



DCC Annual Plan Submission

2023 - 24

Mosgiel Taieri Community Board

Submission to: DCC Annual Plan 2023-24
Submitted by: The Mosgiel Taieri Community Board
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Kia Ora

Thank you for this opportunity to make a submission on behalf of the Mosgiel Taieri Community to the DCC Annual Plan 2023 – 24.

We would ask to speak to this submission.

These issues have been identified as key concerns for the Mosgiel Taieri community drawn from the results of community engagement events and meetings undertaken by Board members.

Heavy Transport on Gordon Road / SH 87 By Pass / Additional entry into Mosgiel.



This Fulton Hogan truck weighs 53 tonnes loaded and is an H rated vehicle. It is pictured at the intersection of Gordon Road and Factory Road in February of 2023. This truck travels up and down Gordon Road eight or nine times every day carting sand from Mt Allen to Fairfield. As an H rated truck the operator is required to travel on SH 87 right through the heart of Mosgiel. Using this route through Mosgiel means that this truck encounters four sets of traffic lights, five pedestrian crossings, passes 317 residential homes, disturbs 41 retail businesses which shake as it rumbles past, passes five motels, two schools, one elderly care facility, a brand new swimming pool and a funeral home. Eight or nine times every day!

Fulton Hogan are aware of a recent incident where a 10 year old girl on her way to school crossed the road between the truck and the trailer while the truck was waiting at an intersection.

This truck is just one of many that use SH 87 through the heart of Mosgiel every day. Increasing volumes of stock trucks originating from the Maniototo, fully laden logging trucks, fertiliser trucks and massive freight trucks all participate every day in a terrifying game of roulette with the citizens of Mosgiel going about their normal business. Every day hundreds of primary and secondary school students are forced to cross SH 87 to get to school and back home again. The elderly hurry across the pedestrian crossings trying not to inconvenience the truck drivers by impeding their progress through Mosgiel.

The continuation of heavy transport on SH 87 Gordon Road through the heart of Mosgiel has multiple negative impacts on the Mosgiel Taieri community.

- **Safety.** The trucks are a serious safety issue which is already recognised, but which particularly endangers children and the elderly who should be able to use the heart of Mosgiel without fear.
- **Community.** The trucks destroy what should be a vibrant main street. This dissuades businesses from setting up and dissuades the community from using the main street. During recent community meetings several elderly citizens spoke of being unwilling to park in the main street for fear of having their car door support removed by a truck. A middle-aged man told the Board that every day he wonders if this will be the day that his elderly mother gets cleaned up crossing the road to catch the bus. This is unacceptable.
- **Environmental.** The trucks are forced to stop and start multiple times as they progress along Gordon Road with four sets of traffic lights and five pedestrian crossings. These trucks are up to 60 tonnes in weight, emitting noise and belching fumes as they accelerate from a stand-still and then brake again multiple times over this relatively short distance.

The continuation of heavy transport on SH 87 Gordon Road is clearly contrary to Waka Kotahi's "Road to Zero" policy and the DCC's "Carbon Zero" goals. It also lays waste to the DCC's community wellness ambitions and business support efforts for Mosgiel.

The DCC and every councillor should consider if 60 tonne stock trucks laden with cattle travelling up George Street and through the Octagon every 15 minutes would be acceptable, and the impact that would have on the community and businesses in Dunedin City. Can Mr Weatherall contemplate selling a 5 carat VVS1 Diamond Ring to a well to do lady with a truck full of cows idling outside his front door? Can DCC staff contemplate sitting in the Octagon eating their lunch watching a procession of trucks roll past emitting diesel fumes, dust and noise to add to their tofu salad? It is hard to imagine, yet somehow exactly this scenario is acceptable in Mosgiel, and has been for decades.

In 2003, the removal of trucks from the main street of Mosgiel was the DCC's number 2 priority.

Ten years later in 2013 the **Dunedin City Integrated Transport Strategy** states that an upgrade of the Mosgiel Town Centre is a priority to improve the safety and accessibility for vulnerable users. The Mosgiel Taieri Community Board notes that every other priority listed in the 2013 DCC's Integrated Transport Strategy has been enacted, but despite being labelled a high priority in 2013 nothing has been done about Mosgiel, absolutely nothing!

This passage is directly from the 2013 Dunedin City Integrated Transport Strategy:

MC. Mosgiel centre safety and accessibility upgrade. The need to significantly improve the safety and accessibility of the Mosgiel town centre has also ranked as a high priority for this Strategy. The key challenge in Mosgiel is to manage traffic and freight demands in a way that enables improvement of the amenity and safety within the Mosgiel town centre, particularly for vulnerable users, to ensure the vitality of the centre. Providing for vulnerable users is particularly important in Mosgiel as there is a high proportion of elderly residents and young people, who are especially dependent on good pedestrian and cycling facilities and high levels of access for those with mobility-impairments. Existing safety issues in Mosgiel have also led to its identification as a high priority. (DCC Integrated Transport Strategy 2013)

That was in 2013, it is now 2023.

There are clear and obvious options to remove heavy transport from the main street of Mosgiel. The Mosgiel Taieri Community Board submits that the DCC should stop putting this issue in the "too hard" basket where it has languished for more than twenty years, and commence the process to establish a heavy transport by pass for Gordon Road without further delay.

This is the Number 1 New Priority in the Mosgiel Taieri Community Plan 2023-24.

The extension of the Clutha Gold Cycle Trail from Waihola to Outram and Mosgiel.

The Mosgiel Taieri Community Board supports the establishment of an off road trail as proposed by the Taieri Trails Group. This trail will join with the recently completed Clutha Gold Trail at Waihola, linking through to Outram, on to Mosgiel, and ultimately on to Dunedin via the planned Tunnel Trail cycle link.

The Taieri Trails Group commissioned Hamish Seaton to produce a feasibility study for the trail which has been completed but not yet presented.

If successfully established this cycle trail will bring immense benefit to the Taieri from the economic activity fuelled by ever increasing numbers of cycle tourists. Equally important is the low cost, low carbon community recreation amenity created, especially by the link between Mosgiel and Outram. This part of the trail which will be an easy, flat, manageable section. will provide a genuine commuting option between Mosgiel and Outram for all ages. Mosgiel people will be able to access Outram and Outram Glen by cycle, while Outram people will be able to access Te Puna o Whakaehu and Taieri College by cycle.

Similarly the planned Tunnel Trail linking Mosgiel to Dunedin will be an invaluable tourist and recreational trail which also offers a genuine zero carbon commuting option between the two centres. The Mosgiel Taieri Community Board applauds the DCC's decision to support the Tunnel Trail and ask that this project be pushed on without delay. The repurposing of two historic rail tunnels to provide a safe, usable walking and cycling link between Mosgiel and Dunedin creates an exciting new option for accessing our community from Dunedin.

The establishment of the Waihola to Mosgiel off-road cycle trail, in conjunction with the Tunnel trail on to Dunedin contributes to many DCC goals including economic development, community wellness ambitions, all age recreational options, Net Zero Carbon goals and alternative transport goals.

The Mosgiel Taieri Community Board submits that the DCC should support the Taieri Trails Group fully in the establishment of this trail for the reasons above, and push on with the construction of the Tunnel Trail between Mosgiel and Dunedin without delay.

This is the number 4 New Priority in the Mosgiel Taieri Community Plan 2023-24.

The economic case for the conversion of the Taieri Gorge Rail Corridor into an extension of the Central Otago Rail Trail.

The recent DCC report on the future of Dunedin Railways is also completely devoid of an economic business case for the expenditure of tens of millions of unbudgeted ratepayers' money, rumoured to be as much as \$25 Million dollars, on restoring the Taieri Gorge rail infrastructure. The expenditure of this ratepayer's money on a perpetually loss-making venture equates to hard working Dunedin ratepayers being asked to subsidise cruise ship passengers to go for a train ride. Those same ratepayers might be struggling to make ends meet and may not be able to afford to take their own family on the train, yet they will be subsidising visitors to do so. This is a social injustice.

Dunedin Railways has, over decades, run the Taieri Gorge assets into the ground. The beautiful historic carriages are no longer used because there is no revenue to maintain them or make them safe. The train stopped going to Middlemarch years ago because there is no revenue to maintain that part of the line. The train has now stopped going to Pukerangi and terminates at Hindon because there is no revenue to perform essential repairs on that part of the line, the best part of the trip. For years the true performance of Dunedin Railways has been hidden behind undisclosed deferred maintenance amounting to tens of millions of dollars. In fairness to Dunedin Railways, there is simply insufficient revenue generated by an infrequent tourist train to maintain historic carriages and 42 kilometres of railway which was built in difficult terrain over 140 years ago. This is not a matter of poor management, the business model simply doesn't work. Not unless the ratepayers of Dunedin are prepared to tip in \$25 million now, and then millions per annum, forever.

There is an alternative which must be considered by the DCC, by our elected members and by the ratepaying community.

We could retain the train, upgrade the historic carriages and run the train on KiwiRail maintained lines to Waitati and through to the Victorian quarter of Oamaru. In particular the Victorian trip to Oamaru always sells out, and crucially it operates on the main trunk line which Dunedin Railways do not need to maintain.

We could transform the Taieri Gorge rail corridor into a world class extension of the Central Otago rail trail bringing tens of thousands of low impact visitors through to the Taieri and then on to Dunedin via the already approved Tunnel Trail. We have all seen the transformation of Clyde resulting from cycle tourism. New shops, new restaurants, new accommodation and numerous new support businesses, all fuelled by cycle visitors. Cycle tourism is now second only to skiing in respect to economic importance to the Central Otago and Queenstown Lakes district. Dunedin is out of the loop and is missing out.

In doing so we could also create an unsurpassed, low impact, low cost, walking, cycling and recreational amenity for the people of Dunedin as well as for visitors. E-bikes have transformed the accessibility of cycle trails to almost everyone. The transformation would open up the magnificent Taieri Gorge as an amenity for everyone in Dunedin, as well as attracting tens of thousands of visitors. The amenity value to the ratepayers of Dunedin cannot be ignored.

This option would seem to support DCC net carbon zero goals by promoting a low carbon, high value tourist attraction rather than the DCC continuing to prop-up the high carbon, low value Cruise Ship industry. Again the community amenity and recreational value of a cycle trail can not be understated.

The Mosgiel Taieri Community Board submits that the economic case for the Taieri Gorge corridor being converted into a world-class cycle trail alongside the train being retained and used on the main trunk line must be considered alongside the economic case for retaining the Taieri Gorge Railway. Only then can the DCC make the best long term decision for the Dunedin community, ratepayers and environment.

This is the number 5 New Priority in the Mosgiel Taieri Community Plan 2023-24.

The Redevelopment of Outram Glen

The Mosgiel Taieri Community Board thanks the DCC for including the redevelopment of Outram Glen into the DCC Annual Plan 2023-34. Outram Glen is fabulous recreational facility for our community and for the wider Dunedin community.

The Board's advocacy now turns to working with the DCC and the community towards achieving the best possible outcome for this redevelopment. This includes all aspects of the final design, possible community involvement in additional elements, safer walking and cycling access to the Glen, and inclusion of the DCC owned Taieri Historical Park into the plans.

The Mosgiel Taieri Community Board submits that the Board and the wider community should be consulted early in the design process for this exciting and welcomed redevelopment.

This is the number 1 Current Priority in the Mosgiel Taieri Community Plan 2023-24.

The Upgrade of the Memorial Park Destination Playground

The Mosgiel Taieri Community Board thanks the DCC for including the upgrade of Mosgiel's Memorial Park playground as one of Dunedin's three destination playgrounds.

The Board's advocacy now turns to working with the DCC and the community towards achieving the best possible outcome from this upgrade. The Board is particularly interested in the incorporation of a new skate facility to replace the old facility which was condemned last year, and the introduction of new elements. The Board would like to consult with the wider community as to the final design of this upgrade, and get buy in from the whole community.

The Mosgiel Taieri Community Board submits that the Board and the wider community should be consulted early in the design process for this exciting and welcomed redevelopment.

This is the number 2 Current Priority in the Mosgiel Taieri Community Plan 2023-24.

Infrastructure / Taieri Flood Mitigation

The Mosgiel Taieri Community Board along with the community that we represent are highly concerned about the flood resilience of our area. We face elevated risk due to climate change and there is a rightful expectation from our community that the DCC and the ORC is doing everything that it can to protect life and property from an adverse rain event. Much of our community pays a heavy targeted rate for flood protection which adds to the expectation that the required maintenance and improvements are being done.

In particular the Board is concerned by:

- **The integrity of the Taieri flood bank that protects Outram.** The porosity of this flood bank is a known issue to the ORC. We submit that the remedial work should be undertaken without delay as the failure of this flood bank poses a significant risk to life and property in the Outram township and surrounds. In addition to the protection of Outram, it was once common practice for the gravel aggradation in the Outram Glen stretch of the Taieri to be removed improving the flow and capacity of the river. In response to a question at the recent ORC community engagement in Outram, the ORC have stated that in the past the removal of this gravel was undertaken by a contractor for the value of the gravel removed, but this is no longer economically viable and the practice has ceased. The Mosgiel Taieri Community Board submits that the gravel should be removed as essential flood protection maintenance and should be undertaken whether or not the gravel removed is saleable.
- **The maintenance of the Silverstream flood protection scheme.** This scheme was built in 1974 by the Otago Catchment Board to protect Mosgiel from the water of the Silverstream which has a large catchment area and is prone to rising very quickly in the event of heavy rain. The scheme was engineered to cope with a flow of 175 cumecs at the Gordon Road Bridge before the spillway activates. The Board has learned that the Gordon Road spillway now activates at just 115 cumecs due to aggradation of the stream bed and degradation of the banks due to erosion. This elevates the risk of overspill and the severity of any overspill flooding those houses located to the west of the Silverstream. The reduction in capacity also poses a risk to Mosgiel as the eastern bank will also overspill earlier than it would if the Silverstream had been maintained to specification. The Silverstream flood protection was designed and built to cope with a 1 in 50-year event, this is no longer the case. The Mosgiel Taieri Community Board knows that the ORC is fully aware of this loss of capacity, the elevated risk that this creates for life and property on the Taieri, and what needs to be done to restore the Silverstream channel to its original specification. The Board is gravely concerned that this essential maintenance is not being done due to the cost of completing the work, on a cost versus benefit basis, despite this decision risking life and property. We submit that the Silverstream should be restored to its full capacity and that our communities have a right to expect this be done without further delay.
- **The maintenance of the Owhiro Stream and its tributaries.** The Owhiro Stream and its tributaries drain low lying areas to the east of Mosgiel. This area has significant developments underway which will add increased stormwater into the stream. Several residents have raised concerns with the Board regarding the maintenance of the Owhiro as several sections appear overgrown and obstructed. The Board submits that the Owhiro Stream along with its tributaries should be regularly maintained and kept clear at all times.
- **Pollution.** The Board also has concerns about pollution of the Owhiro Stream and the Silverstream caused by run off from Urban areas which ultimately ends up in the Taieri River. The Taieri River is an important source of food and recreation for many people.

The Mosgiel Taieri Community Board submits that the DCC should support the Board to advocate to the ORC to maintain the flood protection infrastructure on the Taieri without further delay. This is imperative to the well-being, safety and economic future of our community.

This is the number 3 Current Priority in the Mosgiel Taieri Community Plan 2023-24.

Thank you for your consideration and support.

Andrew Simms (Chair) for the Mosgiel Taieri Community Board, April 2023.