <i>Recommendation – No change to RLTP.</i>
Julie Macleod	44 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers as soon as possible. Completion would; enable submitter to cycle to work – finds SH 88 too terrifying; enhance tourism – cruise ship passengers could explore safely.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i> <i>This project is already in Priority Band 1 in this RLTP.</i> <i>Recommendation – No change to RLTP.</i>
Philip Maxwell	45 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of a safe cycle way to Port Chalmers. Submitter is a long-time resident of Port, and an experienced cyclist. SH 88 is extremely dangerous for cyclists, submitter has had a near miss on his bike, will eventually be a death on the road if action is not taken. There are many heavy truck movements, and other vehicles using the road. It is odd that the only safe way to travel from the City to the port is by car or bus – the road should be designed and constructed so that vulnerable road users can use it safely – it doesn't matter what form the cycleway takes.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i> <i>This project is already in Priority Band 1 in this RLTP.</i> <i>Recommendation – No change to RLTP.</i>
Charlotte Dick	46 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers. Submitter regularly uses existing cycleway, along with many other people. SH 88 is too dangerous for cyclists – submitter has had some scary incidents with logging trucks. Completion would make Port Chalmers accessible to town residents without a car, and have social, health financial and environmental benefits – with no disadvantages.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i> <i>This project is already in Priority Band 1 in this RLTP.</i> <i>Recommendation – No change to RLTP.</i>
Tony Williams	47 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers as soon as possible. Completion is urgent as SH 88 is now very dangerous for cyclists – rise in number size and speed of trucks. It is a right not a privilege to travel safely. The existing path is well used, indicating that the completed path would also be well used.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i> <i>This project is already in Priority Band 1 in this RLTP.</i> <i>Recommendation – No change to RLTP.</i>
Judith Turner	48 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers. Completion would allow submitter to cycle to town from Port Chalmers to work – currently too dangerous along SH 88 – logging trucks and no footpath; encourage less cars, reduce fossil fuel consumption and enhancing residents well being. Some cyclists park at St Leonards and cycle from there, indicating many users from beyond St Leonards.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i> <i>This project is already in Priority Band 1 in this RLTP.</i> <i>Recommendation – No change to RLTP.</i>
Ulf Uchida	49 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers as a number one priority. Impressed by cycleway to St Leonards – used by many people – commuting and recreation. SH 88 from St Leonards to the Port is very dangerous for cyclists – increased traffic, especially during cruise ship season, and regular dangerous driving behaviour. Completion would allow submitter and family to cycle to shops and school; and would increase health, exercise, tourism, bring commercial benefits to Port, reduce car use and congestion in town. It would also enable an attractive round trip of the harbour, with a ferry crossing to	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i> <i>This project is already in Priority Band 1 in this RLTP.</i> <i>Recommendation – No change to RLTP.</i>

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						Portobello.	
John Bradfield	50 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers. Submitter and family regularly uses the existing cycleway – commute to town for work and school. Find SH 88 dangerous. Completion would allow children to travel safely – independence, would reduce the number of cars and bikes on a very busy road, improve safety of riders, and enable more people to access the Port Chalmers shops. It would also enable an attractive cycle ferry and cycle loop around the harbour.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Brigitte Bradfield	51 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers. Submitter and family regularly uses the existing cycleway – commute to town for work and school. Find SH 88 dangerous. Some cyclists park at St Leonards and cycle from there. Completion would allow children to travel safely – independence, would reduce the number of cars on the roads, improve safety of riders, and enable more people to access the Port Chalmers shops..	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Liana Machado	52 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers as soon as possible. The existing cycle path is fantastic – submitter regularly uses it, but it is very dangerous to cycle on SH 88 to Port Chalmers. Completion would increase safety for children walking/cycling to Port Chalmers School.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Alan Dove	54 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers as soon as possible. Submitter rides between Port Chalmers and Dunedin regularly – cyclepath is a joy, SH 88 is scarily dangerous.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Jennifer Frost	55 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers as soon as possible to keep cyclists safe and prevent a fatality. SH 88 has a high volume of heavy traffic, increased in cruise ship season, difficult for cyclists to pull off the road, vehicles overtake cyclists dangerously. The lack of a cycleway stops many people from cycling to school and work.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Hugh Davidson	58 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers as soon as possible as the number 1 priority – will be a great asset for Dunedin and NZ, and a key tourist attraction. Impressed with path to St Leonards, and uses it regularly, but finds SH 88 to Port too dangerous to cycle.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Alwyn Frost	59 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers as a top priority. Impressed with path to St Leonards, many people park at start of cycleway and cycle to town, many families also enjoy it. SH 88 is dangerous for cyclists and pedestrians – trucks on a narrow road make it very risky. Many people would cycle to town if it were made a little safer.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Isabel Mcmillan	60 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers. This would be a safe, fun way to get from St Leonards to Port Chalmers – to shop, use the library and hangout with friends, and meet new people. It would also bring the communities of Port Chalmers, St Leonards and Ravensbourne closer together. Children would be able to go hangout in Port Chalmers more often as they wouldn't need to take an adult. It would also get people more active by biking instead of driving. The great expense would be worth it.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Ralph-Peter Hendriks	61 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers as soon as possible. This will enable current cycleway to live up to its potential – Port will be a destination for cyclists and tourists, providing a safe alternative to SH 88 for users, including school children.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Viviane Vagt	62 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers. This will enable the submitter to go to the shops at Port without using the car; will assist cafes and shops at both ends of the cycleway; will enhance tourism – cruise ship passengers will see the great lifestyle of locals using the pathway.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Matthew Grierson	63 ORC	Otago projects	Walking and cycling: SH 88	69, 107	Otago	Supports completion of cycleway to Port Chalmers. This will enable the submitter to go to the shops at Port without using the car; will assist cafes and shops at both ends of the cycleway; will enhance	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i>

Submitter	No	Topic	Subtopic	Page of RLTP	Region	Submission point	Panel Recommendations
			Cycling and Pedestrian Facilities (project 61).			tourism – cruise ship passengers will see the great lifestyle of locals using the pathway.	<i>This project is already in Priority Band 1 in this RLTP.</i> <i>Recommendation – No change to RLTP.</i>
Janeen Greer-Pringle	64 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers as soon as possible. Submitter is a long time resident of Sawyers Bay, and used to bike to town, until she witnessed a fatal accident involving a cyclist and a truck. She now parks at St Leonards and uses the cycle track to get to work. Many people use the existing cycleway, and the extension will enable many more people to enjoy it and improve their physical and mental wellbeing.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i> <i>This project is already in Priority Band 1 in this RLTP.</i> <i>Recommendation – No change to RLTP.</i>
Christine Grubba	65 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers as a number 1 priority. Submitter lives in Port Chalmers, and is impressed with the cycle track to St Leonards – many people use it in many ways. SH 88 is too dangerous for cycling – with the narrow road, large vehicles travelling at speed, and debris on the narrow shoulder. Cycling has proven health benefits and is a low cost family activity. Completion of the track would grow local businesses – bike hire and packages for cruise ship passengers; attract more tourists to the area, and increase resident and visitor safety and wellbeing.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i> <i>This project is already in Priority Band 1 in this RLTP.</i> <i>Recommendation – No change to RLTP.</i>
Annemieke Wright-Sutton	67 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers as soon as possible. Many people from the Port area bike to Dunedin, and sharing the road with many heavy trucks is very dangerous – lots of close calls. A safe bikeway would encourage locals and tourists to ride – the beautiful harbour ride would greatly enhance tourism, encouraged by good eating and shopping at both ends.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i> <i>This project is already in Priority Band 1 in this RLTP.</i> <i>Recommendation – No change to RLTP.</i>
Susan Sandretto	69 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway/walkway to Port Chalmers as soon as possible.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i> <i>This project is already in Priority Band 1 in this RLTP.</i> <i>Recommendation – No change to RLTP.</i>
Peter Porteous	70 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers as soon as possible. Completion: will enable many people in Port to bike to work in Dunedin; provide a cheap, healthy safe option (some people can't afford the bus); will be great for tourism, building on the existing infrastructure and character of the Port; will take cars off the road, making the road safer. SH 88 is busy, lots of logging trucks and buses in summer, and is also narrow – it is lucky there has not been a death.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i> <i>This project is already in Priority Band 1 in this RLTP.</i> <i>Recommendation – No change to RLTP.</i>
Charlotte McLachlan	71 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway/walkway to Port Chalmers as soon as possible. It is dangerous to bike on SH 88 – a cyclist fatality could occur due to speed of heavy traffic and little safe space for cyclists.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i> <i>This project is already in Priority Band 1 in this RLTP.</i> <i>Recommendation – No change to RLTP.</i>
Chalmers Community Board (Chairperson – Steve Walker)	72 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycle/walkway to Port Chalmers as soon as possible as a top priority. Encourages construction to start as soon as is practicable on sections not needing marine consent. Current cycle/walkway provides a recreation and transport route away from the very dangerous SH88. Completion will result in a path that most cities will envy; will address safety issue; encourage many more cyclists and walkers; bring resilience to West Harbour communities, and health benefits.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i> <i>This project is already in Priority Band 1 in this RLTP.</i> <i>Recommendation – No change to RLTP.</i>
Ann Crane	73 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycle/walkway to Port Chalmers as soon as possible as a top priority. Impressed with the current cycleway to St Leonards – lots of people use it. SH 88 is very dangerous for cyclists due to the many large vehicles, and the poor road surface – there have been accidents. Completion would enable more people to bike commute to work, shops and school, meaning less traffic on the road; would be great for tourists; give children more independence; provide immense health benefits from increased activity, and less expense on the health system.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i> <i>This project is already in Priority Band 1 in this RLTP.</i> <i>Recommendation – No change to RLTP.</i>
Simon Swale	74 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway/walkway to Port Chalmers – for safety of all road users.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i> <i>This project is already in Priority Band 1 in this RLTP.</i> <i>Recommendation – No change to RLTP.</i>
Dennis Asher	75 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities	69, 107	Otago	Supports completion of cycleway to Port Chalmers – is vital for Port Chalmers, will be used to travel safely by many residents and recreational cyclists. World class harbourside ride.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i> <i>This project is already in Priority Band 1 in this RLTP.</i>

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			(project 61).				<i>Recommendation – No change to RLTP.</i>
Timothy Vick	76 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers as a safe, viable alternative to cycling on the road. Would prefer to see roads being widened to add cycleways. Wants adequate consideration given to how cyclists get on and off the walkway/cycleway (cites access from Portsmouth Drive to Portobello Rd cycleway as being a problem). Submits that the planting alongside the current SH88 walkway/cycleway near the rowing club (at the start) will be unsafe as it will restrict visibility on the curve.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Richard Easingwood	77 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycle/walkway to Port Chalmers as a high priority. Impressed with current path to St Leonards – is very safe and is used a lot for recreation and commuting. Completion is crucial in maximise the usefulness of the path, and allow safe cycling and walking from Port Chalmers without being endangered by heavy vehicles on SH 88.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Gabriel Griffin	79 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers. Completion would contribute to the high quality of life in the Port area, and without it the situation of transport would wither with the decrease overall in fossil fuel availability.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Alice Bartlett	98 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers for safety reasons, including children's safety, and to help reduce her family's use of a car, to show that progress to a low carbon future is possible. The Port Chalmers bus service is too infrequent to use to access after school activities in the city.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities. The Port Chalmers bus timetable is outside the scope of this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Vision Port Chalmers (Bill Brown)	100 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers and connection to an Otago Peninsula cycleway, to boost tourism and business, for the good of Dunedin and Port Chalmers. The current stretch of cycle/walkway is wonderful and well used.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Linda Miles	164 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers as soon as possible, for safety reasons, as cycling on the state highway is dangerous. Suggests it would be acceptable if the remaining sections of cycleway/walkway were developed in sections. The completed cycleway would become a tourist destination; submitter and family would cycle on the cycleway more often once it is completed. The Sustainable Port group undertakes to carry out yearly clean ups of the new section once it is open.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
Rosa Miles-Seeley	183 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Submitter, who attends Logan Park High School, supports completion of cycleway to Port Chalmers so she can cycle to school and to visit friends. Cycling on the road between Roseneath and St Leonards is unsafe.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
M Wilkinson	188 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers for safety reasons and because of its tourism potential. SH88 is too dangerous to cycle on.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
New Edinburgh Folk Club (Michael Moroney)	201 ORC	Otago projects	Walking and cycling: SH 88 Cycling and Pedestrian Facilities (project 61).	69, 107	Otago	Supports completion of cycleway to Port Chalmers as soon as possible. Submitter lives in West Harbour, and finds SH 88 dangerous for cyclists. Uses current cycleway from St Leonards recreationally, but would like to ride to Port Chalmers instead. Completion of the cycleway would benefit Port – perfect destination for weekend rides, and encourage cycle commuting to town.	<i>Note submission – Supports the NZTA project SH 88 Cycling and Pedestrian Facilities.</i>  <i>This project is already in Priority Band 1 in this RLTP.</i>  <i>Recommendation – No change to RLTP.</i>
<b>Consequential and administrative</b>							
All submitters							<i>Make any consequential amendments necessary to give effect to recommended changes.</i>
							<i>Make any administrative changes necessary to create a professional document, including those needed to change the plan from draft to final.</i>





Outline of Otago Southland road safety action plan – to be used to assess approaches being undertaken by road controlling authorities, NZTA, Police and regional councils (DRAFT, 128 March 2015))

Action	Result being sought	Necessity for action on this point	Reason the action will work	Sufficiency of the action
1 Target the main priorities identified through statistical analysis	<b>Significant reduction in level of serious road trauma in Otago and Southland, declining towards zero</b>	There is a need to concentrate on addressing those matters that will have most effect in reducing levels of serious road trauma	By addressing those matters that statistical analysis shows cause the greatest level of serious trauma, we will have the best chance of reducing those levels of trauma	This action will be sufficient to achieve the strategy because it addresses the main priorities that we have influence over
1.1 Target the types of vulnerable road users known to be suffering high levels of serious trauma: motorcyclists, cyclists and pedestrians	<b>A significant reduction in the level of serious trauma suffered by vulnerable road users in Otago and Southland, declining towards zero</b>	Certain types of road users are known to be vulnerable to serious trauma, because they are being hit by cars and large vehicles or because they are physically exposed to hard surfaces when accidents and crashes occur.	Statistical analysis shows motorcyclists, pedestrians and cyclist are particularly at risk, so appropriately-designed interventions that seek to reduce the overall amount of serious road trauma suffered by these types of users will reduce the overall serious trauma suffered by vulnerable users	This should be sufficient to deliver a significant reduction in the overall serious trauma suffered by vulnerable users
1.2 Develop a plan of approach across the two regions (taking into account where vulnerable road users are most at risk for speeding, as shown by statistical analysis): decide what is affordable and likely to be most effective at making our high speed roads in Otago and Southland safe to drive, then address this on a journey by journey basis [note, initial focus will include SH94]	<b>High speed roads in Otago Southland are safe to drive at the speeds indicated by signage, meaning speed alone is unlikely to cause a fatal or serious crash</b>	There is a lot of effective safety treatment choices available for high speed roads, but we cannot afford to do them all. Deciding what to apply where requires better understanding of the risk factors for our roads and a good understanding of the journeys being undertaken when large numbers of fatal and serious crashes are occurring	With this approach, we will concentrate on affordable and effective treatments on those journeys where the incidence of serious road trauma is worst; this should deliver the desired effect; we know what treatments are effective and simply need to decide which to apply where and in what order	A planned approach across Otago Southland should be sufficient, once implemented
1.1.1 Target the behaviours and other factors known to cause serious trauma to cyclists concentrating on Dunedin City and Queenstown Lakes District and on matters that statistical analysis tells us are problematic e.g. dangerous manoeuvring by motorists	<b>A significant reduction in the level of serious trauma suffered by cyclists in Otago and Southland, declining towards zero</b>	Cycling is increasing in popularity. Statistical analysis shows that cyclists are at high risk of severe road trauma in some parts of Otago and Southland: particularly Dunedin City and Queenstown Lakes District, and this trend has increased strongly in the last few years	Target the behaviours and other factors known to cause serious trauma to cyclists should reduce the serious trauma being suffered by those road users because we know the types of treatments and approaches that work (though there is a question of affordability)	Targeting the behaviours and other factors known to cause serious trauma to cyclists should be sufficient....if the right treatments are used
1.1.2 Target the behaviours and other factors known to cause serious trauma to motorcyclists as determined by statistical analysis (which may require further analysis of ACC data)	<b>A significant reduction in the level of serious trauma suffered by motorcyclists in Otago and Southland, declining towards zero</b>	Statistical analysis shows that motorcyclists are at high risk of severe road trauma throughout Otago and Southland and this trend has increased strongly in the last few years	Targeting the behaviours and other factors known to cause serious trauma to motorcyclists should reduce the serious trauma being suffered by those road users because we know the types of treatments and approaches that work (though there is a question of how to regulate speed, engine performance and machine design)	Targeting the behaviours and other factors known to cause serious trauma to motorcyclists should be sufficient.... if the right treatments are used
1.1.3 Target the behaviours and other factors known to cause serious trauma to pedestrians as determined through statistical analysis for each district (e.g. failing to give way to a pedestrian)	<b>A significant reduction in the level of serious trauma suffered by pedestrians in Otago and Southland, declining towards zero</b>	Statistical analysis shows pedestrians are at high risk of severe road trauma throughout Otago and Southland	Targeting the behaviours and other factors known to cause serious trauma to pedestrians should reduce the serious trauma being suffered by those road users because we know the types of treatments and approaches that work	Targeting the behaviours and other factors known to cause serious trauma to pedestrians should be sufficient.... if the right treatments are used
1.1.4 Target the behaviours and other factors known to cause serious trauma to older drivers in Dunedin but put less effort into it than for other types of vulnerable user (because this is a single district issue and the overall incidence is lower than for the three main types of vulnerable user)	<b>A significant reduction in the level of serious trauma suffered by older drivers in Otago and Southland, declining towards zero</b>	Statistical analysis showed that older drivers are strongly associated with severe road trauma is Dunedin City (but that this is the only district in Otago and Southland in which this is a major issue)	Targeting the behaviours and other factors known to cause older drivers to suffer serious trauma should reduce that risk; we are fairly confident we know the types of treatments and approaches that work	Targeting the behaviours and other factors known to cause serious trauma to older drivers should be sufficient if done well, concentrating on Dunedin City

Action	Result being sought	Necessity for action on this point	Reason the action will work	Sufficiency of the action
1.3 Design and implement behaviour change programmes targeting those types of driving behaviour known to cause significant levels of serious road trauma in Otago and Southland	<b>The types of behaviour causing most of the serious road trauma in Otago and Southland have been altered to the extent these behaviours no longer cause high levels of serious road trauma</b>	Statistical analysis tells us the types of behaviour implicated in crashes that are fatal and serious, which need to be addressed if we are serious about reducing levels of serious road trauma	Concentrating on changing the types of behaviour that statistical analysis shows are implicated in many serious or fatal crashes will reduce the overall levels of serious road trauma	Carefully designed and well-executed behaviour change programmes targeting the types of driving behaviour known to cause significant levels of serious road trauma in Otago and Southland should be sufficient to reduce the overall levels of serious road trauma
1.3.1 Undertake behaviour change programmes targeting those driving over the BAC limit and test for drugs at the same time (when this is suspected)	<b>A significant reduction in the level of serious trauma in Otago and Southland caused by those driving under the influence of alcohol or drugs, declining towards zero</b>	Statistical analysis shows that much serious road trauma occurs when the driver is over the BAC limit	Successful targeting of those driving over the BAC limit coupled with testing for drugs at the same time, when this is suspected, will cause a decline in the incidence of this behaviour which will be enough to significantly reduce the level of serious trauma in Otago and Southland involving or caused by those driving under the influence of alcohol or drugs	Carefully designed and well-executed behaviour change programmes targeting those driving over the BAC limit and testing for drugs at the same time (when the latter is suspected) should be sufficient to significantly reduce the level of serious trauma in Otago and Southland caused by those driving under the influence
1.3.2 Undertake behaviour change programme targeting those driving too fast for the conditions on high speed roads (those for which the speed limit is 80kph or greater) [include dangerous manoeuvring]	<b>A significant reduction in the level of serious crashes in which the driving too fast for the conditions resulted in serious, rather than minor, trauma in a crash in Otago and Southland</b>	Targeting the issue of people driving too fast for the conditions is necessary to significantly reduce road trauma. Statistical analysis shows that much serious road trauma occurs on high speed roads in Otago and Southland, both urban and rural	Targeting those roads with a speed limit is 80kph or greater will significantly reduce the level of serious road trauma caused by driving too fast for the conditions because it will cause people to slow down and take care in those situations where crashes are likely to occur; any reduction in speed will, on average, reduce the level of trauma suffered	In targeting of those driving too fast for the conditions, a focus on high speed roads should be sufficient to significantly reduce trauma resulting from this behaviour. There is strong evidence that the higher the speed the higher the level of trauma likely to be suffered; and high speed crashes are, on average, more likely to happen on roads with higher speed limits
1.3.3 Concentrating on the journeys where driving while fatigued is most prevalent in Otago Southland, gather information to better understand what is causing this behaviour, then design a behaviour change programme (but put less effort into this than into targeting driving too fast for the conditions or under the BAC limit)	<b>A significant reduction in the level of fatal and serious trauma in Otago and Southland caused by those driving while fatigued</b>	Statistical analysis shows that a driver being fatigued is closely associated with some of the fatal road trauma road trauma occurring - in a few districts in particular	Understanding the behaviours that are causing people to drive while fatigued, then designing a behaviour change programme to alter this behaviour and prevent people driving while too tired should be effective	Understanding the behaviours that are causing people to drive while fatigued, then designing a behaviour change programme, concentrating on the journeys for which this problem is worst, should be sufficient prevent a lot people driving while too tired

