



NOTICE OF MEETING

Notice is hereby given that
Hearings for the Southland Regional Public
Transport Plan
will be held in the Council Chambers
First Floor, Civic Administration Building,
101 Esk Street, Invercargill
On Tuesday 27 April 2021 at 11.00 AM

Cr I R Pottinger (Chair)
Cr D J Ludlow
Cr N D Skelt

CLARE HADLEY
CHIEF EXECUTIVE

SOUTHLAND REGIONAL PUBLIC TRANSPORT HEARINGS

27 April 2021 11:00 AM - 02:00 PM

Agenda Topic	Page
1. REPORT - HEARINGS FOR THE SOUTHLAND REGIONAL PUBLIC TRANSPORT PLAN	4
1.1 SOUTHLAND REGIONAL PUBLIC TRANSPORT HEARINGS - SUBMISSIONS WITH OFFICER COMMENTS	9
1.2 INFORMAL FEEDBACK ON DRAFT SOUTHLAND REGIONAL PUBLIC TRANSPORT PLAN 2021 - 31	72
2. HEARINGS TIMETABLE	73
3. SUBMISSIONS FOR HEARINGS	74
3.1 HEARING SLOT 1 - MR CARL STAPLETON	74
3.1.1 SUBMISSION NUMBER 4 - MR CARL STAPLETON	74
3.2 HEARING SLOT 2 - MR STEPHEN ALDRIDGE	76
3.2.1 SUBMISSION NUMBER 20 - MR STEPHEN ALDRIDGE	76
3.3 HEARING SLOT 3 - MS VALERIE DEARMAN	80
3.3.1 SUBMISSION NUMBER 16 - MS VALERIE DEARMAN	80
3.4 HEARING SLOT 4 - BLIND CITIZENS SOUTHLAND	82
3.4.1 SUBMISSION NUMBER 18 - BLIND CITIZENS SOUTHLAND	82
3.5 HEARING SLOT 5 - MR HAYDEN SCOTT - CHAMBERS	86
3.5.1 SUBMISSION NUMBER 5 - MR HAYDEN SCOTT - CHAMBERS	86
3.5.1.1 ADDITIONAL DOCUMENT - MR HAYDEN SCOTT - CHAMBERS	88
4. SUBMISSIONS ONLY	89
4.1 SUBMISSION NUMBER 1 - MR JOE STRATHERN	89
4.2 SUBMISSION NUMBER 2 - MS JAYDE OAKLEY	91
4.3 SUBMISSION NUMBER 3 - MS LYN REEVES	92

4.4	SUBMISSION NUMBER 6 - MR IAN DUNCAN	94
4.4.1	ADDITIONAL DOCUMENT - MR IAN DUNCAN	95
4.5	SUBMISSION NUMBER 7 - MS SARAH FORSYTH	97
4.6	SUBMISSION NUMBER 8 - MS DIANE ANDREWS	98
4.7	SUBMISSION NUMBER 9 - MS AMY MACKAY	100
4.8	SUBMISSION NUMBER 10 - MS STEPH WILSON	102
4.9	SUBMISSION NUMBER 11 - MS ANGELA GILLESPIE	104
4.10	SUBMISSION NUMBER 12 - MS LAURA TODD	106
4.11	SUBMISSION NUMBER 13 - MS AMANDA SUMNER	108
4.12	SUBMISSION NUMBER 14 - MS LYNESE BOYES	110
4.13	SUBMISSION NUMBER 15 - MR NATHAN BURDON	112
4.14	SUBMISSION NUMBER 17 - MR KALEV VAIGRO	114
4.15	SUBMISSION NUMBER 19 - MS ELIZABETH FRAMPTON	116
4.16	SUBMISSION NUMBER 21 - MR KOBI GOODMANSON	118
4.17	SUBMISSION NUMBER 22 - MR INIGO CATU	122
4.18	SUBMISSION NUMBER 23 - MR JAYTON CRAIGIE	126
4.19	SUBMISSION NUMBER 24 - MS FIONA BLACK	130
4.20	SUBMISSION NUMBER 25 - MR JOHANN TANINGCO	134
4.21	SUBMISSION NUMBER 26 - MS JULZ ORR	138
4.22	SUBMISSION NUMBER 27 - MR DUAN ZHAO	141
4.23	SUBMISSION NUMBER 28 - MS EDNA AND MR HARRY WHEEDON	143
5.	DELIBERATION	

TO: INFRASTRUCTURAL SERVICES COMMITTEE

FROM: GEORGIA WOODWARD, CORPORATE PLANNER

AUTHORISED BY: ERIN MOOGAN

MEETING DATE: 27 APRIL 2021

HEARINGS FOR THE REGIONAL PUBLIC TRANSPORT PLAN
--

SUMMARY

Council has consulted with the community, as well as agencies with an interest in public transport, on the proposed Regional Public Transport Plan. Submissions need to be heard and considered prior to Council making a decision.

RECOMMENDATIONS

That the Infrastructural Services Committee:

- 1. Receive the report “Hearings for the Southland Regional Public Transport Plan.”**
- 2. Receive and consider the submissions to the proposal (A3389347).**
- 3. Read and consider the informal feedback to the proposal (A3390813)**

IMPLICATIONS

1.	<i>Has this been provided for in the Long Term Plan/Annual Plan?</i> Yes
2.	<i>Is a budget amendment required?</i> No
3.	<i>Is this matter significant in terms of Council's Policy on Significance?</i> Yes
4.	<i>Implications in terms of other Council Strategic Documents or Council Policy?</i> These plans guide provision of services in the transport and roading areas. The Roading Asset Management Plan and Public Transport Activity Plan align with the draft plans.

5.	<p><i>Have the views of affected or interested persons been obtained and is any further public consultation required?</i></p> <p>Yes the submission process has been managed by Environment Southland and this paper details the results of consultation. Further consultation is not recommended.</p>
----	--

FINANCIAL IMPLICATIONS

Financial implications are dependent as to whether any substantial changes are made to the plan as part of deliberation which then flow on to impact the Passenger Transport Activity Plan and budget.

BACKGROUND

The Infrastructural Services Committee received a report outlining the process for consultation on the Regional Land Transport Plan and Regional Public Transport Plan on 3 November 2020.

These plans set the strategic framework for delivery of transport services in the region.

The Regional Public Transport Plan (RPTP) is a key document in setting out how the delivery of both Public Transport services and the Total Mobility services occur for Southland.

Regional Public Transport for Southland is managed by the Invercargill City Council under delegation from Environment Southland (ES). This delegation has been in place for many years and was agreed to as the service predominantly only serves the Invercargill City Council ratepayers.

Environment Southland managed the advertising and submissions process for the Regional Public Transport Plan.

Consultation opened on Tuesday 16 March and closed on Monday 12 April.

SUBMISSIONS

Council received a total of 28 formal submissions. These are attached in Appendix 1 including comments from Council Officers.

Five submitters have requested to be heard.

In addition, there was also a number of informal feedback received from Social Media posts. These are attached in Appendix 2. Seven people posted a comment on the Invercargill Community Noticeboard Facebook page, and four people posted a comment on the Environment Southland Facebook page. One of these people did make a formal submission.

The submissions received covered a range of issues including:

Frequency of Service

A number of submitters were concerned about their current wait time of buses and sought to have services run more frequently. Some submissions also suggested using smaller, shuttle buses running more frequently.

It should be noted that the new routes were approved in the 2018 RPTP but have been delayed due to the ticketing system and Covid. These are planned to be implemented on May 24 this year. The routes have been designed after review of the patronage the routes look to maximise the known passenger locations and provide an effective services across the city.

The new routes have a much shorter travel time for most users and more options during the "peak" times with a 60 minute off peak service.

A suggested 15 minute headway, whilst very nice to have, would significantly increase the cost of service and the demand does not appear to be there. The Invercargill environment where parking is cheap and travel time is short and without congestion makes the PT travel option less desirable.

Extend the timetable

Some submitters want the bus timetable to extend to have services before 7am and after 6pm, including Sundays. They submit this will help those who are shift workers and those who attend church.

Services would need to be considered where a demand is shown to exist. The trends seen in patronage suggest that demand at the end of the business day is relatively low. Any Sunday service could be trialled to see if demand exists. At present, current demand and wider feedback does not support increased services to Sunday and outside the current hours.

Bus shelters

One Submitter would like to see bus shelters at every bus stop due to Invercargill's unfavourable weather patterns, and others have suggested to have bike stands available at bus stops to allow people to cycle to bus stops.

Staff have looked carefully at the patronage data to establish the best locations for shelters. A number of new bus shelters are being considered with the routes and some shelters relocated to where the greater usage is.

It is not viable to have every stop with a shelter and finding agreed locations is very difficult as people do not generally like them outside their properties.

Additional routes

Submissions were made to add routes in the Kildare - Waikiwi area and the Glengarry area.

The routes planned have previously been approved. The changes will have impacts on some users with some being closer to stops and others will have slightly further to get to a stop.

Wider services

Some submitters wanted to see services to connect wider Southland to Invercargill.

The RPTP signals that further investigation needs to be considered in servicing other centres and test if that demand is viable. The costs of these services in the current model would need to be met by that Council and community where the service originates or finishes at.

The Invercargill to Winton route, for example, was previously an exempt (commercial) service and not a subsidised service which received support from Waka Kotahi NZTA (WK NZTA) nor managed by Council.

xzvThe Bluff to Invercargill service was trialled again as an exempt service and had some success but eventually stopped due to financial constraints. These services, unless well utilised and having a reasonable fare charged would need either direct community subsidy or qualify for WK NZTA funding (with their Council funding). These services are often not economically viable.

Providing services to the airport and Otatara currently does not have a demand and would need to be investigated.

Consideration of the wider needs is signalled in the plan. The community must be willing to support and pay for the service. This may be something which would require region wide planning.

Electric buses

Some submitters wanted to see the use of electric buses as an environmentally friendly alternative. The RPTP does not set a position on this approach.

Central government is looking to require a change to electric buses and this will need to be developed into future plans and budgets. Electric buses are currently less available and more expensive to purchase and to date are larger vehicles. Electric or low emission bus will be a requirement in the future.

Trains

Some submitters wanted trains to be re-introduced to provide transport between Invercargill and other towns and cities.

Rail links to other centres have not been considered and are outside of the scope of this plan.

On demand services

Some submitters would like to see an On Demand style service introduced.

On Demand services are being trialled elsewhere in the country and their success and issues are being monitored for future options when then bus contract is retendered.

Vulnerable users

The Deaf Citizens Southland submission queried whether vulnerable users were still considered a priority. The RPTP gives equal weighting to all sectors of the community and continues to ensure that vulnerable users are well catered for.

Technical issues raised by NZTA

The technical issues raised by NZTA will be addressed and reported on at the meeting.

HEARING SCHEDULE

Hearings will be held on Tuesday 27 April at 11.00 am. This plan is heard only by Invercargill City Councillors – Councillors Pottinger, Skelt, and Ludlow have been selected to form the Hearing Panel to hear the submissions.

Deliberation will take place at the conclusion of the hearings, with recommendations made to the Infrastructural Services Committee for consideration.

- 11.10am Carl Stapleton
- 11.20am Stephen Aldridge (with PowerPoint presentation)
- 11.30am Valerie Dearman, CCS Disability Action
- 11.40am Representative from Blind Citizens Southland
- 11.50am Hayden Scott-Chambers
- 12pm Deliberation

CONCLUSION

The submissions and informal feedback received to the consultation is appended to this report for consideration.

Southland Regional Public Transport Plan Submissions

Submission Number	Officer Comment
1	<p>Rail Links have not been considered as there would not appear to be any demand and would be unlikely to be economically viable.</p> <p>The submission is noted and no changes to the Plan are recommended or required.</p>
Contact Details	
<p>Joe Strathern</p> <p>Wish to be heard? Yes</p>	
Are there other public transport services we should be considering across Invercargill or the wider Southland region?	
yes bring back rail links	
Will the proposed changes to Invercargill's bus network meet your needs?	
no	
Are there sufficient Total Mobility services across our network?	
no	
We're looking at ways to reduce the emissions of our public transport. Would you use public transport more if it was environmentally sustainable?	
yes	

What else could we be doing to encourage more people to use public transport in Southland?	
rail links	
Do you have any other feedback or suggestions?	
No	

Southland Regional Public Transport Plan Submissions

Submission Number	Officer Comment
2	<p>Again as per submission 1 , rail links would not be economically viable.</p> <p>Later services would need to be considered and a demand shown to exist. Additional services could be added where needed. The trends seen in patronage suggests that demand at the end of the business day is relatively low.</p> <p>The submission is noted and no changes to the Plan are recommended or required.</p>
Contact Details	
Jayde Oakley	
Wish to be heard? No	
Are there other public transport services we should be considering across Invercargill or the wider Southland region?	
trains	
Will the proposed changes to Invercargill's bus network meet your needs?	
a little bit	
Are there sufficient Total Mobility services across our network?	
We're looking at ways to reduce the emissions of our public transport. Would you use public transport more if it was environmentally sustainable?	
yes	

What else could we be doing to encourage more people to use public transport in Southland?	
later services	
Do you have any other feedback or suggestions?	

Southland Regional Public Transport Plan Submissions

Submission Number	Officer Comment
3	<p>The current travel options allow for free transfers (within a specified time) ensuring that travel across the city (e.g. to hospital) can be achieved with one fare. The current fare is \$2 per trip, excluding SuperGold subsidised travel.</p> <p>The additional cost of having more routes and buses makes the overall service uneconomical.</p> <p>The new routes have a much shorter travel time for most users and more options during the "peak" times with a 60 minute off peak service.</p> <p>The submission is noted and no changes to the Plan are recommended or required.</p>
Contact Details	
Lyn Reeves	
Wish to be heard? Yes	
Are there other public transport services we should be considering across Invercargill or the wider Southland region?	
Will the proposed changes to Invercargill's bus network meet your needs?	
Why not leave all these buses we have got and add more not change old route i don't want to pay more by taking 4 buses if i need to to go hospital and countdown doesn't make sense to me to take away from old route when more buses are needed	
Are there sufficient Total Mobility services across our network?	

We're looking at ways to reduce the emissions of our public transport. Would you use public transport more if it was environmentally sustainable?	
yes	
What else could we be doing to encourage more people to use public transport in Southland?	
lots more buses and not have to wait 45 minutes for a bus like i have to	
Do you have any other feedback or suggestions?	

Southland Regional Public Transport Plan Submissions

Submission Number	Officer Comment
4	<p>The routes have been designed after review of the patronage and have been approved in the 2018 RPTP. The delayed implementation has been due to the ticketing system and Covid. The routes looked to maximise the known passenger locations and provide an effective services across the city.</p> <p>The service needs to continue to be viable and any Sunday service would need to be trialled and a demand be seen.</p> <p>The suggestion re buy back is noted however there would not seen to be a strong case to take over providing the bus infrastructure and management of employees.</p> <p>The submission is noted and no changes to the Plan are recommended or required.</p>
Contact Details	
Carl Stapleton	
Wish to be heard? Yes	
Are there other public transport services we should be considering across Invercargill or the wider Southland region?	
The current service misses out places such as Otatara, Bluff, Winton and Wyndham which are all less than 30 minutes away from Invercargill.	
Will the proposed changes to Invercargill's bus network meet your needs?	
Yes, as long as the route to Clifton doesn't change.	
Are there sufficient Total Mobility services across our network?	
Yes	
We're looking at ways to reduce the emissions of our public transport. Would you use public transport more if it was environmentally sustainable?	

Yes	
What else could we be doing to encourage more people to use public transport in Southland?	
Buses after 6pm and before 7am to cater to workers commuting to work. Buses on Sundays to bring more customers into the inner city.	
Do you have any other feedback or suggestions?	
The ICC should buy back the bus service from its private owner, put the drivers onto proper salaries and work conditions and aim to have a bus service of the same quality as most other larger cities in NZ, or in other countries. This would be a huge benefit to Invercargill commuters, workers, school students and for inner city businesses.	

Southland Regional Public Transport Plan Submissions

Submission Number	Officer Comment
5	<p>Services to additional areas would need to be carefully considered and a regular demand be known such that the service is viable.</p> <p>This also applies to Sunday services.</p> <p>There are a number of current Total Mobility providers and this service is well served. Ride sharing is outside the scope of the RPTP.</p> <p>Current demand and wider feedback does not support increased services to Sunday and outside the current hours.</p> <p>On demand services are being monitored for future options.</p> <p>The submission is noted and no changes to the Plan are recommended or required.</p>
Contact Details	
Hayden Scott-Chambers	
Wish to be heard? Yes	
Are there other public transport services we should be considering across Invercargill or the wider Southland region?	
Having Bus Services on till Late, including Sunday Services for People who Attend Work or Church, plus Trialing a On Demand Service for the likes of Otatara and Bluff.	
Will the proposed changes to Invercargill's bus network meet your needs?	
Yes it will Meet my Needs, but it needs to be Extended to Sundays also.	
Are there sufficient Total Mobility services across our network?	
Yes, but Please Consider the likes of Ridesharing Services or a 1 Man Band (I.e. Independent Taxis) Service, as there is a lot in other Towns.	
We're looking at ways to reduce the emissions of our public transport. Would you use public transport more if it was environmentally sustainable?	

<p>Yes I would</p>	
<p>What else could we be doing to encourage more people to use public transport in Southland?</p>	
<p>Making it Affordable, and Discounting Fares or Making It Free for People with Disabilities (Rotorua and Tauranga will be Trialing this later this Year)</p>	
<p>Do you have any other feedback or suggestions?</p>	
<p>Having On-Demand Services for Other Regions I'm Southland and making them Run 7 Days a Week might Entice more People Using Public Transport In Addition to my Submission, there needs to be a Backup Hub in Case of Road Blocking or Incidents in the CBD, as there were Roads Blocked in the CBD a while ago.</p>	

Southland Regional Public Transport Plan Submissions

Submission Number	Officer Comment
6	The issues raised by NZTA will be addressed and reported on at the meeting.
Contact Details	
Waka Kotahi Ian Duncan Wish to be heard? No	
Are there other public transport services we should be considering across Invercargill or the wider Southland region?	
Will the proposed changes to Invercargill's bus network meet your needs?	
Are there sufficient Total Mobility services across our network?	
We're looking at ways to reduce the emissions of our public transport. Would you use public transport more if it was environmentally sustainable?	

<p>What else could we be doing to encourage more people to use public transport in Southland?</p>	
<p>Do you have any other feedback or suggestions?</p>	
<p>P 11, section 4.3 P12, table 4 <u>P 15, Policy 8.3</u> Transition to a low carbon fleet. There should be a stronger statement in the RPTP around what the actual plans are for including low or zero emission vehicles in the contract. This is particularly pertinent given the upcoming tender process for a nine-year contract. The RPTP consultation should be a key mechanism for signalling ICC’s preferred approach to how this will be factored into the new contract, and for starting that conversation with the community.</p> <p><u>P 6, section 2.3</u> Section 2.3 covers funding for public transport and states “To date, public transport funding from the National Land Transport Fund has been guided by policy that has required public transport services to achieve a 50% fare box recovery.” This section should be updated noting the following:</p> <ul style="list-style-type: none"> • The national farebox recovery target was an aggregated national target at the time the policy was introduced, and it did not mean that every Council’s PT network had to meet 50 percent farebox recovery. The larger metros covered the bulk of the costs and revenue to the point where small networks were inconsequential to achieving the target. • Wake Kotahi is very mindful of funding constraints and the importance of fare revenue to contribute to operating costs in the current operating environment, however 50 percent farebox recovery is no longer a formal target or key strategic driver in itself. This is particularly so for services where access to social opportunities is a key part of the service provision, such as in Invercargill. <p><u>P 12, Table 4-1: Action Plan</u> Second to last item under Medium term is “deliver action plan(s)”. Clarify what this is referring to.</p> <p><u>P 15, Policy 8.2</u> Provide explanation of how operators will be encouraged to exceed RUB.</p>	

<p><u>P 1, 5</u> Reference should be made to the 2021-31 draft RLTP.</p> <p><u>P 5</u> Reference is made to the draft GPS – “draft” should be removed as 2021 GPS is final.</p>	
---	--

Southland Regional Public Transport Plan Submissions

Submission Number	Officer Comment
7	<p>As noted above, there does not appear to be a sufficient demand to make a Sunday service viable.</p> <p>The submission is noted and no changes to the Plan are recommended or required.</p>
Contact Details	
Sarah Forsyth Wish to be heard? No	
Are there other public transport services we should be considering across Invercargill or the wider Southland region?	
Yes	
Will the proposed changes to Invercargill's bus network meet your needs?	
Yes	
Are there sufficient Total Mobility services across our network?	
Do Sunday	
We're looking at ways to reduce the emissions of our public transport. Would you use public transport more if it was environmentally sustainable?	
Y	

What else could we be doing to encourage more people to use public transport in Southland?	
Do it 7 Days	
Do you have any other feedback or suggestions?	
Nil	

Southland Regional Public Transport Plan Submissions

Submission Number	Officer Comment
8	<p>The RPTP signals that further investigation needs to be considered in servicing other centres and if that demand is viable. The costs of these services in the current model would need to be met by that Council and community.</p> <p>The submission is noted and no changes to the Plan are recommended or required.</p>
Contact Details	
Diane Andrews	
Wish to be heard? No	
Are there other public transport services we should be considering across Invercargill or the wider Southland region?	
Very important to have public transport in and out of Invercargill from small towns	
Will the proposed changes to Invercargill's bus network meet your needs?	
NA	
Are there sufficient Total Mobility services across our network?	
NA	
We're looking at ways to reduce the emissions of our public transport. Would you use public transport more if it was environmentally sustainable?	

<p>Yes definitely. It annoys me that I have to take my car to Invercargill for any activities that are unavoidable e.g. taking my mother to see my father in a home, now having to go to a bank etc etc</p>	
<p>What else could we be doing to encourage more people to use public transport in Southland?</p>	
<p>Provide it</p>	
<p>Do you have any other feedback or suggestions?</p>	
<p>I cant see the point trying to cut out carbon by using public transport if at the same time we encourage large trucks with rubbish from all round South Island. Environment Southland HAS to be consistent in reducing carbon or we will all just give up and not try.</p>	

Southland Regional Public Transport Plan Submissions

Submission Number	Officer Comment
9	<p>The bus routes have been designed to look to maximise their impact and some buses will travel past or close to Queens Park. The services look to enable travel to a variety of end locations.</p> <p>A number of new bus shelters are being considered with the routes and some relocated to where the greater usage is. It is not viable to have every stop with a shelter and finding agreed locations is very difficult and people do not generally like them outside their properties.</p> <p>The submission is noted and no changes to the Plan are recommended or required.</p>
Contact Details	
Amy Mackay	
Wish to be heard?	
Are there other public transport services we should be considering across Invercargill or the wider Southland region?	
<p>As an Early Childhood Teacher, I find excursions very beneficial for our tamariki - we use the public bus to go into town to visit the library and other excursions we often have to hire a bus which does cost those sometimes you can apply for funding to cover the cost. For small group excursions, these are often avoided as hiring a taxi van for a group of 10 children and 2 adults that meets the requirements (eg car seats) can be a hassle. If there was a free/small-fee bus/transport service that ece centres (even schools) could apply to use to remove the transport barrier for excursions/out-the-gate learning this would be very beneficial for tamariki.</p>	
Will the proposed changes to Invercargill's bus network meet your needs?	
<p>I really like the quick and direct bus route. It's a bit of a shame they don't all go close to Queens Park and make that accessible for all.</p>	
Are there sufficient Total Mobility services across our network?	

I think so.	
We're looking at ways to reduce the emissions of our public transport. Would you use public transport more if it was environmentally sustainable?	
Yes	
What else could we be doing to encourage more people to use public transport in Southland?	
Bus shelters to wait in incase the weather is terrible.	
Do you have any other feedback or suggestions?	
No.	

Southland Regional Public Transport Plan Submissions

Submission Number	Officer Comment
10	The submission is noted and no changes to the Plan are recommended or required.
Contact Details	
Steph Wilson Wish to be heard? No	
Are there other public transport services we should be considering across Invercargill or the wider Southland region?	
Yes. Winton to Invercargill	
Will the proposed changes to Invercargill's bus network meet your needs?	
NA	
Are there sufficient Total Mobility services across our network?	
Hope so	
We're looking at ways to reduce the emissions of our public transport. Would you use public transport more if it was environmentally sustainable?	
If it was available and met my needs	

What else could we be doing to encourage more people to use public transport in Southland?	
Have it available to use around Southland, not just Invercargill	
Do you have any other feedback or suggestions?	
Nil	

Southland Regional Public Transport Plan Submissions

Submission Number	Officer Comment
11	<p>The routes have been based on the actual historical patronage data. In any change there will always be some areas better serviced.</p> <p>School bus travel is not impacted by the route changes.</p> <p>The BeeCard is a new product well suited to the bus users needs. It has many features available.</p> <p>The submission is noted and no changes to the Plan are recommended or required.</p>
Contact Details	
<p>Angela Gillespie</p> <p>Wish to be heard? No.</p>	
Are there other public transport services we should be considering across Invercargill or the wider Southland region?	
Yes Kildare and Hargest Area	
Will the proposed changes to Invercargill's bus network meet your needs?	
No nothing in the Kildare area of Waikiwi	
Are there sufficient Total Mobility services across our network?	
Not applicable	
We're looking at ways to reduce the emissions of our public transport. Would you use public transport more if it was environmentally sustainable?	

No	
What else could we be doing to encourage more people to use public transport in Southland?	
Have an app instead of a card to load bus fare on to.	
Do you have any other feedback or suggestions?	
Nil	

Southland Regional Public Transport Plan Submissions

Submission Number	Officer Comment
12	<p>The current services planned look to service the urban areas on a scheduled and regular run time. This is typically a public transport system.</p> <p>Servicing specific locations (or businesses) would not seem to fit within the scope of the passenger transport direction unless it is supported by that business.</p> <p>Work incentives can be considered via a direct discussion with Council although no subsidy approach is currently in place. This would need to show the wider benefits to all parties and typically elsewhere in NZ this is focused on bulk travel options.</p> <p>Future options may be able to better serve these style of travel demands.</p> <p>The submission is noted and no changes to the Plan are recommended or required.</p>
Contact Details	
<p>Laura Todd</p> <p>Wish to be heard? No</p>	
Are there other public transport services we should be considering across Invercargill or the wider Southland region?	
Nil	
Will the proposed changes to Invercargill's bus network meet your needs?	
Nil	
Are there sufficient Total Mobility services across our network?	
Nil	
We're looking at ways to reduce the emissions of our public transport. Would you use public transport more if it was environmentally sustainable?	

No that doesn't bother me	
What else could we be doing to encourage more people to use public transport in Southland?	
Have workplace incentives etc	
Do you have any other feedback or suggestions?	
We have so many touyristis stay at our holiday park. Pre Covid 18000 a year. They always ask about buses to town so they don't have to worry about parking large campervans etc. Most come from places where they are use to public transport. Would be amazing if a route could include the TOP 10 on Mclvor Road	

Southland Regional Public Transport Plan Submissions

Submission Number	Officer Comment
13	<p>As noted above, rail services are not seen as viable.</p> <p>Current travel at \$2 per trip across the city is seen as good value for money.</p> <p>The submission is noted and no changes to the Plan are recommended or required.</p>
Contact Details	
Amanda Sumner	
Wish to be heard? No	
Are there other public transport services we should be considering across Invercargill or the wider Southland region?	
Would love a train service to other parts of Southland and to Dunedin. Would make it easier to travel and see other places without the use of cars.	
Will the proposed changes to Invercargill's bus network meet your needs?	
Yes	
Are there sufficient Total Mobility services across our network?	
I think so, yes	
We're looking at ways to reduce the emissions of our public transport. Would you use public transport more if it was environmentally sustainable?	

Absolutely. But public transport is a must either way. Some people have no other way to get around	
What else could we be doing to encourage more people to use public transport in Southland?	
Keep the price low and affordable	
Do you have any other feedback or suggestions?	
No	

Southland Regional Public Transport Plan Submissions

Submission Number	Officer Comment
14	<p>A private Bluff to Invercargill service was trialled and had limited success. These services unless utilised and a reasonable fare charged or heavily subsidised are often not viable and an economic decision is made.</p> <p>A service to Otatara would need to be trialled and demand shown to exist.</p> <p>Any change to service routes may impact some users. The routes look to be providing the best overall service.</p> <p>Planned routes are shorter and quicker which is what the customer surveys have requested.</p> <p>The submission is noted and no changes to the Plan are recommended or required.</p>
Contact Details	
Lynese Boyes	
No	
Are there other public transport services we should be considering across Invercargill or the wider Southland region?	
Invercargill to Bluff twice a day at lease Invercargill to Otatara at least 4 times a day	
Will the proposed changes to Invercargill's bus network meet your needs?	
No it will not as I use the bus to travel across town for work, right now I can catch right outside my home on Princes street and get off at Stuart street and get to work, the new proposal means getting up earlier walking to Martin street and leaving chil	
Are there sufficient Total Mobility services across our network?	

<p>We're looking at ways to reduce the emissions of our public transport. Would you use public transport more if it was environmentally sustainable?</p>	
<p>Wouldnt change usage as I rely on public transport</p>	
<p>What else could we be doing to encourage more people to use public transport in Southland?</p>	
<p>Shorten the routes add more routes and buses traveling out of town at same time the other bus is traveling into town, takes around #) mins to get to work and an hour to get home</p>	
<p>Do you have any other feedback or suggestions?</p>	
<p>Do not remove Princes street from the bus route as this will be hard for myself who uses the bus 5 days a week plus Saturdays occasionaly</p>	

Southland Regional Public Transport Plan Submissions

Submission Number	Officer Comment
15	<p>The submission is noted.</p> <p>The PT services look to support the Transport options and work closely with the Active Transport area.</p> <p>As noted earlier, services to the wider communities of Southland needs to be investigated and considered.</p> <p>The submission is noted and no changes to the Plan are recommended or required.</p>
Contact Details	
Nathan Burdon	
Wish to be heard? No	
Are there other public transport services we should be considering across Invercargill or the wider Southland region?	
Will the proposed changes to Invercargill's bus network meet your needs?	
Are there sufficient Total Mobility services across our network?	
We're looking at ways to reduce the emissions of our public transport. Would you use public transport more if it was environmentally sustainable?	

<p>What else could we be doing to encourage more people to use public transport in Southland?</p>	
<p>Do you have any other feedback or suggestions?</p>	
<p>Sport Southland has partnered with Waka Kotahi, the Invercargill City and Southland District Council to create an Active Transport Innovator role, with the goal of leading the development, coordination and implementation of an Active Transport programme for councils in Southland. The Active Transport Innovator is working closely with councils, Waka Kotahi/NZTA, other key stakeholders and the wider community to co-design and develop locally relevant solutions to increase active transport across the region. The development of effective active transport links is a key aspect of an effective public transport system. Developing a strong understanding of how the community gets to and accesses public transport links and what barriers may exist – busy roads, poor footpaths, badly lit areas etc – is vital to ensuring public transport is an attractive and relevant option. The relationship between active transport and public transport is symbiotic. New public transport routes could support our community to be more active, creating opportunities to access play, active recreation and sport facilities (Sandy Point, Oreti Beach, Queens Park etc). Bullet services from SDC towns including Winton, Mataura and Riverton could also promote more active travel. The first point of the principles in section 1.1 states that stakeholders should work in collaboration to deliver public transport services and infrastructure to meet the needs of passengers (paraphrased). A systems approach would include understanding how the community engages or gets to public transport and where they go after they reach their destination to identify potential passengers. This is further acknowledged in section 4.4 which goes on to say services that do not meet the needs of the community or a poor-quality experience are unlikely to be supported (paraphrased). Bike stands (preferably covered) at bus stops have the potential to increase usership by accommodating those using cycles as part of their journey.</p>	

Southland Regional Public Transport Plan Submissions

Submission Number	Officer Comment
16	The submission is noted.
Contact Details	<p>Central government is looking to require a change to electric buses and this will need to be developed into plans and budgets. Electric buses are currently less available and more expensive to purchase and to date are larger vehicles. This continues to develop and improve.</p> <p>Small shuttles do not meet the Public Transport Operating Model (PTOM) which specifies the bus requirements.</p> <p>Future options will need to consider accessibility.</p> <p>The use of the SuperGold service continues to provide travel options.</p> <p>Bus Driver training and skills improvements for customer services are an ongoing key requirement for our operator</p> <p>The submission is noted and no changes to the Plan are recommended or required.</p>
Valerie Dearman	
Wish to be heard? No	
Are there other public transport services we should be considering across Invercargill or the wider Southland region?	
Small shuttles on shorter routes. Buses every 15-20 minutes. Electric buses	
Will the proposed changes to Invercargill's bus network meet your needs?	
We need small shuttles that have different routes to different areas and do not cost a fortune to ride on.	
Are there sufficient Total Mobility services across our network?	
See comments above regarding smaller buses on shorter routes more often. Destinations identified that support people to access for daily living (e.g. supermarkets, larger retail shops, health services)	

<p>We're looking at ways to reduce the emissions of our public transport. Would you use public transport more if it was environmentally sustainable?</p>	
<p>Yes</p>	
<p>What else could we be doing to encourage more people to use public transport in Southland?</p>	
<p>I like that there is a service available and that it is free to users between certain hours, also the regularity of the buses and the friendliness of the drivers</p>	
<p>Do you have any other feedback or suggestions?</p>	
<p>CCS Ability has requested feedback from consumers and the response has been collated and reflected in the responses as above.</p>	

Southland Regional Public Transport Plan Submissions

Submission Number	Officer Comment
17	Again Sunday services need to be viable.
Contact Details	
Kalev Vaigro Wish to be heard? No	A 15 minute headway, whilst very nice to have would significantly increase the cost of service and the demand does not appear to be there. The Invercargill environment where parking is cheap and travel is short without congestion makes the PT travel option less desirable.
Are there other public transport services we should be considering across Invercargill or the wider Southland region?	Electric or low emission bus will be a requirement in the future.
I think there would be value in a Sunday bus service possibly just targeted at the Glengarry to Kingswell route or even a partial route from the city centre to Glengarry. This would help to support events such as the Farmers Market, as well as provide easy access to the stadium for any scheduled events and to Transport World. It could also be promoted as a tourist service to help them get from the city to these locations of interest.	The submission is noted and no changes to the Plan are recommended or required.
Will the proposed changes to Invercargill's bus network meet your needs?	
No. Studies indicate that for people to consider public transport as an alternative there needs to be a service at least every 15 minutes. The current schedule of off-peak every 60 minutes if I think that I could be waiting up to 60 minutes then I know I could walk to the destination faster. As it stands I see the schedule is of value to people who need to use the bus and will plan accordingly, for casual passengers it would generally not be seen as a viable option. I understand that Invercargill may not yet have the	

<p>population to support these additional trips in the schedule, but it should be something to aim for in the future. I am happy with the proposed new routes as they would meet my needs if I was to travel by bus.</p>	
<p>Are there sufficient Total Mobility services across our network?</p>	
<p>Nil</p>	
<p>We're looking at ways to reduce the emissions of our public transport. Would you use public transport more if it was environmentally sustainable?</p>	
<p>I would be very supportive towards the reduction of emissions and would personally happily pay a higher fare to support this, but until there is a more frequent service I will be unlikely to use the network.</p>	
<p>What else could we be doing to encourage more people to use public transport in Southland?</p>	
<p>It is really around the schedule - from studies that I have seen (and my own experience) the tipping point is 15 minutes. Once you can offer a schedule which guarantees a service every 15 minutes you start to see people see the bus as a viable transport option.</p>	
<p>Do you have any other feedback or suggestions?</p>	
<p>It would be good to have an easy way for tourists to get around the city. There could be options to have hotels have special bee cards that they could provide (on demand), and maybe a flier stating what places of interest are available as part of each bus route.</p>	

Southland Regional Public Transport Plan Submissions

Submission Number	Officer Comment
18	<p>The difference in population is noted and is the city urban population compared to the whole of district view of the data.</p> <p>Providing a bus service is a balance of meeting a reasonable expectation of the community and at an acceptable cost (both to the community and any other funders).</p> <p>The routes have been carefully planned with the best use of data and local information to look to improve the services provided.</p> <p>The timetables have been considered where we know the issue and look to time travel appropriately. Services on the buses are an additional cost and whilst they are currently provided they are expensive to provide. Many of the smaller services do have this.</p>
Contact Details	
Blind Citizens Southland Wish to be heard?	
Are there other public transport services we should be considering across Invercargill or the wider Southland region?	
Will the proposed changes to Invercargill's bus network meet your needs?	
Are there sufficient Total Mobility services across our network?	
We're looking at ways to reduce the emissions of our public transport. Would you use public transport more if it was environmentally sustainable?	

<p>What else could we be doing to encourage more people to use public transport in Southland?</p>	<p>The submission is noted and no changes to the Plan are recommended or required.</p>
<p>Do you have any other feedback or suggestions?</p>	<p>The submission is noted and no changes to the Plan are recommended or required.</p>
<p>Blind Citizens NZ is a consumer organization run by blind, deafblind and vision impaired people speaking for ourselves. Our community cannot drive vehicles so we are dependent on public transport, taxis and/or family or friends to transport us around. This plan is critical to our future well-being.</p> <p>Access: We thank Council's staff for providing a Word file so our members can access this Plan. However, when typing our submission, I use the print document for reference. The Plan's layout is good but the print is shocking. Headings are in light blue print and the paragraphs are printed in a grey which is difficult to read. Sighted people trying to explain the proposed bus routes to us found it impossible to read the street names on the maps. This made it difficult to compare the current bus routes with the proposed ones. If sighted people cannot read names on maps, something must be seriously wrong with the size and print. Invercargill has an aging population, ICC must accommodate for the needs of all citizens, not just those who can access the internet. We hope that future documents will have better contrast between the background and print and have a key under the map, outlining the streets of the route.</p> <p>Demographics: We're concerned that the ICC document differs in the number of Invercargill residents registered in 2018 compared with Invercargill's population printed in the Otago/Southland Regional Land Transport Plan. In the latter it states, in 2018 the population of Invercargill was 54,204 whilst in your Plan for the same year Invercargill's population was 48,700. Your source is from the 2018 Census whilst the Regional Council's Plan figures are from the Territorial Authority (a Government agency who should also use the same source). A discrepancy of over 5,000 citizens living in Invercargill in 2018, is a significant difference requiring some explanation because population growth plays a major element in determining future services.</p> <p>More Passengers on Buses: Concern is expressed over the declining number of passengers on Invercargill buses. Reasons for this should be researched and examined, providing the correct issues to be identified and addressed. One objective within current public transport plans, emphasis that public transport is a method to reduce the number of private vehicles on the road however there needs to be actions with</p>	<p>All user groups are given consideration.</p>

clear outcomes to achieve such goals. A goal of encouraging drivers to reduce the use of their own vehicle and catch a bus, sounds simple but requires change in community attitudes. We urge council to develop an action plan, marketing the buses as a clean, friendly, effective mode of transport around Invercargill. Use both social and traditional medias to market the buses, capturing as many people as possible. We hear that young people don't think it is cool riding on our buses so refuse to do so. Peer pressure provides a major influence on young people so changing their view will be a challenge but we need to change their attitude by making public transport feel cool to them. Whilst this appears irrelevant, more passengers on buses assists the blind community because you will value our bus service more.

Fare Structures: Most of our members are elderly so have a Gold Card however our younger members are usually on a low income but pay the normal fare to catch a bus. This limits the number of buses our younger members can catch. Any rise in fares over the next ten years is of grave concern because these people are on a fixed income which will not rise to the level to accommodate several increases in fares. In previous Long-term Regional Public Transport Plans, vulnerable citizens were seen as the major users of buses in Invercargill. In this Plan, emphasis has changed to better serving people travelling on peak times, workers and students. As blind people are regarded as transport vulnerable, where do we sit in your priority list now? How do you balance community needs against the need to obtain the cashbox target? What is more important, providing a reliable bus service or being financially accountable?

Proposed Bus Routes: We have various views on the proposed bus routes. We agree on returning to the destination style route, compared with the current circular route. This provides a quicker run to one's destination however concern has been expressed over the length of time one has to wait between buses during off-peak times. Someone may travel from home to their nearest shopping centre, at Windsor or South City, they may have a few messages to do then they have to wait a long time for the bus to return them home. How can you address this issue?

We express concern that some areas within Invercargill will no longer be close to a bus route. Brown St etc. in South Invercargill and the eastern side of North Rd/Dee St are large areas neglected in the proposed routes. There is also a lack of buses serving Otatara and our new sub-divisions such as Ascot Heights. Blind people may wish to purchase property in these areas but cannot because there is no bus service there. Blind people are being geographically and socially disadvantaged on where they live because ICC does not provide an adequate bus service throughout Invercargill.

Bus Time-tables: We are concerned that current and future planning is based on people working from 9am-5pm from Monday to Friday. We are now in the 21st Century and people work anytime throughout

the week, shops are open in the weekend and most public holidays but there continues to be a limited bus service on Saturday, no bus service on Sundays or public holidays. This creates social isolation for many Invercargill blind citizens who wish to maximize their interaction with our community. Some blind people also in paid employment during weekends and on public holidays but they cannot use a bus on such days. On weekends and public holidays, our only mode of transport are taxis or reliance on family and friends. We acknowledge Total Mobility assists us in using more taxis but it is still expensive, for those people reliant on a benefit), to hire a taxi paying half the prize. We are interested in Timaru's "My Way" bus service and this should be trialed in Invercargill, especially on days when we have no bus service. This would need a strong marketing campaign, encouraging people to use such as service. Imagine having a "My Way" bus service running on boxing Day, where people could use instead of driving and trying to find a park when shopping at Boxing Day Sales.

We hope you will read and take note of our views and concerns. We believe that public transport is an essential service in our community however if you want it to be successful and reduce the use of private vehicles within our city, you need to improve our bus service, making it more attractive for people to ride and leave their cars at home. We need a change in public attitude towards public transport, before there is an increase in the number of passengers on buses. Decide what is more important, making a profit, breaking even or providing a social service? We want our bus service to serve our community but it must remain accessible to all, we appreciate audio announcements on our buses but this must continue at the same level or improved to include audio announcements at major bus-stops, giving the location of the bus and time it will arrive at the stop. We thank you for this opportunity to share our views and wish to make an oral submission.

Southland Regional Public Transport Plan Submissions

Submission Number	Officer Comment
19	<p>Again the Winton service was a commercial service and controlled by others. The community could investigate the viability to support a subsidised and supported service through their community board. The RPTP looks to investigate the wider options where the community wishes to fund this investigation.</p> <p>The submission is noted and no changes to the Plan are recommended or required.</p>
Contact Details	
<p>Elizabeth Frampton</p> <p>Wish to be heard? No</p>	
Are there other public transport services we should be considering across Invercargill or the wider Southland region?	
<p>Yes, the Winton-Invercargill service. When the service was stopped at the end of 2019, there was no consultation or survey of users of the Winton community to find out what the needs were, or what the barriers to uptake were. While the RPTP makes plans within the next 1-3 years to "have wider conversations with Southland residents... about community transport needs", conversations prior to drafting of the Plan would have been helpful. It's potentially a long time to wait to potentially regain public transport options again.</p>	
Will the proposed changes to Invercargill's bus network meet your needs?	
Are there sufficient Total Mobility services across our network?	

<p>We're looking at ways to reduce the emissions of our public transport. Would you use public transport more if it was environmentally sustainable?</p>	
<p>Yes, definitely - it was a key reason why I took the Winton-Invercargill bus when it was running.</p>	
<p>What else could we be doing to encourage more people to use public transport in Southland?</p>	
<p>In the case of the Winton-Invercargill service, a limitation for some people was that it only ran once each way, limiting the amount of customers depending on their schedule. More services, even if it's a smaller bus being run more frequently, could make it more accessible to more people.</p>	
<p>Do you have any other feedback or suggestions?</p>	
<p>Accessing public transport also has social benefits for the community. In the case of the Winton-Invercargill service that was running until recently, there were many examples of how the service was improving wellbeing: one retired woman in her 80s used the bus service to volunteer at the ICC Library and connect with people (reducing social isolation); one teenager was able to use it to receive specialised care and education in Invercargill during the day, meaning his parents did not have to make the drive in each day and which granted him some increased independence, and; one middle age man with learning needs was able to gain qualifications at an Invercargill education provider which was his second-chance in life. Additionally, the bus service was a way for people to connect with others in their community that they wouldn't otherwise have the opportunity to. When the Winton-Invercargill service stopped, the elected councillor suggested that people could carpool as an alternative. I don't think this is a viable or suitable substitute for everyone for a myriad of reasons. If a service is stopped in the future, I think there needs to be clearer communication in advance about why, or even better, asking people through a survey or</p>	

consultation about what their needs are and exploring alternative options before a decision is made.	
--	--

Southland Regional Public Transport Plan Submissions

Submission Number	Officer Comment
20 – submission attached	The submission is noted.
Contact Details	<p>The bus Smart Hub will need to be relocated and the planned location (after the ICL development is completed) is Tay Street. This will offer more shelter and better protection.</p> <p>Providing a viable service to the airport and Otarara currently does not have a demand and would need investigated.</p> <p>Other centres in Southland as previously noted in submissions.</p> <p>Beecard is widely used except in Auckland, Wellington and Christchurch. NZTA are investigating a new system which will be NZ wide.</p> <p>The basis for the planning of routes has been thoroughly investigated and a specialist consultant used to develop these routes using robust actual patronage data.</p>
Stephen Aldridge	
Wish to be heard? Yes	
Are there other public transport services we should be considering across Invercargill or the wider Southland region?	
Yes - see below	
Will the proposed changes to Invercargill's bus network meet your needs?	
Some of the needs - but the draft plan needs more work	
Are there sufficient Total Mobility services across our network?	
Dont know and so i cannot comment	

<p>We're looking at ways to reduce the emissions of our public transport. Would you use public transport more if it was environmentally sustainable?</p>	<p>The cost of each trip can be calculated.</p> <p>The submission is noted and no changes to the Plan are recommended or required.</p>
<p>It would not make a lot of difference. Lowering costs with a good and timely service is more important</p>	
<p>What else could we be doing to encourage more people to use public transport in Southland?</p>	
<p>See Below</p>	
<p>Do you have any other feedback or suggestions?</p>	
<p>Yes - see below</p>	

Southland Regional Public Transport Plan Submissions

Submission Number	Officer Comment
21	<p>As noted above trains are not likely to be viable.</p> <p>The submission is noted and no changes to the Plan are recommended or required.</p>
Contact Details	
<p>Kobi Goodmanson</p> <p>Wish to be heard? No Wish to be heard?</p>	
Are there other public transport services we should be considering across Invercargill or the wider Southland region?	
<p>In our opinion trains would be pretty swag for the entire Southland Region. Invercargill's new bus network changes do meet all our needs and we do not want anything changed. The Book Nguyen Fan Club thinks there are insufficient number of mobility services out of the Invercargill area. We dont use public transport because we would rather walk or bike to get fit not fat. You could play cartoons on the TVs on te bus and give out free rides. I reckon instead of buses we get free lamborghini taxis.</p>	
Will the proposed changes to Invercargill's bus network meet your needs?	
Are there sufficient Total Mobility services across our network?	

We're looking at ways to reduce the emissions of our public transport. Would you use public transport more if it was environmentally sustainable?	
What else could we be doing to encourage more people to use public transport in Southland?	
Do you have any other feedback or suggestions?	

Southland Regional Public Transport Plan Submissions

Submission Number	Officer Comment
22	The submission is noted and no changes to the Plan are recommended or required.
Contact Details	
Inigo Catu Wish to be heard? No	
Are there other public transport services we should be considering across Invercargill or the wider Southland region?	
It's good. I like getting a bus home. You are doing something wrong. People who usually take buses to Windsor and changing the routes will make it really hard for people who take buses there. For example, elderly people will have to be forced to wait and how about people with disabilities you're forcing them to walk although it's more efficient and faster but what's the point a bus is supposed to pick up people not leave them without a bus. Just so its quicker for you.	
Will the proposed changes to Invercargill's bus network meet your needs?	
Are there sufficient Total Mobility services across our network?	

We're looking at ways to reduce the emissions of our public transport. Would you use public transport more if it was environmentally sustainable?	
What else could we be doing to encourage more people to use public transport in Southland?	
Do you have any other feedback or suggestions?	

Southland Regional Public Transport Plan Submissions

Submission Number	Officer Comment
23	The submission is noted and no changes to the Plan are recommended or required.
Contact Details	
Jayton Craigie No	
Are there other public transport services we should be considering across Invercargill or the wider Southland region?	
Although trains were abandoned here, i think trains should be a good idea for them to be reintroduced which has a route from Gore-Bluff to travel through most of Southland Towns and on SH6 a train should be implemented from Invercargill-Queenstown	
Will the proposed changes to Invercargill's bus network meet your needs?	
no! The Windsor Comet is cutting most of the important areas in Windsor. Same thing goes for Kew Connection. You are cutting off quite a few roads that have elderly or roadds that may have disability people tha use the route.	
Are there sufficient Total Mobility services across our network?	

<p>that ties into No.2 lets say you cut off Windsor and there are people who cant walk down to the nearest bus stop, where does that leave them?</p>	
<p>We're looking at ways to reduce the emissions of our public transport. Would you use public transport more if it was environmentally sustainable?</p>	
<p>Yes it would if the buses were electric as long as its semi electric and if they were more sustainable yes i would use it</p>	
<p>What else could we be doing to encourage more people to use public transport in Southland?</p>	
<p>More advertisements around town that will lead people to say "oh gee that ad sure wants to make me use the bus more" such as a more ads or more publicity around the ads or the busses themselves</p>	
<p>Do you have any other feedback or suggestions?</p>	
<p>no i dont i think i makde the point clear, just please consider this</p>	

Southland Regional Public Transport Plan Submissions

Submission Number	Officer Comment
24	<p>The submission notes that further investigation of Covid 19 be undertaken. This is likely to be achieved nationally and be available to Council.</p> <p>The wider travel options within the plan looks to investigate further demand options and better understand the community needs.</p> <p>The funding options for travel to Stewart Island is raised by the submitter. This service is currently a commercial service. The benefits and issues from a change in this approach are seen as a reasonably significant activity. Who would pay for this is not considered in the plan other than as any investigation would need to be met by the community where the benefit is gained. The delegation approach (via ICC and not ES) may need to take a different approach to fully consider this option. I.e. is there a need for a regional rate to support this?</p>
Contact Details	
Real Journeys Fiona Black Wish to be heard? No	
Are there other public transport services we should be considering across Invercargill or the wider Southland region?	
Will the proposed changes to Invercargill's bus network meet your needs?	
Are there sufficient Total Mobility services across our network?	
We're looking at ways to reduce the emissions of our public transport. Would you use public transport more if it was environmentally sustainable?	

<p>What else could we be doing to encourage more people to use public transport in Southland?</p>	
<p>Do you have any other feedback or suggestions?</p>	
<p>We contend the ongoing implications of COVID-19 are not addressed in the draft RPTP; moreover it will take some time to figure out what these implications are. For instance, at present, domestic visitors are very reluctant to travel in coaches; Real Journeys is only operating one coach ex Queenstown to / from Milford Sound each day (instead of the up to 10 coaches per day per COVID-19) and for the majority of the summer we have only averaged about 12 passenger per day on this one coach. That is, the vast majority of visitors to the region, prefer to self-drive to enable their travelling party to remain in their own travel 'bubble'.</p> <p>Accordingly, we would advocate for the Regional Council to undertake research into the likely behaviours regarding use of public transport in this post COVID-19 era, to better inform the land transport planning process. Crowding avoidance actions are likely to be ongoing for those vulnerable to viral infections such as the immune compromised and the 60 plus age group; the very sectors that can be expected to need to use public transport.</p> <p>This preference to travel in private vehicles to preserve 'travel bubbles' also has the potential to undermine many of the country's strategic directions such as New Zealand Energy Efficiency and Conservation Strategy (2017–2022); Climate Change Response (Zero Carbon) Amendment Act (2019); Keeping Cities Moving; and Regional Policy Statements.</p> <p>There is little in the draft RPTP that actually addresses the lack of public transport services connecting Southland's widely dispersed communities to main centres. Hence improving access for all to essential services such as Southland's primary care hospital and key agencies such as Ministry of Social Development, ACC and Ministry of Justice (High Court), and Southland's only Tertiary level education provider.</p> <p>For instance currently there are no public transport options to travel ex Te Anau to Invercargill and return for the likes of hospital specialist appointments.</p>	<p>A commercial model is where the service is not publically tendered and not managed through a council procurement or management approach. Councils could directly engage with operators and provide a local subsidy with operators but this would not receive NZTA subsidy.</p> <p>Funding for such a study and any subsidy would need to be carefully considered.</p> <p>The submission is noted and no changes to the Plan are recommended or required.</p>

This isolation of outlining townships becomes even more pronounced in winter, when commercially operated services are suspended; such as Tracknet bus services and we reduce our Stewart Island Ferry service timetable to adjust to visitor demand.

Foveaux Strait Ferries provides a vital link to Rakiura. This was demonstrated during 2020 COVID-19 Alert Level four lockdown, when this service was required to operate to keep the Island supplied; despite running this service at a loss and not receiving Government assistance even though air freight services were supported by Government funding during 'lockdown'.

Specifically, Real Journeys requests that RPTP provides for a NZTA / Regional Council subsidy to support the operation Foveaux Strait Ferries. During the:

- GFC;
- the recovery phase after the GFC;
- the 2020 COVID-19 Alert Level four lockdown; and
- the winter months

Stewart Island Experience Foveaux Strait ferries remain financially unviable. Usually, Real Journeys tourism income from other locations such as Milford Sound, prop up the Foveaux Strait ferries. However in this post COVID-19 environment, with no international tourists, Real Journeys has very little income from the tourism to maintain the Foveaux Strait Ferry service. Specifically it is uneconomic to operate the Foveaux Strait Ferries each winter, however we do offer a reduced schedule to ensure that local residents have options to transfer freight and travel to and from the Island.

Particularly, Real Journeys will be looking for additional funding to support the operation Stewart Island Ferries annually during the winter months (from May to September) or if we move up COVID-19 Alert Levels resulting in constraints the number of passengers that can be carried. With respect to an annual winter subsidy, this would allow Real Journeys to commit regular two return sailings per day to promote business activity on the Island and provide regular ferry schedules for Rakiura residents.

Southland Regional Public Transport Plan Submissions

Submission Number	Officer Comment
25	The submission is noted and no changes to the Plan are recommended or required.
Contact Details	
Johann Taningco Wish to be heard? No	
Are there other public transport services we should be considering across Invercargill or the wider Southland region?	
Mostly the people who are XXX are old people so the bus will help 65 years old transport XXX it is pretty affordable so i would say that the system need no change. But maybe they should decrease the price because if you take a lot of trips you'll be spending a lot of money.	
Will the proposed changes to Invercargill's bus network meet your needs?	
Are there sufficient Total Mobility services across our network?	
We're looking at ways to reduce the emissions of our public transport. Would you use public transport more if it was environmentally sustainable?	

A3389347

What else could we be doing to encourage more people to use public transport in Southland?	
Do you have any other feedback or suggestions?	

Southland Regional Public Transport Plan Submissions

Submission Number	Officer Comment
26	<p>It is noted the SDHB is supportive of many of the approaches to the service as noted in the RPTP.</p> <p>The submission is noted and no changes to the Plan are recommended or required.</p>
Contact Details	
Southern District Health Board Julz Orr	
Wish to be heard? No	
Are there other public transport services we should be considering across Invercargill or the wider Southland region?	
Will the proposed changes to Invercargill's bus network meet your needs?	
Are there sufficient Total Mobility services across our network?	
We're looking at ways to reduce the emissions of our public transport. Would you use public transport more if it was environmentally sustainable?	

<p>What else could we be doing to encourage more people to use public transport in Southland?</p>	
<p>Do you have any other feedback or suggestions?</p>	
<p>Introduction The Southern District Health Board (Southern DHB) presents this submission through its public health service, Public Health South. Southern DHB delivers health services to a population of 335,990 and has responsibility under the New Zealand Public Health and Disability Act 2000 to improve, promote and protect the health of people and communities. It seeks to promote equity and to reduce adverse social and environmental effects on the wellbeing of people and communities. Public Health South (PHS) appreciates the opportunity to comment on the Southland Regional Public Transport Plan 2021-2031. PHS supports the prioritisation of active and public transport. We commend Environment Southland for identifying the vulnerable population in small settlements, diverse communities and rural areas when circumstances mean transport disadvantage can exist (p10). We also commend Environment Southland (ES) and Invercargill City Council (ICC) for considering community need in adjusting the public transport system for Invercargill. It is important to ensure that people with limited mobility/disabilities/older people provide feedback around usability and accessibility of public transport. Transport disadvantage can also impact on high deprivation populations in urban areas.</p> <p>Specific Comments: Southland Public Transport System Fare Structure/Value for (& Equity) PHS commends considering different population groups when deciding to simplify the fare schemes on the new Invercargill Bus Network. Some groups, such as older adults may be less likely to use smart phones or credit cards so various methods of payment ensure they are inclusive and serve all users. Improvement to the convenience of service, through higher frequencies of service at peak times, and more direct services may assist to reduce inequity for people in high deprivation communities. New network</p>	

PHS agrees that access is vital for the vulnerable members of Southland’s communities and the transport disadvantaged (p11). The design principles and route of the new Invercargill bus network (p7) provide more direct services to support access for users. This network needs to be supported by infrastructure such as shelter and seating to enable those with limited mobility to reach and return from their destination comfortably.

Regional Policies

Ensuring Access to Essential Goods and Services

Good public transport is a public health priority as it enables increased accessibility to goods and services for high deprivation populations, promotes physical activity (either side of the ride) and also has sustainable benefits for the environment. Regional and local public transport encourages a shift away from car use to a different (often more active) travel mode and provides access and service to those without private transport, limited mobility or vulnerable populations groups.

Environmental Priorities (Sustainable Transport)

PHS supports councils working with operators to improve the bus fleet for reduced emissions moving to a low-carbon transport system. Promoting and facilitating low-carbon transport such as walking, cycling, and public transport can increase physical activity levels, and therefore can have a positive contribution to lowering the incidence of heart disease, cancer, obesity, musculoskeletal disease, Type 2 diabetes, and some mental health conditions.¹ Improving mobility for population groups who have less access to private vehicles enhances health equity.

¹ Organization, W. H., Hosking, J., Mudu, P., Fletcher, E. & Others. Health co-benefits of climate change mitigation: transport sector. (World Health Organization, 2011).

General Comments:

Active transport

Public Health recommends that the plan also encourages Councils to improve pedestrian and cycling infrastructure (e.g. footpaths, cycle lanes, and bike racks) around the district. Conversations encouraging commuters to start using public transport could also concurrently support these other modes of active and sustainable transport. With aging populations projected to grow, pedestrian and walkable environments should be accessible and prioritised. This infrastructure will enable those with push chairs or mobility scooters ease of mobility, while cycling infrastructure will increase these environmentally sustainable and active modes of transport.

Infrastructure recommendations for Councils could include:

<ul style="list-style-type: none"> • • Increasing the number of pedestrian crossings (e.g. zebra crossings rather than courtesy crossings). • • Ensuring footpaths are safe and accessible. • • Promoting safe and connected cycling networks. <p>Changing community needs</p> <p>An emerging issue post-Covid 19 lockdown is the closure of suburb and rural banking services - this has affected Invercargill and a few urban centres in Southland. Some population groups such as older adults may be less likely to access internet banking. Easy cross-town transport networks in Invercargill will help support access to services such as face-to-face banking. This may also require consideration of infrastructure (e.g. placement of bus stops, streetscapes) to allow those with limited mobility to use public transport easily. Service centralisation is also a consideration in the emerging needs of vulnerable populations in rural areas. Contingency planning for such emerging issues may need to be considered in the Southland Regional Public Transport action plan significance policy (Appendix A), for example, to expedite regional transport links between Invercargill/Gore and smaller settlements.</p> <p>Public Health South appreciates the opportunity to comment on Southland Regional Public Transport Plan 2021-31 – (Draft) and that our public health perspective can assist in the finalisation of this Plan.</p>	
--	--

Southland Regional Public Transport Plan Submissions

Submission Number	Officer Comment
27	<p>As previously noted, an airport service is unlikely to be viable.</p> <p>The submission is noted and no changes to the Plan are recommended or required.</p>
Contact Details	
Duan Zhao	
Wish to be heard ? No	
Are there other public transport services we should be considering across Invercargill or the wider Southland region?	
invercargill airport to town or other parts of city	
Will the proposed changes to Invercargill's bus network meet your needs?	
No	
Are there sufficient Total Mobility services across our network?	
No	
We're looking at ways to reduce the emissions of our public transport. Would you use public transport more if it was environmentally sustainable?	

No	
What else could we be doing to encourage more people to use public transport in Southland?	
Cover more area and more buses on routes	
Do you have any other feedback or suggestions?	

Southland Regional Public Transport Plan Submissions

Submission Number	Officer Comment
28 – submission attached	<p>Staff have looked carefully at the patronage data to establish the best locations for shelters. Whilst this would be nice to have every stop with a shelter. A map can be provided. The routes planned have previously been approved. Any change will have impacts on some users with some having closer access and some have to travel further.</p> <p>The submission is noted and no changes to the Plan are recommended or required.</p>
Contact Details	
Edna and Harry Weedon	
Wish to be heard?	
Are there other public transport services we should be considering across Invercargill or the wider Southland region?	
Will the proposed changes to Invercargill's bus network meet your needs?	
No the proposed changes to Invercargill's bus network will not meet my needs. See attached document	
Are there sufficient Total Mobility services across our network?	
We're looking at ways to reduce the emissions of our public transport. Would you use public transport more if it was environmentally sustainable?	

yes	
What else could we be doing to encourage more people to use public transport in Southland?	
Publicise timetables and charge affordable fares	
Do you have any other feedback or suggestions?	
<p>Provide shelter at ALL bus stops. Encourage all Council staff to use public transport. This may assist in a greater and better understanding of the efficacy of this "new" transport proposal. The proposed Invercargill Bus Network is beyond my comprehension. Without knowing along which streets buses will travel, I am at a loss as to how I am expected to ascertain the closest bus stop at which I can catch, and alight from, a bus. I live towards the western end of Moulson Street, an area which is currently catered for by a bus stop at Dyson Street/ Tramway Road. It appears that the western section of Tramway Road will no longer figure in the delivery of a bus service.</p> <p>One of my biggest fears and concerns is falling and breaking a leg, hip or arm as I try to negotiate icy poorly-maintained footpaths during winter, while endeavouring to catch a bus in my bid to maintain my weekly group fitness morning sessions at the YMCA gym. As best I can judge with the inadequate route map provided, I will have to make my way to either Brown Street (blue route), or walk even further in a southerly direction to catch a bus on some obscure street on the green route.</p> <p>This is certainly not user-friendly for the elderly, mothers pushing prams, or the injured and handicapped.</p> <p>My email request for a legible map, sent to Environment Southland on 26 March, has not been answered.</p> <p>I query the experience and full community knowledge of those who have drafted the "new" bus routes plan. Please tell me how this "new" service will adequately serve Invercargill's non-driving community.</p>	

Informal feedback on draft Regional Public Transport Plan 2021-31

From Invercargill Community Noticeboard:

<https://www.facebook.com/groups/360564430781883/permalink/1715924028579243>

Tina Kelland

One easy one get decent bus stops, so they actually keep people dry, not rubbish that you got, make concrete ones and get schools near by to paint them, win for all

Angie Timlin

Decent bus shelters and seats would go a long way at all stops not just some

Robyn Weyling

I've had cause recently to use the bus service for the first time in years. I found the timetable too complicated and after my 10 minute walk to the bus-stop, I found there was no seat, what's with that? Just to add, in a previous life when I used the service regularly I found it quicker to walk to town, as the times had stretched out so far between buses. It's even worse now.

Sandra Knight

What about consideration shown for people not smartphone savvy, by having bus timetables on each bus stop please. While my car is being repaired for the next few weeks, I'm bussing to work, and yes I know my way around my iPhone but finding out the timetable schedules for the busses???! Had to ph ICC yest to find out when a bus was due. Otherwise bus drivers very helpful busses lovely and clean ect.

Jane Pearce

Be good to be able to read the street names on the map! Does that mean that if travelling from Richmond to city it's not the huge round trip through south city? Now that would be a bonus!

Andrea Richmond

I want better school bus routes, in order for my son to catch the bus to school the last drop off is Windsor New World, to get to boys high from there in upcoming winter weather will not be a nice walk

Andrea Richmond

I proposed this years ago and they said it wasn't viable. WTF they only have to take one bus from Queens Drive down to Hargest Senior. All the ones taking buses to junior campus will now be senior so why not? Council for u

Nik Patterson

we have a bus stop right out front of our house, it goes directly to Hargest but won't go to boys high 😞 my son bikes everyday but in the winter I no how nasty the weather turns so walking the distance from New World to boys in the pouring down rain wouldn't be nice

From Environment Southland Facebook ad:

Steve Luscombe

Have a look at Timaru my way passenger service I think that be a great idea for Invercargill buses

Daphne Batt

Let's get some bus services running from country to the city maybe once a week so we can make appointments and meet friends

Gary Sthland

Your local suburban bus fares are over priced, your buses never run on time I wouldn't recommend to anyone using the bus in Invercargill, it's cheaper to walk into town

Carl Stapleton

The ICC should buy back the suburban buses from the person they sold them to and put the drivers on salaries. There should be a few trips each day to Bluff for workers and shoppers. Also, the city routes should be earlier and later to cater to workers. There needs to be a dry, wind-proof terminus with seats for waiting passengers. Instead of cutting the routes to only 3, the service should stay at 4 routes and even more to include the many parts of the city the buses don't include. The current drivers all deserve a bonus for bravely running the busses last year during the lockdown. Also, in my experience, all of the current drivers have amazingly good customer service with bus users. Finally, a city the size of Invercargill with the amount of rates it collects each year, as well as the income from passenger fares can afford a suburban bus service of the same standard as other cities in NZ.

Southland Regional Public Transport Hearings Timetable				
Hearing Date	Hearing Time	Hearing slot	Submission number	Speaker
Tuesday, 27 April 2021	11:00 AM			
	11:10 AM	1	4	Mr Carl Stapelton
	11:20 AM	2	20	Mr Stephen Aldridge
	11:30 AM	3	16	Ms Valerie Dearman - CCS Disability Action
	11:40 AM	4	18	A representative from Blind Citizens Southland
	11:50 AM	5	5	Mr Hayden Scott-Chambers
	12:00 PM	Deliberation		

From: [Have Your Say at Environment Southland](#)
To:
Subject: Anonymous User completed Submission on the Southland Regional Public Transport Plan 2021-31
Date: Monday, 29 March 2021 3:48:39 PM

Anonymous User just submitted the survey 'Submission on the Southland Regional Public Transport Plan 2021-31' with the responses below.

Are there other public transport services we should be considering across Invercargill or the wider Southland region?

The current service misses out places such as Otatara, Bluff, Winton and Wyndham which are all less than 30 minutes away from Invercargill.

Will the proposed changes to Invercargill's bus network meet your needs?

Yes, as long as the route to Clifton doesn't change.

Are there sufficient Total Mobility services across our network?

Yes.

We're looking at ways to reduce the emissions of our public transport. Would you use public transport more if it was environmentally sustainable?

Yes.

What else could we be doing to encourage more people to use public transport in Southland?

Buses after 6pm and before 7am to cater to workers commuting to work. Buses on Sundays to bring more customers into the inner city.

Do you have any other feedback or suggestions?

The ICC should buy back the bus service from its private owner, put the drivers onto proper salaries and work conditions and aim to have a bus service of the same quality as most other larger cities in NZ, or in other countries. This would be a huge benefit to Invercargill commuters, workers, school students and for inner city businesses.

Do you wish to speak in support of your submission in person?

I do not wish to be heard in support of my submission

Full name

Carl Stapleton

Organisation (if applicable)

NA

Postal address

Phone number (home)

Email address



Submission Form

Draft Southland Regional Public Transport Plan 2021 - 2031

Full name of submitter

.Stephen Aldridge

Postal address

Postcode 9810

Telephone

Email

Do you wish to speak in support of your submission in person? **Yes**

Signature of submitter _____

Date 12/4/2021

Note: If you wish to be heard, please ensure you provide contact information including a phone number, so we can schedule a suitable time. Hearing locations and dates have yet to be confirmed.

All submissions are made available for public inspection

Please note: Upon request, we are legally required to make all written or electronic submissions available to the public, including the name and address of the submitter, subject to the provisions of the Local Government Official Information and Meetings Act 1987. If you consider there are compelling reasons why your contact details and/or submission should be kept confidential, you should contact us on 0800 76 88 45.

We would like to know:

1. Are there other public transport services we should be considering across Invercargill or the wider Southland region?

Yes – see below

2. Will the proposed changes to Invercargill's bus network meet your needs?

Some of the needs – but the draft plan needs more work.

3. Are there sufficient Total Mobility services across our network?

Don't know and so I cannot comment

4. We're looking at ways to reduce the emissions of our public transport. Would you use public transport more if it was environmentally sustainable?

It would not make a lot of difference. Lowering costs with a good and timely service is more important.

5. What else could we be doing to encourage more people to use public transport in Southland?

See below

6. Do you have any other feedback or suggestions?

Yes – see below

BusSmart Centre

The BusSmart Centre is cold, unfriendly, windswept, faces the prevailing wind and rain and is therefore totally unsuitable. This urgently needs to be relocated to somewhere that is more appropriate.

Other Routes – BusSmart Centre to the Airport

- This is the highest priority
- Regular service from the BusSmart Centre to the airport for every flight. This service would integrate with other Invercargill services
- 60 people per flight, about 10 flights per day, most flights in and out (ATR and Bombardier). 120 people per flight, one flight in and out (Boeing) plus Stewart Island flights. Estimated to be around 1500 people per day
- There needs to be a dedicated service as flight times vary due to flight delays.
- This is a short haul for the bus and room for baggage would need to be allocated.

Other Routes - Otatara

- Otatara has fallen off the transport map. Has other areas?
- A significant and isolated population lives at Otatara

Other Routes - Bluff, Winton, Wallacetown/Riverton, Gore

- These can be added – but Bluff should be added soon – as a link to the airport would assist with the movement of Tourists to Stewart Island
- With the bus carrying freight - this would subsidise the cost of providing a passenger service

Main employers

- Money can be made by moving people to work and back. The cost of running services during the day is a social cost.
- Alliance Lorneville – rail to the door – 1500 people working, in shifts, at peak times
- Fonterra and Daikin – rail to the door - don't know the work force size.
- Tiwai, Southland Disability Enterprises provide their own bus service

Use of cards need to be consistent across NZ

- Otago and Southland are using the Bee Card
- Wellington uses the Oyster Card.
- Use the same card across NZ

Air NZ monopoly on air transport

- Someone (maybe Great South) needs to survey and analyse the number of people traveling to Queenstown and Dunedin to fly out of the Southland Region – and what this is costing the region.
- Air NZ is not reducing Carbon Credits by having a monopoly to Invercargill Airport because people drive to other airports to get cheaper fares.
- Recent example - Invercargill \$515, Dunedin / Momona \$130

Promoting the local passenger network

- The numbers are declining – so people’s behaviour needs to be changed so that people are encouraged to take the bus
- What would make the change in behaviour?
 - Busses only in the CBD (Kelvin/ Spey / Leven / The Crescent / Tay
- Will the CEO’s Chair’s/ Mayors / elected representatives lead the way by using the bus? – What would it take to make this change?
- Bus frequency has to be frequent and regular, or the service will not be used.
- For the first flight out of Invercargill on a week day – people would need to be at the airport before 5:30am
- The right cost of transport is crucial for this plan to work. If the cost is too high – people will not use public transport. If the cost is too low – then the service will not be economic – the costs will not meet the returns (even with Government Subsidy). The cost of each trip needs to be known.

Lack of data supporting the proposed plan

- Missing data and analysis. The plan only records the drop in numbers since ten years ago.
- Passengers per year, per month, per season, per day, per service
- Is passenger data being collected? Without analysing bums on seats – no intelligent business decisions can be made.
- Need to know the cost of providing a service, per person per route
- Cost of relocation of routes (moving Bus shelters, advertising, promoting)
- Consideration of alternative vehicle types. Less than 5 people on a bus (very common from my observations) – a more appropriate vehicle may be an option.

Questions

Will “flag me down anywhere” – be still available with the future plan?

Submissions must be received by 5pm, Monday 12 April 2021.

Send to:

Public Transport Plan
Environment Southland
Private Bag 90116
Invercargill
Email: policy@es.govt.nz

Need help?

Call us on 0800 76 88 45 or email russell.hawkes@es.govt.nz

From: [Have Your Say at Environment Southland](#)
To:
Subject: Anonymous User completed Submission on the Southland Regional Public Transport Plan 2021-31
Date: Monday, 12 April 2021 1:13:40 PM

Caution! This message is from an external source. Don't open links or attachments unless they are safe and you trust the sender.

Anonymous User just submitted the survey 'Submission on the Southland Regional Public Transport Plan 2021-31' with the responses below.

Are there other public transport services we should be considering across Invercargill or the wider Southland region?

Consumer feedback: Small shuttles on shorter routes. Buses every 15 - 20 minutes.
 Electric buses

Will the proposed changes to Invercargill's bus network meet your needs?

We need small shuttles that have different routes to different areas and do not cost a fortune to ride on.

Are there sufficient Total Mobility services across our network?

Feedback comments: See comments above regarding smaller buses on shorter routes more often. Destinations identified that support people to access for daily living (e.g. supermarkets, larger retail shops, health services)

We're looking at ways to reduce the emissions of our public transport. Would you use public transport more if it was environmentally sustainable?

Feedback: Yes

What else could we be doing to encourage more people to use public transport in Southland?

Feedback: "I like that there is a service available and that it is free to users between certain hours, also the regularity of the buses and friendliness of the drivers"

Do you have any other feedback or suggestions?

CCS Ability has requested feedback from consumers and the response has been collated and reflected in the responses as above.

Do you wish to speak in support of your submission in person?

I do wish to be heard in support of my submission

Full name

Valerie DEARMAN (member Local Area Committee)

Organisation (if applicable)

CCS Disability Action Southland

Postal address

Postcode

9840

Phone number (home)

Phone number (mobile)

Email address

To: Invercargill City Council
From: Blind Citizens Southland Branch
Date: 8th April 2021
Subject: Southland Regional Public Transport Plan (2021-31)

Blind Citizens NZ is a consumer organization run by blind, deafblind and vision impaired people speaking for ourselves. Our community cannot drive vehicles so we are dependent on public transport, taxis and/or family or friends to transport us around. This plan is critical to our future well-being.

Access: We thank Council's staff for providing a Word file so our members can access this Plan. However, when typing our submission, I use the print document for reference. The Plan's layout is good but the print is shocking. Headings are in light blue print and the paragraphs are printed in a grey which is difficult to read. Sighted people trying to explain the proposed bus routes to us found it impossible to read the street names on the maps. This made it difficult to compare the current bus routes with the proposed ones. If sighted people cannot read names on maps, something must be seriously wrong with the size and print. Invercargill has an aging population, ICC must accommodate for the needs of all citizens, not just those who can access the internet. We hope that future documents will have better contrast between the background and print and have a key under the map, outlining the streets of the route.

Demographics: We're concerned that the ICC document differs in the number of Invercargill residents registered in 2018 compared with Invercargill's population printed in the Otago/Southland Regional Land Transport Plan. In the latter it states, in 2018 the population of Invercargill was 54,204 whilst in your Plan for the same

year Invercargill's population was 48,700. Your source is from the 2018 Census whilst the Regional Council's Plan figures are from the Territorial Authority (a Government agency who should also use the same source). A discrepancy of over 5,000 citizens living in Invercargill in 2018, is a significant difference requiring some explanation because population growth plays a major element in determining future services.

More Passengers on Buses: Concern is expressed over the declining number of passengers on Invercargill buses. Reasons for this should be researched and examined, providing the correct issues to be identified and addressed. One objective within current public transport plans, emphasis that public transport is a method to reduce the number of private vehicles on the road however there needs to be actions with clear outcomes to achieve such goals. A goal of encouraging drivers to reduce the use of their own vehicle and catch a bus, sounds simple but requires change in community attitudes. We urge council to develop an action plan, marketing the buses as a clean, friendly, effective mode of transport around Invercargill. Use both social and traditional medias to market the buses, capturing as many people as possible.

We hear that young people don't think it is cool riding on our buses so refuse to do so. Peer pressure provides a major influence on young people so changing their view will be a challenge but we need to change their attitude by making public transport feel cool to them.

Whilst this appears irrelevant, more passengers on buses assists the blind community because you will value our bus service more.

Fare Structures: Most of our members are elderly so have a Gold Card however our younger members are usually on a low income but pay the normal fare to catch a bus. This limits the number of buses our younger members can catch. Any rise in fares over the next ten years is of grave concern because these people are on a fixed income

which will not rise to the level to accommodate several increases in fares. In previous Long-term Regional Public Transport Plans, vulnerable citizens were seen as the major users of buses in Invercargill. In this Plan, emphasis has changed to better serving people travelling on peak times, workers and students. As blind people are regarded as transport vulnerable, where do we sit in your priority list now? How do you balance community needs against the need to obtain the cashbox target? What is more important, providing a reliable bus service or being financially accountable?

Proposed Bus Routes: We have various views on the proposed bus routes. We agree on returning to the destination style route, compared with the current circular route. This provides a quicker run to one's destination however concern has been expressed over the length of time one has to wait between buses during off-peak times. Someone may travel from home to their nearest shopping centre, at Windsor or South City, they may have a few messages to do then they have to wait a long time for the bus to return them home. How can you address this issue?

We express concern that some areas within Invercargill will no longer be close to a bus route. Brown St etc. in South Invercargill and the eastern side of North Rd/Dee St are large areas neglected in the proposed routes. There is also a lack of buses serving Otatara and our new sub-divisions such as Ascot Heights. Blind people may wish to purchase property in these areas but cannot because there is no bus service there. Blind people are being geographically and socially disadvantaged on where they live because ICC does not provide an adequate bus service throughout Invercargill.

Bus Time-tables: We are concerned that current and future planning is based on people working from 9am-5pm from Monday to Friday. We are now in the 21st Century and people work anytime throughout the week, shops are open in the weekend and most public holidays but there continues to be a limited bus service on Saturday, no bus

service on Sundays or public holidays. This creates social isolation for many Invercargill blind citizens who wish to maximize their interaction with our community. Some blind people also in paid employment during weekends and on public holidays but they cannot use a bus on such days. On weekends and public holidays, our only mode of transport are taxis or reliance on family and friends. We acknowledge Total Mobility assists us in using more taxis but it is still expensive, for those people reliant on a benefit), to hire a taxi paying half the prize. We are interested in Timaru's "My Way" bus service and this should be trialed in Invercargill, especially on days when we have no bus service. This would need a strong marketing campaign, encouraging people to use such as service. Imagine having a "My Way" bus service running on boxing Day, where people could use instead of driving and trying to find a park when shopping at Boxing Day Sales.

We hope you will read and take note of our views and concerns. We believe that public transport is an essential service in our community however if you want it to be successful and reduce the use of private vehicles within our city, you need to improve our bus service, making it more attractive for people to ride and leave their cars at home. We need a change in public attitude towards public transport, before there is an increase in the number of passengers on buses. Decide what is more important, making a profit, breaking even or providing a social service? We want our bus service to serve our community but it must remain accessible to all, we appreciate audio announcements on our buses but this must continue at the same level or improved to include audio announcements at major bus-stops, giving the location of the bus and time it will arrive at the stop. We thank you for this opportunity to share our views and wish to make an oral submission.

Contact: Carolyn Weston QSM

From: [Have Your Say at Environment Southland](#)
To:
Subject: Anonymous User completed Submission on the Southland Regional Public Transport Plan 2021-31
Date: Tuesday, 6 April 2021 11:29:40 PM

Anonymous User just submitted the survey 'Submission on the Southland Regional Public Transport Plan 2021-31' with the responses below.

Are there other public transport services we should be considering across Invercargill or the wider Southland region?

Having Bus Services on till Late, including Sunday Services for People who Attend Work or Church, plus Trialing a On Demand Service for the likes of Otatara and Bluff.

Will the proposed changes to Invercargill's bus network meet your needs?

Yes it will Meet my Needs, but it needs to be Extended to Sundays also.

Are there sufficient Total Mobility services across our network?

Yes, but Please Consider the likes of Ridesharing Services or a 1 Man Band (I.e. Independent Taxis) Service, as there is a lot in other Towns.

We're looking at ways to reduce the emissions of our public transport. Would you use public transport more if it was environmentally sustainable?

Yes I would

What else could we be doing to encourage more people to use public transport in Southland?

Making it Affordable, and Discounting Fares or Making It Free for People with Disabilities (Rotorua and Tauranga will be Trialing this later this Year)

Do you have any other feedback or suggestions?

Having On-Demand Services for Other Regions I'm Southland and making them Run 7 Days a Week might Entice more People Using Public Transport

Do you wish to speak in support of your submission in person?

I do wish to be heard in support of my submission

Full name

Hayden Scott-Chambers

Postal address

Postcode

9812

Phone number (home)

Phone number (mobile)

Email address

From:
To:
Subject: Addition to the Transport Plan
Date: Monday, 12 April 2021 2:49:51 PM

Backup Bus Hub

In Addition to my Submission, there needs to be a Backup Hub in Case of Road Blocking or Incidents in the CBD, as there were Roads Blocked in the CBD a while ago.

I'm not sure about the Sentence but I think you get the Picture

Thanks

Hayden

From: [Have Your Say at Environment Southland](#)
To:
Subject: Anonymous User completed Submission on the Southland Regional Public Transport Plan 2021-31
Date: Thursday, 18 March 2021 12:23:16 PM

Caution! This message is from an external source. Don't open links or attachments unless they are safe and you trust the sender.

Anonymous User just submitted the survey 'Submission on the Southland Regional Public Transport Plan 2021-31' with the responses below.

Are there other public transport services we should be considering across Invercargill or the wider Southland region?

yes bring back rail links

Will the proposed changes to Invercargill's bus network meet your needs?

no

Are there sufficient Total Mobility services across our network?

no

We're looking at ways to reduce the emissions of our public transport. Would you use public transport more if it was environmentally sustainable?

yes

What else could we be doing to encourage more people to use public transport in Southland?

rail links

Do you have any other feedback or suggestions?

no

Do you wish to speak in support of your submission in person?

I do not wish to be heard in support of my submission

Full name

joe Strathern

Email address

From: [Have Your Say at Environment Southland](#)
To:
Subject: Anonymous User completed Submission on the Southland Regional Public Transport Plan 2021-31
Date: Tuesday, 23 March 2021 8:34:22 PM

Caution! This message is from an external source. Don't open links or attachments unless they are safe and you trust the sender.

Anonymous User just submitted the survey 'Submission on the Southland Regional Public Transport Plan 2021-31' with the responses below.

Are there other public transport services we should be considering across Invercargill or the wider Southland region?

Trains

Will the proposed changes to Invercargill's bus network meet your needs?

A little bit

We're looking at ways to reduce the emissions of our public transport. Would you use public transport more if it was environmentally sustainable?

Yes

What else could we be doing to encourage more people to use public transport in Southland?

Later services

Do you wish to speak in support of your submission in person?

I do not wish to be heard in support of my submission

Full name

Jayde

Email address

From: [Have Your Say at Environment Southland](#)
To:
Subject: Anonymous User completed Submission on the Southland Regional Public Transport Plan 2021-31
Date: Wednesday, 24 March 2021 10:57:48 PM

Caution! This message is from an external source. Don't open links or attachments unless they are safe and you trust the sender.

Anonymous User just submitted the survey 'Submission on the Southland Regional Public Transport Plan 2021-31' with the responses below.

Are there other public transport services we should be considering across Invercargill or the wider Southland region?

No Answer

Will the proposed changes to Invercargill's bus network meet your needs?

Why not leave all these buses we have got and add more not change old route i don't want to pay more by taking 4 buses if i need to to go hospital and countdown doesn't make sense to me to take away from old route when more buses are needed

We're looking at ways to reduce the emissions of our public transport. Would you use public transport more if it was environmentally sustainable?

yes

What else could we be doing to encourage more people to use public transport in Southland?

lots more buses and not have to wait 45 minutes for a bus like i have to

Do you wish to speak in support of your submission in person?

I do wish to be heard in support of my submission

Full name

Lyn Reeves

Postal address

Phone number (home)

Email address

From: [Have Your Say at Environment Southland](#)
To:
Subject: Anonymous User completed Submission on the Southland Regional Public Transport Plan 2021-31
Date: Monday, 12 April 2021 8:40:20 AM

Anonymous User just submitted the survey 'Submission on the Southland Regional Public Transport Plan 2021-31' with the responses below

Do you have any other feedback or suggestions?

Please see attached letter

Do you wish to speak in support of your submission in person?

I do not wish to be heard in support of my submission

Full name

Ian Duncan, Acting Director Regional Relationships Canterbury / West Coast / Otago / Southland

Organisation (if applicable)

Waka Kotahi NZ Transport Agency

Email address

Upload files

https://s3-ap-southeast-2.amazonaws.com/ehq-production-australia/1167f069eb79ef890224f926c2a50b30847d73d3/original/1618173554/92c0d6ad86641548ff55404a607099f5_WK_Submission_on_Southland_RPTP_2021-31_docx?1618173554



Level 2, AA Centre
450 Moray Place
PO Box 5245, Moray Place
Dunedin 9058
New Zealand
T 64 3 951 3009
F 64 3 951 3013
www.nzta.govt.nz

9 April 2021

Southland RPTP 21-31 Consultation
By online submission form

Dear Sir/Madam

Waka Kotahi submission on the Southland RPTP 2021-31

Thank you for the opportunity to submit on the Southland RPTP 2021 – 31.

Waka Kotahi has appreciated ongoing discussions with Invercargill City Council staff on general public transport matters and development of the new network. We consider the RPTP is generally fit for purpose given the scale of service and funding. Specific comments are below.

Waka Kotahi does not wish to speak at the hearings.

If you have any questions regarding the contents of this submission, please do not hesitate to contact Anja McAlevey on (03) 955 2950 or anja.mcalevey@nzta.govt.nz

Yours sincerely

Ian Duncan

Acting Director Regional Relationships Canterbury / West Coast / Otago / Southland



Level 2, AA Centre
 450 Moray Place
 PO Box 5245, Moray Place
 Dunedin 9058
 New Zealand
 T 64 3 951 3009
 F 64 3 951 3013
www.nzta.govt.nz

Attachment One: Requested changes to the draft RPTP

Transition to a low carbon fleet. There should be a stronger statement in the RPTP around what the actual plans are for including low or zero emission vehicles in the contract. This is particularly pertinent given the upcoming tender process for a nine-year contract. The RPTP consultation should be a key mechanism for signalling ICC's preferred approach to how this will be factored into the new contract, and for starting that conversation with the community.	P 11, section 4.3 P12, table 4 P 15, Policy 8.3
Section 2.3 covers funding for public transport and states "To date, public transport funding from the National Land Transport Fund has been guided by policy that has required public transport services to achieve a 50% fare box recovery." This section should be updated noting the following: <ul style="list-style-type: none"> The national farebox recovery target was an aggregated national target at the time the policy was introduced, and it did not mean that every Council's PT network had to meet 50 percent farebox recovery. The larger metros covered the bulk of the costs and revenue to the point where small networks were inconsequential to achieving the target. Wake Kotahi is very mindful of funding constraints and the importance of fare revenue to contribute to operating costs in the current operating environment, however 50 percent farebox recovery is no longer a formal target or key strategic driver in itself. This is particularly so for services where access to social opportunities is a key part of the service provision, such as in Invercargill. 	P 6, section 2.3
Second to last item under Medium term is "deliver action plan(s)". Clarify what this is referring to.	P 12, Table 4-1: Action Plan
Provide explanation of how operators will be encouraged to exceed RUB.	P 15, Policy 8.2
Reference should be made to the 2021-31 draft RLTP.	P 1, 5
Reference is made to the draft GPS – "draft" should be removed as 2021 GPS is final.	P 5

From: [Have Your Say at Environment Southland](#)
To:
Subject: Anonymous User completed Submission on the Southland Regional Public Transport Plan 2021-31
Date: Sunday, 11 April 2021 8:57:15 PM

Caution! This message is from an external source. Don't open links or attachments unless they are safe and you trust the sender.

Anonymous User just submitted the survey 'Submission on the Southland Regional Public Transport Plan 2021-31' with the responses below.

Are there other public transport services we should be considering across Invercargill or the wider Southland region?

Yes

Will the proposed changes to Invercargill's bus network meet your needs?

Yes

Are there sufficient Total Mobility services across our network?

Do Sunday

We're looking at ways to reduce the emissions of our public transport. Would you use public transport more if it was environmentally sustainable?

Y

What else could we be doing to encourage more people to use public transport in Southland?

Do it 7days

Do you wish to speak in support of your submission in person?

I do wish to be heard in support of my submission

Full name

Sarah

Email address

From: [Have Your Say at Environment Southland](#)
To:
Subject: Anonymous User completed Submission on the Southland Regional Public Transport Plan 2021-31
Date: Sunday, 11 April 2021 7:30:22 PM

Caution! This message is from an external source. Don't open links or attachments unless they are safe and you trust the sender.

Anonymous User just submitted the survey 'Submission on the Southland Regional Public Transport Plan 2021-31' with the responses below.

Are there other public transport services we should be considering across Invercargill or the wider Southland region?

Very important to have public transport in and out of Invercargill from small towns.

Will the proposed changes to Invercargill's bus network meet your needs?

NA

We're looking at ways to reduce the emissions of our public transport. Would you use public transport more if it was environmentally sustainable?

Yes definitely. It annoys me that I have to take my car to Invercargill for any activities that are unavoidable e.g. taking my mother to see my father in a home, now having to go to a bank etc etc

What else could we be doing to encourage more people to use public transport in Southland?

Provide it

Do you have any other feedback or suggestions?

I cant see the point in trying to cut carbon by using public transport if at the same time we encourage large trucks with rubbish from all round the South Island. Environment Southland HAS to be consistent in reducing carbon or we will all just give up and not try.

Do you wish to speak in support of your submission in person?

I do not wish to be heard in support of my submission

Full name

Diane Kay Andrews

Postal address

Postcode

9720

Phone number (mobile)

Email address

From: [Have Your Say at Environment Southland](#)
To:
Subject: Anonymous User completed Submission on the Southland Regional Public Transport Plan 2021-31
Date: Sunday, 11 April 2021 6:11:49 PM

Anonymous User just submitted the survey 'Submission on the Southland Regional Public Transport Plan 2021-31' with the responses below.

Are there other public transport services we should be considering across Invercargill or the wider Southland region?

As an Early Childhood Teacher, I find excursions very beneficial for our tamariki - we use the public bus to go into town to visit the library and other excursions we often have to hire a bus which does cost those sometimes you can apply for funding to cover the cost. For small group excursions, these are often avoided as hiring a taxi van for a group of 10 children and 2 adults that meets the requirements (eg car seats) can be a hassle. If there was a free/small-fee bus/transport service that ece centres (even schools) could apply to use to remove the transport barrier for excursions/out-the-gate learning this would be very beneficial for tamariki.

Will the proposed changes to Invercargill's bus network meet your needs?

I really like the quick and direct bus route. It's a bit of a shame they don't all go close to Queens Park and make that accessible for all.

Are there sufficient Total Mobility services across our network?

I think so.

We're looking at ways to reduce the emissions of our public transport. Would you use public transport more if it was environmentally sustainable?

Yes.

What else could we be doing to encourage more people to use public transport in Southland?

Bus shelters to wait in incase the weather is terrible.

Do you have any other feedback or suggestions?

No.

Do you wish to speak in support of your submission in person?

I do not wish to be heard in support of my submission

Full name

Amy Mackay

Postcode

9810

Email address

From: [Have Your Say at Environment Southland](#)
To:
Subject: Anonymous User completed Submission on the Southland Regional Public Transport Plan 2021-31
Date: Sunday, 11 April 2021 5:28:19 PM

Anonymous User just submitted the survey 'Submission on the Southland Regional Public Transport Plan 2021-31' with the responses below.

Are there other public transport services we should be considering across Invercargill or the wider Southland region?

Yes. Winton to Invercargill

Will the proposed changes to Invercargill's bus network meet your needs?

NA

Are there sufficient Total Mobility services across our network?

Hope so

We're looking at ways to reduce the emissions of our public transport. Would you use public transport more if it was environmentally sustainable?

If it was available and met my needs

What else could we be doing to encourage more people to use public transport in Southland?

Have it available to use around Southland, not just Invercargill

Do you wish to speak in support of your submission in person?

I do not wish to be heard in support of my submission

Full name

Steph Wilson

Postal address

Postcode

9782

Email address

From: [Have Your Say at Environment Southland](#)
To:
Subject: Anonymous User completed Submission on the Southland Regional Public Transport Plan 2021-31
Date: Sunday, 11 April 2021 5:19:04 PM

Anonymous User just submitted the survey 'Submission on the Southland Regional Public Transport Plan 2021-31' with the responses below.

Are there other public transport services we should be considering across Invercargill or the wider Southland region?

Yes kildare and hargest area

Will the proposed changes to Invercargill's bus network meet your needs?

No nothing in the kildare area of Waikiwi

Are there sufficient Total Mobility services across our network?

Not applicable

We're looking at ways to reduce the emissions of our public transport. Would you use public transport more if it was environmentally sustainable?

No

What else could we be doing to encourage more people to use public transport in Southland?

Have an app instead of a card to load bus fare on to.

Do you wish to speak in support of your submission in person?

I do not wish to be heard in support of my submission

Full name

Angela Marie Gillespie

Postal address

Postcode

9810

Phone number (mobile)

Email address

From: [Have Your Say at Environment Southland](#)
To:
Subject: Anonymous User completed Submission on the Southland Regional Public Transport Plan 2021-31
Date: Sunday, 11 April 2021 5:11:19 PM

Anonymous User just submitted the survey 'Submission on the Southland Regional Public Transport Plan 2021-31' with the responses below.

We're looking at ways to reduce the emissions of our public transport. Would you use public transport more if it was environmentally sustainable?

No that doesn't bother me

What else could we be doing to encourage more people to use public transport in Southland?

Have workplace incentives etc

Do you have any other feedback or suggestions?

We have so many tourists stay at our holiday park. Pre Covid 18000 a year. They always ask about buses to town so they don't have to worry about parking large campervans etc. Most come from places where they are use to public transport. Would be amazing if a route could include the TOP 10 on McIvor Road

Do you wish to speak in support of your submission in person?

I do not wish to be heard in support of my submission

Full name

Laura Todd

Organisation (if applicable)

Postal address

Postcode

9876

Phone number (home)

Email address

From: [Have Your Say at Environment Southland](#)
To:
Subject: Anonymous User completed Submission on the Southland Regional Public Transport Plan 2021-31
Date: Saturday, 10 April 2021 1:11:33 PM

Anonymous User just submitted the survey 'Submission on the Southland Regional Public Transport Plan 2021-31' with the responses below.

Are there other public transport services we should be considering across Invercargill or the wider Southland region?

Would love a train service to other parts of Southland and to Dunedin. Would make it easier to travel and see other places without the use of cars

Will the proposed changes to Invercargill's bus network meet your needs?

Yes.

Are there sufficient Total Mobility services across our network?

I think so, yes

We're looking at ways to reduce the emissions of our public transport. Would you use public transport more if it was environmentally sustainable?

Absolutely. But public transport is a must either way. Some people have no other way to get around

What else could we be doing to encourage more people to use public transport in Southland?

Keep the price low and affordable.

Do you have any other feedback or suggestions?

No

Do you wish to speak in support of your submission in person?

I do not wish to be heard in support of my submission

Full name

Amanda Sumner

Organisation (if applicable)

N/a

Postal address

No Answer

Postcode

No Answer

Phone number (mobile)

No Answer

Email address

From: [Have Your Say at Environment Southland](#)
To:
Subject: Anonymous User completed Submission on the Southland Regional Public Transport Plan 2021-31
Date: Friday, 9 April 2021 10:45:40 AM

Caution! This message is from an external source. Don't open links or attachments unless they are safe and you trust the sender.

Anonymous User just submitted the survey 'Submission on the Southland Regional Public Transport Plan 2021-31' with the responses below.

Are there other public transport services we should be considering across Invercargill or the wider Southland region?

Invercargill to Bluff twice a day at least Invercargill to Otartara at least 4 times a day

Will the proposed changes to Invercargill's bus network meet your needs?

No it will not as I use the bus to travel across town for work, right now I can catch right outside my home on Princes street and get off at Stuart street and get to work, the new proposal means getting up earlier walking to Martin street and leaving child home alone. Also alot of elderly use the bus stop outside my gate they have mobility issues and will now have to walk further to catch a bus not good enough.

We're looking at ways to reduce the emissions of our public transport. Would you use public transport more if it was environmentally sustainable?

Wouldnt change usage as I rely on public transport

What else could we be doing to encourage more people to use public transport in Southland?

Shorten the routes add more routes and buses traveling out of town at same time the other bus is traveling into town, takes around #) mins to get to work and an hour to get home

Do you have any other feedback or suggestions?

Do not remove Princes street from the bus route as this will be hard for myself who uses the bus 5 days a week plus Saturdays occasionally

Do you wish to speak in support of your submission in person?

I do wish to be heard in support of my submission

Full name

Lynese Boyes

Postal address

Postcode

9812

Phone number (home)

Phone number (mobile)

Email address

From: [Have Your Say at Environment Southland](#)
To:
Subject: Anonymous User completed Submission on the Southland Regional Public Transport Plan 2021-31
Date: Monday, 12 April 2021 1:02:51 PM

Anonymous User just submitted the survey 'Submission on the Southland Regional Public Transport Plan 2021-31' with the responses below.

Will the proposed changes to Invercargill's bus network meet your needs?

See below

What else could we be doing to encourage more people to use public transport in Southland?

See below

Do you have any other feedback or suggestions?

Sport Southland has partnered with Waka Kotahi, the Invercargill City and Southland District Council to create an Active Transport Innovator role, with the goal of leading the development, coordination and implementation of an Active Transport programme for councils in Southland. The Active Transport Innovator is working closely with councils, Waka Kotahi/NZTA, other key stakeholders and the wider community to co-design and develop locally relevant solutions to increase active transport across the region. The development of effective active transport links is a key aspect of an effective public transport system. Developing a strong understanding of how the community gets to and accesses public transport links and what barriers may exist – busy roads, poor footpaths, badly lit areas etc – is vital to ensuring public transport is an attractive and relevant option. The relationship between active transport and public transport is symbiotic. New public transport routes could support our community to be more active, creating opportunities to access play, active recreation and sport facilities (Sandy Point, Oreti Beach, Queens Park etc). Bullet services from SDC towns including Winton, Mataura and Riverton could also promote more active travel. The first point of the principles in section 1.1 states that stakeholders should work in collaboration to deliver public transport services and infrastructure to meet the needs of passengers (paraphrased). A systems approach would include understanding how the community engages or gets to public transport and where they go after they reach their destination to identify potential passengers. This is further acknowledged in section 4.4 which goes on to say services that do not meet the needs of the community or a poor-quality experience are unlikely to be supported (paraphrased). Bike stands (preferably covered) at bus stops have the potential to increase usership by accommodating those using cycles as part of their journey.

Do you wish to speak in support of your submission in person?

I do not wish to be heard in support of my submission

Full name

Nathan Burdon

Organisation (if applicable)

Postal address

Postcode

9810

Phone number (home)

Phone number (mobile)

Email address

From: [Have Your Say at Environment Southland](#)
To:
Subject: Anonymous User completed Submission on the Southland Regional Public Transport Plan 2021-31
Date: Monday, 12 April 2021 1:54:24 PM

Anonymous User just submitted the survey 'Submission on the Southland Regional Public Transport Plan 2021-31' with the responses below.

Are there other public transport services we should be considering across Invercargill or the wider Southland region?

I think there would be value in a Sunday bus service possibly just targeted at the Glengarry to Kingswell route or even a partial route from the city centre to Glengarry. This would help to support events such as the Farmers Market, as well as provide easy access to the stadium for any scheduled events and to Transport World. It could also be promoted as a tourist service to help them get from the city to these locations of interest.

Will the proposed changes to Invercargill's bus network meet your needs?

No. Studies indicate that for people to consider public transport as an alternative there needs to be a service at least every 15 minutes. The current schedule of off-peak every 60 minutes if I think that I could be waiting up to 60 minutes then I know I could walk to the destination faster. As it stands I see the schedule is of value to people who need to use the bus and will plan accordingly, for casual passengers it would generally not be seen as a viable option. I understand that Invercargill may not yet have the population to support these additional trips in the schedule, but it should be something to aim for in the future. I am happy with the proposed new routes as they would meet my needs if I was to travel by bus.

Are there sufficient Total Mobility services across our network?

No Answer

We're looking at ways to reduce the emissions of our public transport. Would you use public transport more if it was environmentally sustainable?

I would be very supportive towards the reduction of emissions and would personally happily pay a higher fare to support this, but until there is a more frequent service I will be unlikely to use the network.

What else could we be doing to encourage more people to use public transport in Southland?

It is really around the schedule - from studies that I have seen (and my own experience) the tipping point is 15 minutes. Once you can offer a schedule which guarantees a service every 15 minutes you start to see people see the bus as a viable transport option.

Do you have any other feedback or suggestions?

It would be good to have an easy way for tourists to get around the city. There could be

options to have hotels have special bee cards that they could provide (on demand), and maybe a flier stating what places of interest are available as part of each bus route.

Do you wish to speak in support of your submission in person?

I do not wish to be heard in support of my submission

Full name

Kalev Aaron Vaigro

Postal address

Postcode

9810

Phone number (home)

No Answer

Phone number (mobile)

Email address

From: [Have Your Say at Environment Southland](#)
To:
Subject: Anonymous User completed Submission on the Southland Regional Public Transport Plan 2021-31
Date: Sunday, 11 April 2021 2:52:19 PM

Anonymous User just submitted the survey 'Submission on the Southland Regional Public Transport Plan 2021-31' with the responses below.

Are there other public transport services we should be considering across Invercargill or the wider Southland region?

Yes, the Winton-Invercargill service. When the service was stopped at the end of 2019, there was no consultation or survey of users of the Winton community to find out what the needs were, or what the barriers to uptake were. While the RPTP makes plans within the next 1-3 years to "have wider conversations with Southland residents... about community transport needs", conversations prior to drafting of the Plan would have been helpful. It's potentially a long time to wait to potentially regain public transport options again.

We're looking at ways to reduce the emissions of our public transport. Would you use public transport more if it was environmentally sustainable?

Yes, definitely - it was a key reason why I took the Winton-Invercargill bus when it was running.

What else could we be doing to encourage more people to use public transport in Southland?

In the case of the Winton-Invercargill service, a limitation for some people was that it only ran once each way, limiting the amount of customers depending on their schedule. More services, even if it's a smaller bus being run more frequently, could make it more accessible to more people.

Do you have any other feedback or suggestions?

Accessing public transport also has social benefits for the community. In the case of the Winton-Invercargill service that was running until recently, there were many examples of how the service was improving wellbeing: one retired woman in her 80s used the bus service to volunteer at the ICC Library and connect with people (reducing social isolation); one teenager was able to use it to receive specialised care and education in Invercargill during the day, meaning his parents did not have to make the drive in each day and which granted him some increased independence, and; one middle age man with learning needs was able to gain qualifications at an Invercargill education provider which was his second-chance in life. Additionally, the bus service was a way for people to connect with others in their community that they wouldn't otherwise have the opportunity to. When the Winton-Invercargill service stopped, the elected councillor suggested that people could carpool as an alternative. I don't think this is a viable or suitable substitute for everyone for a myriad of reasons. If a service is stopped in the future, I think there needs to be clearer communication in advance about why, or even better, asking people through a survey or consultation about what their needs are and exploring alternative options before a decision is made.

Do you wish to speak in support of your submission in person?

I do not wish to be heard in support of my submission

Full name

Elizabeth Mary Frampton

Postal address

Postcode

9782

Phone number (mobile)

Email address



Submission Form

Draft Southland Regional Public Transport Plan 2021 - 2031

Full name of submitter

Kobi Gooderson

Name of organisation (if applicable)

Book Nguyen Van dub

Postcode

.....
.....
.....

Postcode

9812

Telephone

Email

Do you wish to speak in support of your submission in person?

Yes

No

Signature of submitter _____

Date *08/04/21*

Note: If you wish to be heard, please ensure you provide contact information including a phone number, so we can schedule a suitable time. Hearing locations and dates have yet to be confirmed.

All submissions are made available for public inspection

Please note: Upon request, we are legally required to make all written or electronic submissions available to the public, including the name and address of the submitter, subject to the provisions of the Local Government Official Information and Meetings Act 1987. If you consider there are compelling reasons why your contact details and/or submission should be kept confidential, you should contact us on 0800 76 88 45.

We would like to know:

1. Are there other public transport services we should be considering across Invercargill or the wider Southland region?
2. Will the proposed changes to Invercargill's bus network meet your needs?
3. Are there sufficient Total Mobility services across our network?
4. We're looking at ways to reduce the emissions of our public transport. Would you use public transport more if it was environmentally sustainable?
5. What else could we be doing to encourage more people to use public transport in Southland?
6. Do you have any other feedback or suggestions?

My submission is:

In our opinion trains would be pretty swag for the entire Southland Region. Invercargill's new bus network changes do meet all our needs and we do not want anything changed. The Boon Nguyen Fan Club thinks there are insufficient number of mobility services, and we would like more services out of the Invercargill area. We don't use public transport because we would rather walk or bike to get fit not fat. You could play cartoons on the TV's on the bus and give out free rides. I reckon instead of buses we get free Lamborghini taxis.

If you have additional sheets, please print and post with this submission.

Submissions must be received by **5pm, Monday 12 April 2021.**

Send to:

Public Transport Plan
Environment Southland
Private Bag 90116
Invercargill
Email: policy@es.govt.nz

Need help?

Call us on 0800 76 88 45 or email russell.hawkes@es.govt.nz



-6 ÷ 3 =

Submission Form

Draft Southland Regional Public Transport Plan 2021 - 2031

Full name of submitter

Inigo Catu

Name of organisation (if applicable)

[Redacted]

Postal address

[Redacted]

[Redacted]

Postcode

Telephone

Email

Do you wish to speak in support of your submission in person? Yes No

Signature of submitter

Date 7 April 2021

Note: If you wish to be heard, please ensure you provide contact information including a phone number, so we can schedule a suitable time. Hearing locations and dates have yet to be confirmed.

ENVIRONMENT SOUTHLAND

All submissions are made available for public inspection

Please note: Upon request, we are legally required to make all written or electronic submissions available to the public, including the name and address of the submitter, subject to the provisions of the Local Government Official Information and Meetings Act 1987. If you consider there are compelling reasons why your contact details and/or submission should be kept confidential, you should contact us on 0800 76 88 45.

We would like to know:

1. Are there other public transport services we should be considering across Invercargill or the wider Southland region?
2. Will the proposed changes to Invercargill's bus network meet your needs?
3. Are there sufficient Total Mobility services across our network?
4. We're looking at ways to reduce the emissions of our public transport. Would you use public transport more if it was environmentally sustainable?
5. What else could we be doing to encourage more people to use public transport in Southland?
6. Do you have any other feedback or suggestions?

My submission is:

Its good I like getting on bus home.

You are doing something wrong people who usually take buses to work and changing the routes will make it really hard for people who take buses there. for example elderly people will have to be forced to wait and how about people with disabilities your forcing them to wait although it's more efficient and faster

But whats the point a bus is
supposed to pick up people not
leave them without a bus & just so its
quicker for you.

If you have additional sheets, please print and post with this submission.

Submissions must be received by **5pm, Monday 12 April 2021.**

Send to:

Public Transport Plan
Environment Southland
Private Bag 90116
Invercargill
Email: policy@es.govt.nz

Need help?

Call us on 0800 76 88 45 or email russell.hawkes@es.govt.nz



Submission Form

Draft Southland Regional Public Transport Plan 2021 - 2031

Full name of submitter

..... Sayton Craigie

Name of organisation (if applicable)

.....

Postal address

..... 11111111

.....

Postcode 9812

Telephone 02

Email [handwritten email]

Do you wish to speak in support of your submission in person? Yes No

Signature of submitter _____

Date 8/4/21

Note: If you wish to be heard, please ensure you provide contact information including a phone number, so we can schedule a suitable time. Hearing locations and dates have yet to be confirmed.

All submissions are made available for public inspection

Please note: Upon request, we are legally required to make all written or electronic submissions available to the public, including the name and address of the submitter, subject to the provisions of the Local Government Official Information and Meetings Act 1987. If you consider there are compelling reasons why your contact details and/or submission should be kept confidential, you should contact us on 0800 76 88 45.

We would like to know:

1. Are there other public transport services we should be considering across Invercargill or the wider Southland region?
2. Will the proposed changes to Invercargill's bus network meet your needs?
3. Are there sufficient Total Mobility services across our network?
4. We're looking at ways to reduce the emissions of our public transport. Would you use public transport more if it was environmentally sustainable?
5. What else could we be doing to encourage more people to use public transport in Southland?
6. Do you have any other feedback or suggestions?

My submission is:

1. although trains were abandoned here, I think trains should be a good idea for them to be re-introduced which has a route from Gore - ~~Bluff~~ Bluff to travel thru most southland towns and on SH6 a train should be implemented from Invercargill - Queenstown.

2. NO! the 'Winsor Comet' is cutting most of the important areas in Winsor. same thing goes for 'Kew Connection' so you are cutting off quite a few roads that have elderly or roads that may have disability ppl

that use the road

3. That ties into NO2 gets say you cut OE winson, and there are people who cant walk down to the nearest bus stop, where does that leave them?

A. Yes I would if the busses were electric, as long as its semi-elec and if they were more sustainable, yes I would use it.

5. More advertisements around town that will lead people to say that "Oh gee that ad sure wants to make me use the bus more" such as more ads or more publicity around the ads or the busses themselves.

6. No I don't I think I made the point clear, just please consider this.

Regards
Santon-Craigie.

If you have additional sheets, please print and post with this submission.

Submissions must be received by **5pm, Monday 12 April 2021.**

Send to:

Public Transport Plan
Environment Southland
Private Bag 90116
Invercargill
Email: policy@es.govt.nz

Need help?

Call us on 0800 76 88 45 or email russell.hawkes@es.govt.nz



14 Captain Roberts Road,
P O Box 1, Te Anau, 9640
Telephone (03) 249-7816
Fax No. (03) 249-7817

opsadminstaff@realjourneys.co.nz
www.realjourneys.co.nz

SUBMISSION FORM

To: Draft Southland RPTP consultation
Environment Southland
Private Bag 90116

Email: policy@es.govt.nz

Contact Details of Submitter:

Name: Real Journeys Limited
Attention: Fiona Black

Address P O Box 1
Te Anau 9640

Phone: (03) 249-9033

E-mail: fblack@realjourneys.co.nz

1. Real Journeys Background:

- (a) Real Journeys Limited has been operating Queenstown for 65 years. In the 1954 Les and Olive Hutchins began operating the Manapouri-Doubtful Sound Tourist Company, running four-day excursions which included a Lake Manapouri cruise, a trek over the Wilmot Pass to accommodation at Deep Cove, and a cruise on Doubtful Sound. In 1966 Les and Olive acquired Fiordland Travel Ltd., with its Te Anau Glow-worm Caves and Milford Track Lake Transport operation and began trading as Fiordland Travel Limited. Ongoing expansion followed with the purchase of the vintage steamship "TSS Earnslaw" in Queenstown in 1969 and with the establishment of cruises in Milford Sound in 1970.
- (b) Since 2002 Fiordland Travel Ltd has operated all of its tourism excursions under the 'Real Journeys' brand; in 2004 Stewart Island Experience was established; and in 2006 the company changed its name to Real Journeys Limited. Real Journeys Limited now has operational bases in Milford Sound, Te Anau, Manapouri, Queenstown, Bluff and Stewart Island. The company offers a range of quality tourism excursions including: multiday Discovery Expeditions around the southern fiords and Stewart Island; day time and overnight cruises on Milford Sound and Doubtful Sound (with daily coach connections from Te Anau and Queenstown); Te Anau Glow-worm Caves excursions; guided Milford Track day walks; Stewart Island ferries, tours and accommodation on Stewart Island; in Queenstown,

cruises on Lake Wakatipu aboard the “TSS Earnslaw” combined with Walter Peak High Country Farm excursions and dining options at the Colonel’s Homestead. Nonetheless Real Journeys like the rest of the tourism sector has been heavily impacted by COVID-19 and our product offerings have been curtailed and staff numbers cut.

- (c) In 2018 Real Journeys was restructured to be a wholly owned subsidiary of the Wayfare Group along with Go Orange, Cardrona Alpine Resort and Christchurch International Antarctic Centre. It is the largest tourism operator in the region and has a well-earned reputation for providing high quality excursions enjoyed by visitors from around the world. Real Journeys ongoing staff training and a strong commitment for quality service, help maintain the company’s reputation for hospitality, service and safety.
- (d) In terms of current context, COVID-19 has severely impacted on Real Journeys and Go Orange. Both businesses have been combined into one operation to reduce overheads. Across both businesses our product offerings have been reduced and staff numbers have halved.

2. Real Journeys Submission on Southland Regional Public Transport Plan (RPTP) 2021-31 (Draft) is as follows:

Point #	Page #	Section	Comment
(a)		General comments	<p>We contend the ongoing implications of COVID-19 are not addressed in the draft RPTP; moreover it will take some time to figure out what these implications are. For instance, at present, domestic visitors are very reluctant to travel in coaches; Real Journeys is only operating one coach ex Queenstown to / from Milford Sound each day (instead of the up to 10 coaches per day per COVID-19) and for the majority of the summer we have only averaged about 12 passenger per day on this one coach. That is, the vast majority of visitors to the region, prefer to self-drive to enable their travelling party to remain in their own travel ‘bubble’.</p> <p>Accordingly, we would advocate for the Regional Council to undertake research into the likely behaviours regarding use of public transport in this post COVID-19 era, to better inform the land transport planning process. Crowding avoidance actions are likely to be ongoing for those vulnerable to viral infections such as the immune compromised and the 60 plus age group; the very sectors that can be expected to need to use public transport.</p> <p>This preference to travel in private vehicles to preserve ‘travel bubbles’ also has the potential to undermine many of the country’s strategic directions such as New Zealand Energy Efficiency and Conservation Strategy (2017–2022); Climate Change Response (Zero Carbon) Amendment Act (2019); Keeping Cities Moving; and Regional Policy Statements.</p>

(b)	16 & 19	Ensuring Access to Essential Goods and Services (objective 1&2)	<p>There is little in the draft RTP that actually addresses the lack of public transport services connecting Southland's widely dispersed communities to main centres. Hence improving access for all to essential services such as Southland's primary care hospital and key agencies such as Ministry of Social Development, ACC and Ministry of Justice (High Court), and Southland's only Tertiary level education provider.</p> <p>For instance currently there are no public transport options to travel ex Te Anau to Invercargill and return for the likes of hospital specialist appointments.</p> <p>This isolation of outlining townships becomes even more pronounced in winter, when commercially operated services are suspended; such as Tracknet bus services and we reduce our Stewart Island Ferry service timetable to adjust to visitor demand.</p>
(c)	19	Policy 2.2 Investigate the feasibility, cost and funding options for the provision of services to connect communities in the wider region	<p>Foveaux Strait Ferries provides a vital link to Rakiura. This was demonstrated during 2020 COVID-19 Alert Level four lockdown, when this service was required to operate to keep the Island supplied; despite running this service at a loss and not receiving Government assistance even though air freight services were supported by Government funding during 'lockdown'.</p> <p>Specifically, Real Journeys requests that RTP provides for a NZTA / Regional Council subsidy to support the operation Foveaux Strait Ferries. During the:</p> <ul style="list-style-type: none"> ➤ GFC; ➤ the recovery phase after the GFC; ➤ the 2020 COVID-19 Alert Level four lockdown; and ➤ the winter months <p>Stewart Island Experience Foveaux Strait ferries remain financially unviable. Usually, Real Journeys tourism income from other locations such as Milford Sound, prop up the Foveaux Strait ferries. However in this post COVID-19 environment, with no international tourists, Real Journeys has very little income from the tourism to maintain the Foveaux Strait Ferry service. Specifically it is uneconomic to operate the Foveaux Strait Ferries each winter, however we do offer a reduced schedule to ensure that local residents have options to transfer freight and travel to and from the Island.</p> <p>Particularly, Real Journeys will be looking for additional funding to support the operation Stewart Island Ferries annually during the winter months (from May to September) or if we move up COVID-19 Alert Levels resulting in constraints the number of passengers that can be carried. With respect to an annual winter subsidy, this would allow Real Journeys to commit regular two return sailings per day to promote business activity on the Island and provide regular ferry schedules for Rakiura residents.</p>

Real Journeys does not wish to be heard in support of this submission.

(Signature)
Fiona Black

28 /03/2021
(Date)



Submission Form

Draft Southland Regional Public Transport Plan 2021 - 2031

Full name of submitter

Johann Emmanuel Cessada Toranzo

Name of organisation (if applicable)

.....

Postal address

.....

Postcode

9812

Telephone

.....

Email

.....

you wish to speak in support of your submission in person?

Yes

No

Signature of submitter

.....

Date

8/4/21

Note: If you wish to be heard, please ensure you provide contact information including a phone number, so we can schedule a suitable time. Hearing locations and dates have yet to be confirmed.

If you have additional sheets, please print and post with this submission.

Submissions must be received by **5pm, Monday 12 April 2021.**

Send to:

Public Transport Plan
Environment Southland
Private Bag 90116
Invercargill
Email: policy@es.govt.nz

Need help?

Call us on 0800 76 88 45 or email russell.hawkes@es.govt.nz

**Public Health South**

Dunedin: Private Bag 1921, Dunedin 9054
Ph: 03 476 9800 Fax: 03 476 9858

Invercargill: PO Box 1601, Invercargill 9840
Ph: 03 211 8500 Fax: 03 214 9070

Queenstown: PO Box 2180, Wakatipu, Queenstown 9349
Ph: 03 450 9156 Fax: 03 450 9169

SUBMISSION ON THE SOUTHLAND REGIONAL PUBLIC TRANSPORT PLAN 2021-2031

To: Environment Southland

Details of Submitter: The Southern District Health Board

Address for Service: Public Health South
Southern District Health Board
23 Forth Street
PO Box 1601
Invercargill 9810

Contact Person: Julz Orr

Our Reference: 30Mar21

Date: 30 March 2021

Introduction

The Southern District Health Board (Southern DHB) presents this submission through its public health service, Public Health South. Southern DHB delivers health services to a population of 335,990 and has responsibility under the New Zealand Public Health and Disability Act 2000 to improve, promote and protect the health of people and communities. It seeks to promote equity and to reduce adverse social and environmental effects on the wellbeing of people and communities.

Public Health South (PHS) appreciates the opportunity to comment on the Southland Regional Public Transport Plan 2021-2031. PHS supports the prioritisation of active and public transport. We commend Environment Southland for identifying the vulnerable population in small settlements, diverse communities and rural areas when circumstances mean transport disadvantage can exist (p10). We also commend Environment Southland (ES) and Invercargill City Council (ICC) for considering community need in adjusting the public transport system for Invercargill. It is important to ensure that people with limited mobility/disabilities/older people provide feedback around usability and accessibility of public transport. Transport disadvantage can also impact on high deprivation populations in urban areas.

Specific Comments:**Southland Public Transport System**Fare Structure/Value for (& Equity)

PHS commends considering different population groups when deciding to simplify the fare schemes on the new Invercargill Bus Network. Some groups, such as older adults may be less likely to use smart phones or credit cards so various methods of payment ensure they are inclusive and serve all users. Improvement to the convenience of service, through higher frequencies of service at peak times, and more direct services may assist to reduce inequity for people in high deprivation communities.

New network

PHS agrees that access is vital for the vulnerable members of Southland's communities and the transport disadvantaged (p11). The design principles and route of the new Invercargill bus network (p7) provide more direct services to support access for users. This network needs to be supported by infrastructure such as shelter and seating to enable those with limited mobility to reach and return from their destination comfortably.

Regional PoliciesEnsuring Access to Essential Goods and Services

Good public transport is a public health priority as it enables increased accessibility to goods and services for high deprivation populations, promotes physical activity (either side of the ride) and also has sustainable benefits for the environment. Regional and local public transport encourages a shift away from car use to a different (often more active) travel mode and provides access and service to those without private transport, limited mobility or vulnerable populations groups.

Environmental Priorities (Sustainable Transport)

PHS supports councils working with operators to improve the bus fleet for reduced emissions moving to a low-carbon transport system. Promoting and facilitating low-carbon transport such as walking, cycling, and public transport can increase physical activity levels, and therefore can have a positive contribution to lowering the incidence of heart disease, cancer, obesity, musculoskeletal disease, Type 2 diabetes, and some mental health conditions.¹ Improving mobility for population groups who have less access to private vehicles enhances health equity.

General Comments:Active transport

Public Health recommends that the plan also encourages Councils to improve pedestrian and cycling infrastructure (e.g. footpaths, cycle lanes, and bike racks) around the district. Conversations encouraging commuters to start using public transport could also concurrently support these other modes of active and sustainable transport. With aging populations projected to grow, pedestrian and walkable environments should be accessible and prioritised. This infrastructure will enable those with push chairs or mobility scooters ease of mobility, while cycling infrastructure will increase these environmentally sustainable and active modes of transport.

Infrastructure recommendations for Councils could include:

- Increasing the number of pedestrian crossings (e.g. zebra crossings rather than courtesy crossings).
- Ensuring footpaths are safe and accessible.
- Promoting safe and connected cycling networks.

¹ Organization, W. H., Hosking, J., Mudu, P., Fletcher, E. & Others. Health co-benefits of climate change mitigation: transport sector. (World Health Organization, 2011).

Changing community needs

An emerging issue post-Covid 19 lockdown is the closure of suburb and rural banking services - this has affected Invercargill and a few urban centres in Southland. Some population groups such as older adults may be less likely to access internet banking. Easy cross-town transport networks in Invercargill will help support access to services such as face-to-face banking. This may also require consideration of infrastructure (e.g. placement of bus stops, streetscapes) to allow those with limited mobility to use public transport easily. Service centralisation is also a consideration in the emerging needs of vulnerable populations in rural areas. Contingency planning for such emerging issues may need to be considered in the Southland Regional Public Transport action plan significance policy (Appendix A), for example, to expedite regional transport links between Invercargill/Gore and smaller settlements.

Public Health South appreciates the opportunity to comment on Southland Regional Public Transport Plan 2021-31 – (Draft) and that our public health perspective can assist in the finalisation of this Plan.

We do not wish to be heard regarding this submission.

Yours sincerely

Julz Orr
Health Promotion Advisor

From: [Have Your Say at Environment Southland](#)
To:
Subject: Anonymous User completed Submission on the Southland Regional Public Transport Plan 2021-31
Date: Friday, 2 April 2021 1:33:57 PM

Caution! This message is from an external source. Don't open links or attachments unless they are safe and you trust the sender.

Anonymous User just submitted the survey 'Submission on the Southland Regional Public Transport Plan 2021-31' with the responses below.

Are there other public transport services we should be considering across Invercargill or the wider Southland region?

invercargill airport to town or other parts of city

Will the proposed changes to Invercargill's bus network meet your needs?

No

Are there sufficient Total Mobility services across our network?

No

We're looking at ways to reduce the emissions of our public transport. Would you use public transport more if it was environmentally sustainable?

No

What else could we be doing to encourage more people to use public transport in Southland?

Cover more area and more buses on routes

Do you wish to speak in support of your submission in person?

I do not wish to be heard in support of my submission

Full name

Duan Zhao

Postal address

Postcode

9876

Phone number (home)

Phone number (mobile)

Email address



Submission Form

Draft Southland Regional Public Transport Plan 2021 - 2031

Full name of submitter

EDNA & HARRY WEEDON

Name of organisation (if applicable)

.....

Postal address

1111 1111 1111

.....

.....

Postcode 9812

Telephone 03 222 2222

Email edna@weedon.co.nz

Do you wish to speak in support of your submission in person? Yes No

Signature of submitter

Date 12 APRIL 2021

Note: If you wish to be heard, please ensure you provide contact information including a phone number, so we can schedule a suitable time. Hearing locations and dates have yet to be confirmed.

All submissions are made available for public inspection

Please note: Upon request, we are legally required to make all written or electronic submissions available to the public, including the name and address of the submitter, subject to the provisions of the Local Government Official Information and Meetings Act 1987. If you consider there are compelling reasons why your contact details and/or submission should be kept confidential, you should contact us on 0800 76 88 45.

We would like to know:

1. Are there other public transport services we should be considering across Invercargill or the wider Southland region?
2. Will the proposed changes to Invercargill's bus network meet your needs?
3. Are there sufficient Total Mobility services across our network?
4. We're looking at ways to reduce the emissions of our public transport. Would you use public transport more if it was environmentally sustainable?
5. What else could we be doing to encourage more people to use public transport in Southland?
6. Do you have any other feedback or suggestions?

My submission is:

2) No the proposed changes to Invercargill's bus network will not meet my needs. See attached document

4) Yes

5) Publicise timetables and charge affordable fares

6) Provide shelter at ALL bus stops. Encourage all Council staff to use public transport. This may assist in

a greater and better understanding of
the efficacy of this "new" transport
proposal.



If you have additional sheets, please print and post with this submission.

Submissions must be received by **5pm, Monday 12 April 2021**.

Send to:

Public Transport Plan
Environment Southland
Private Bag 90116
Invercargill
Email: policy@es.govt.nz

Need help?

Call us on 0800 76 88 45 or email russell.hawkes@es.govt.nz

The proposed Invercargill Bus Network is beyond my comprehension. Without knowing along which streets buses will travel, I am at a loss as to how I am expected to ascertain the closest bus stop at which I can catch, and alight from, a bus. I live towards the western end of Moulson Street, an area which is currently catered for by a bus stop at Dyson Street/ Tramway Road. It appears that the western section of Tramway Road will no longer figure in the delivery of a bus service.

One of my biggest fears and concerns is falling and breaking a leg, hip or arm as I try to negotiate icy poorly-maintained footpaths during winter, while endeavouring to catch a bus in my bid to maintain my weekly group fitness morning sessions at the YMCA gym. As best I can judge with the inadequate route map provided, I will have to make my way to either Brown Street (blue route), or walk even further in a southerly direction to catch a bus on some obscure street on the green route.

This is certainly not user-friendly for the elderly, mothers pushing prams, or the injured and handicapped.

My email request for a legible map, sent to Environment Southland on 26 March, has not been answered.

I query the experience and full community knowledge of those who have drafted the "new" bus routes plan. Please tell me how this "new" service will adequately serve Invercargill's non-driving community.

4/10/2021

Gmail - Proposed new transport system for Invercargill and Southland

Edna Weedon <

>

Proposed new transport system for Invercargill and Southland

1 message

Edna Weedon

26 March 2021 at 17:00

To: service@es.govt.nz

Hello

I have been looking at the draft plan and maps for a new transport system in Invercargill and Southland, and am finding it impossible to read the street names on the maps of the proposed bus routes.

Would it be possible to obtain, via email, a readable copy, please?

Thanks so much

Edna Weedon