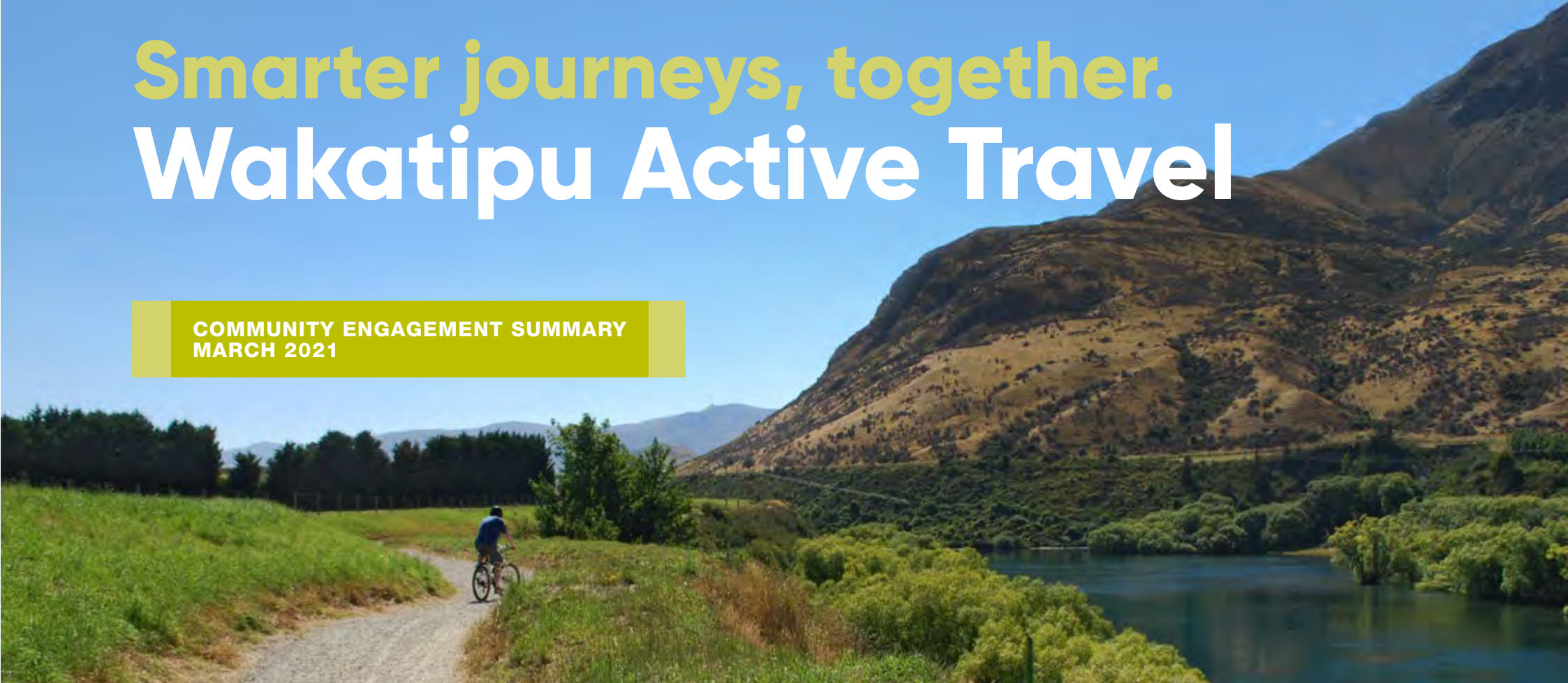


Smarter journeys, together. Wakatipu Active Travel

COMMUNITY ENGAGEMENT SUMMARY
MARCH 2021



www.qldc.govt.nz/way-to-go

Progressing improvements to Wakatipu Trails



Over December 2020 and January 2021 we asked for your views on a number of priority trails and connections that could vastly improve opportunities for walking and cycling, promoting it as a preferred travel choice in Wakatipu. These included:

- A2** Shotover River / Kimiākau Bridge to Frankton
 - A3** Joe O'Connell Drive to Frankton Track
 - A7** Jack's Point to Frankton Track
 - A8** Lake Hayes Estate to Frankton
 - B2** Fernhill to Queenstown
 - B3** Frankton Track improvements
 - C5** Arthurs Point to Queenstown improvements
 - C7** Lake Hayes Estate to Shotover River / Kimiākau Bridge
- Existing trails
 Proposed network of priority routes



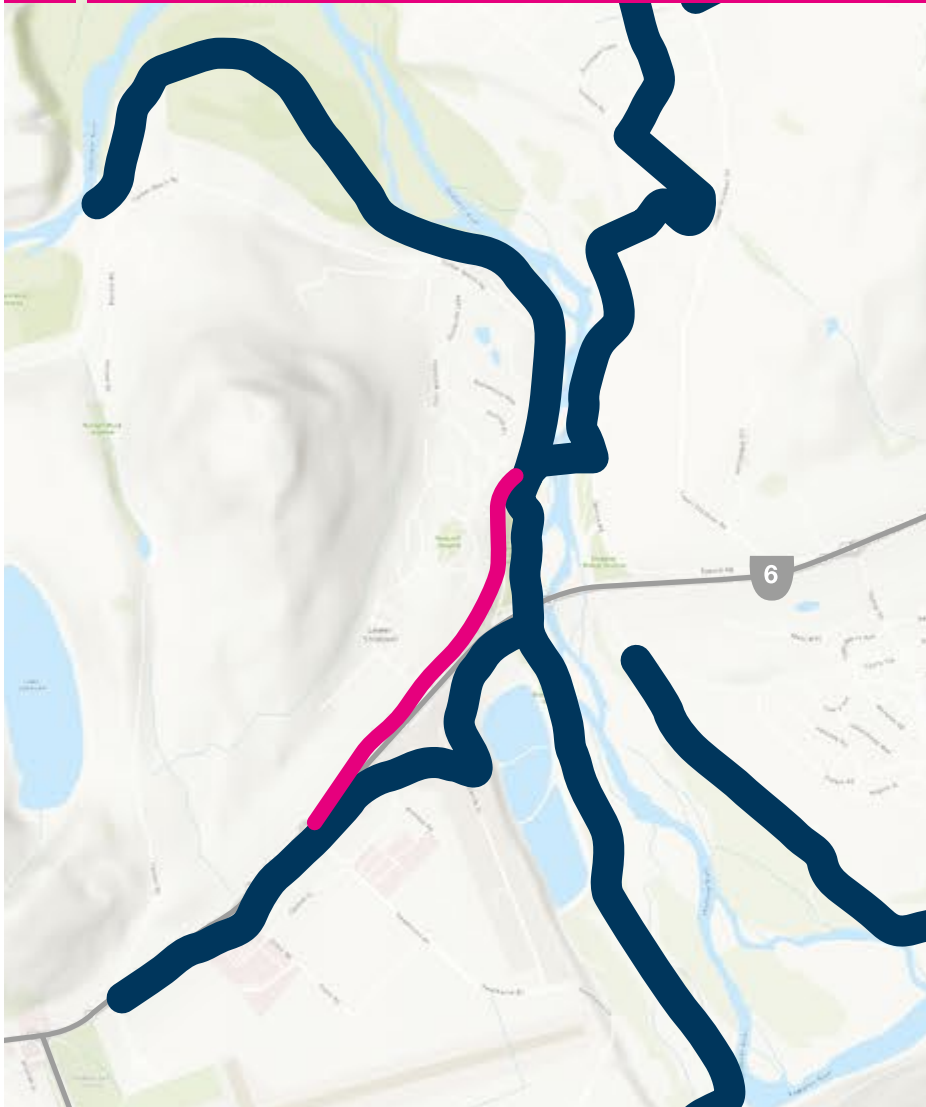
You can read all of the feedback online at letstalk.qldc.govt.nz

What you said

Thanks to everyone who took time out to provide feedback on the priority routes. We received 140 submissions over the six week period and have prepared a summary of the feedback by route on the following pages.

Where possible we've also included responses to feedback themes or provided details about how it has shaped next steps for the route.

A2 SHOTOVER RIVER / KIMIĀKAU BRIDGE TO FRANKTON



Feedback highlights

Several respondents highlighted a need for improved safety for users crossing SH6.*

Suggestion to slow traffic on Tucker Beach Road east and west of Ferry Hill Drive.

Concerns were raised about personal safety near the quarry.

Suggestion to include another bridge further down the Shotover River.

Further links should be provided within Frankton to connect to Wakatipu High School and QLDC Events Centre.

There were concerns about stormwater issues at the entrance to the bridge.

Suggestion to celebrate the heart of the trail network at the bridge.

Our response / next steps

An underpass is proposed in the future to enable path users to cross SH6 away from traffic.

Traffic calming is being proposed as part of the detailed design.

The new route will avoid the quarry area as it passes through Quail Rise instead.

A crossing further down the Shotover River was considered during the business case phase of the project. This was not taken forward as an option due to flood risks, length of bridge span and significant costs.

A future underpass between the A2 route and the Hawthorne Drive shared path will provide a safer off-road connection for cyclists to the high school. The underpass will also connect with the existing Queenstown trail to provide direct access to the QLDC Events Centre.

Stormwater drainage will be investigated across the route from the western end of the historic Shotover Bridge to Frankton.

Bike stands and wayfinding signage are proposed in this area to create a rest stop or meeting place for pathway users.

* Following the feedback period, the project team has received correspondence from the community proposing a bridge over SH6 within the A2 Route. The feasibility of a bridge crossing will be considered as a future extension to the Wakatipu Active Travel Network but would only be supplementary to an underpass near the Hawthorne Drive / SH6 roundabout.

A3 JOE O'CONNELL DRIVE TO FRANKTON BEACHFRONT



Feedback highlights

Our response / next steps

There should be a more direct route from Five Mile and Joe O'Connell Drive to the Frankton Beach/ Marina/ Frankton Bus Hub.

A temporary pathway is proposed adjacent to SH6 which connects directly from Joe O'Connell Drive to the roundabout. The route then connects via the existing crossing to Gray Street or the signalised pedestrian crossing adjacent to the Frankton Bus hub. The future BP roundabout project will address a more permanent solution to provide a more direct connection to the Marina as well. This project also includes a new pedestrian accessway adjacent to the Frankton camping ground.

There should be a direct connection between SH6 and the lakefront for cyclists.

Two routes between Yewlett Crescent and the Lakefront have been proposed to provide new safer and more attractive routes for pedestrians and cyclists. Pedestrians are provided a new footpath along Stewart Street and a new accessway via the camping ground (including stairs). The alternate route for cyclists is along Yewlett Crescent, Lake Avenue and Frankton Beach Access. This route has been chosen for its reduced gradient.

Queries regarding surfacing of the trails.

Generally, the pathways will be sealed. For unsealed sections, surfacing will enhance the experience for all users.

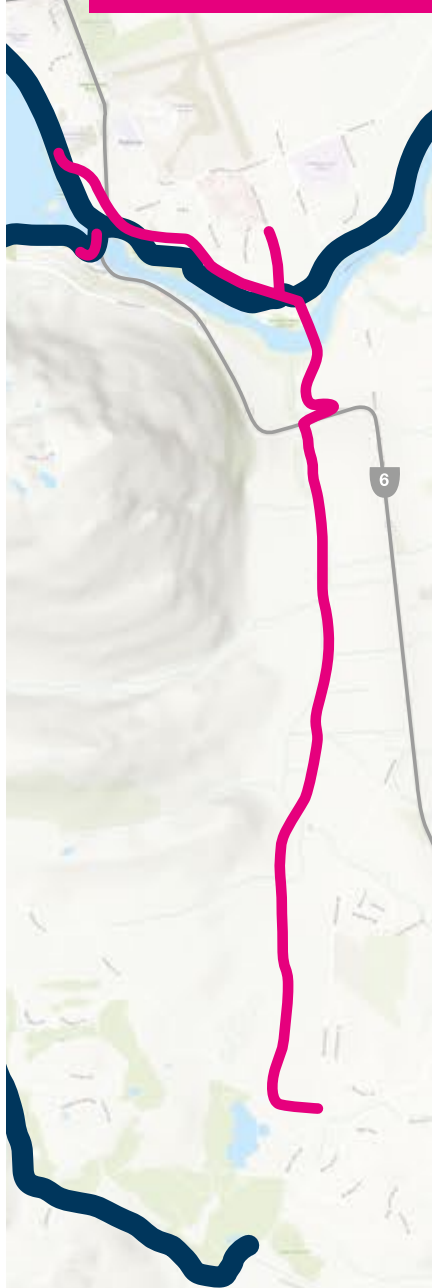
Concerns raised that the speed of cyclists may cause conflict with walkers/runners.

Consideration will be made for the various pathway users to enhance safety for everyone.

More bike parks at various points in the Five Mile Shopping Centre.

Although toilets and other amenities do not form part of this project the potential need and opportunity for such will be raised with QLDC.

A7 JACKS POINT TO FRANKTON TRACK



Feedback highlights

The trail from Hanley's Farm to the Frankton bridge is ideal, a sidewalk would be useful.

Suggestion for a connection from Hanley's Farm to the Jacks Point trail, which is the trail that links Jacks Point to Kelvin Heights via the lake edge.

Support for the new direct connection from Hanley's Farm and Jacks Point to Frankton. These submissions also highlight the need for a prioritized corridor for cyclists to address safety issues associated with riding along SH6.

Several submissions suggest lighting is not necessary along this route due to the likely recreational nature of the trail and would have negative impacts including light pollution and impacts on wildlife.

Requests for a sealed path to enable a wider range of transport modes to use the trail comfortably including e-scooters.

The steep hill at the Kawarau Bridge needs to be dealt with. It is impossible to bike up the hill and definitely not possible with a bike trailer that holds a child.

Support for the bridge over Kawarau west of Boyd Road with a request for further detail of the location.

Suggestion for this route to be a dedicated path through the subdivisions - ideally to the west of the subdivisions along the base on Peninsula Hill. A path that provides a direct link between Frankton and Jacks/Hanleys (can be in metalled formation) - but provides regular links into the streets of the subdivisions.

Our response / next steps

Footpaths along the road are being developed as part of the Hanley's Farm subdivision. A walking and cycling trail that provides a connection between Hanley's Farm and Frankton is being provided as part of this route.

This is beyond the current scope of works.

An underpass is proposed to remove the safety issues of crossing the SH6 and the bridge will connect pedestrians and cyclists directly to Frankton.

Lighting is being considered across all trails. The application of lighting may need to vary across the trails, as usage and Crime Prevention through Environmental Design considerations will be variable.

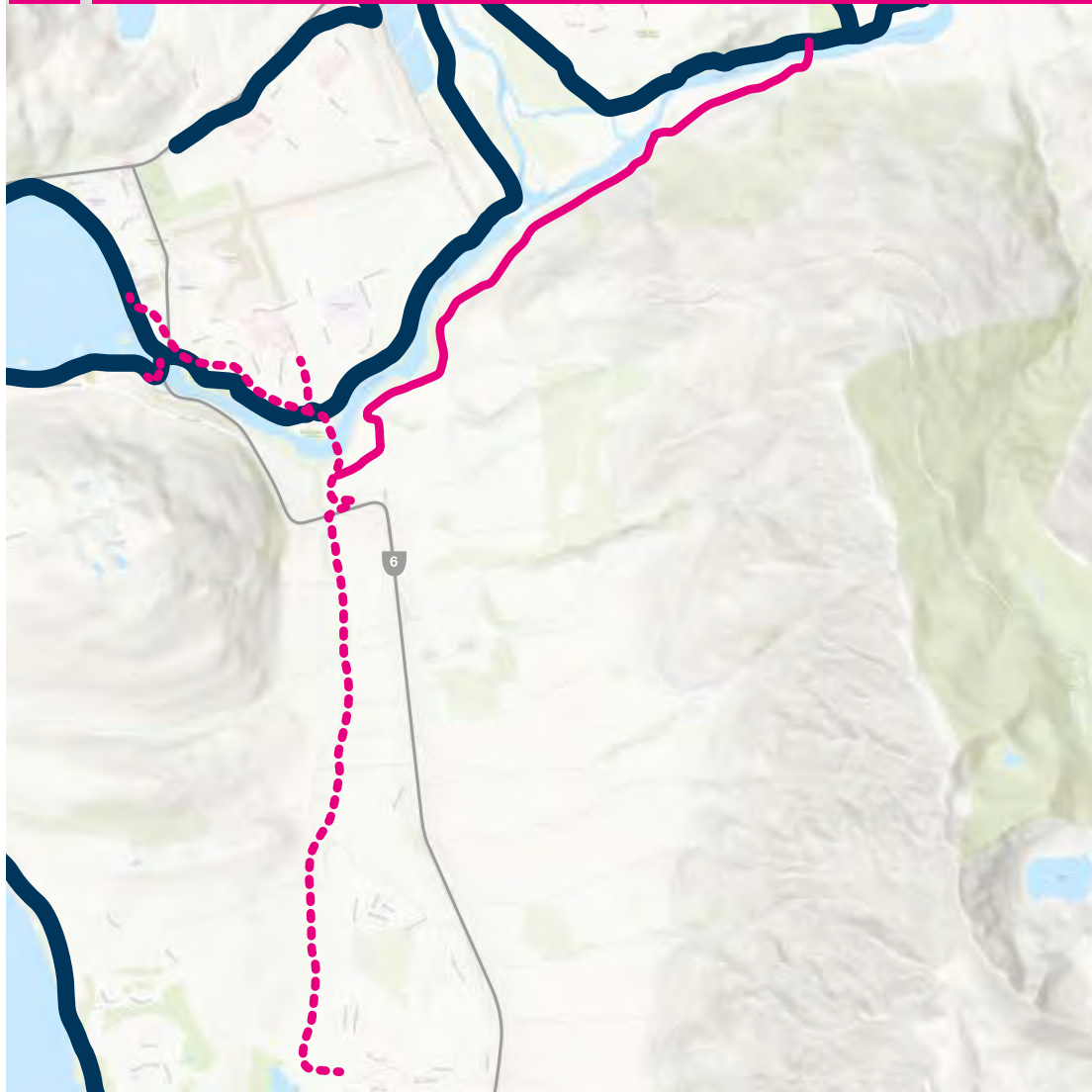
The pathway is proposed to be sealed.

The trail in this location will stay at a high level to bypass this steep climb. The trail then crosses SH6 via a new signalised crossing at Humphrey Street.

Location is still to be determined. Design investigations and landowner coordination are ongoing.

Noted. The new route will largely be a dedicated path along the utilities corridor easement and through upcoming planned subdivisions, except where the developments have already been approved.

A8 LAKE HAYES ESTATE TO FRANKTON



Feedback highlights

Our response / next steps

A quicker, more direct commuter route is wanted.

Consideration has been made for route options through this area at the business case phase.

Safer crossing point(s) over SH6 are wanted.

This route does not go near SH6 and therefore this would need to be considered as part of other improvements.

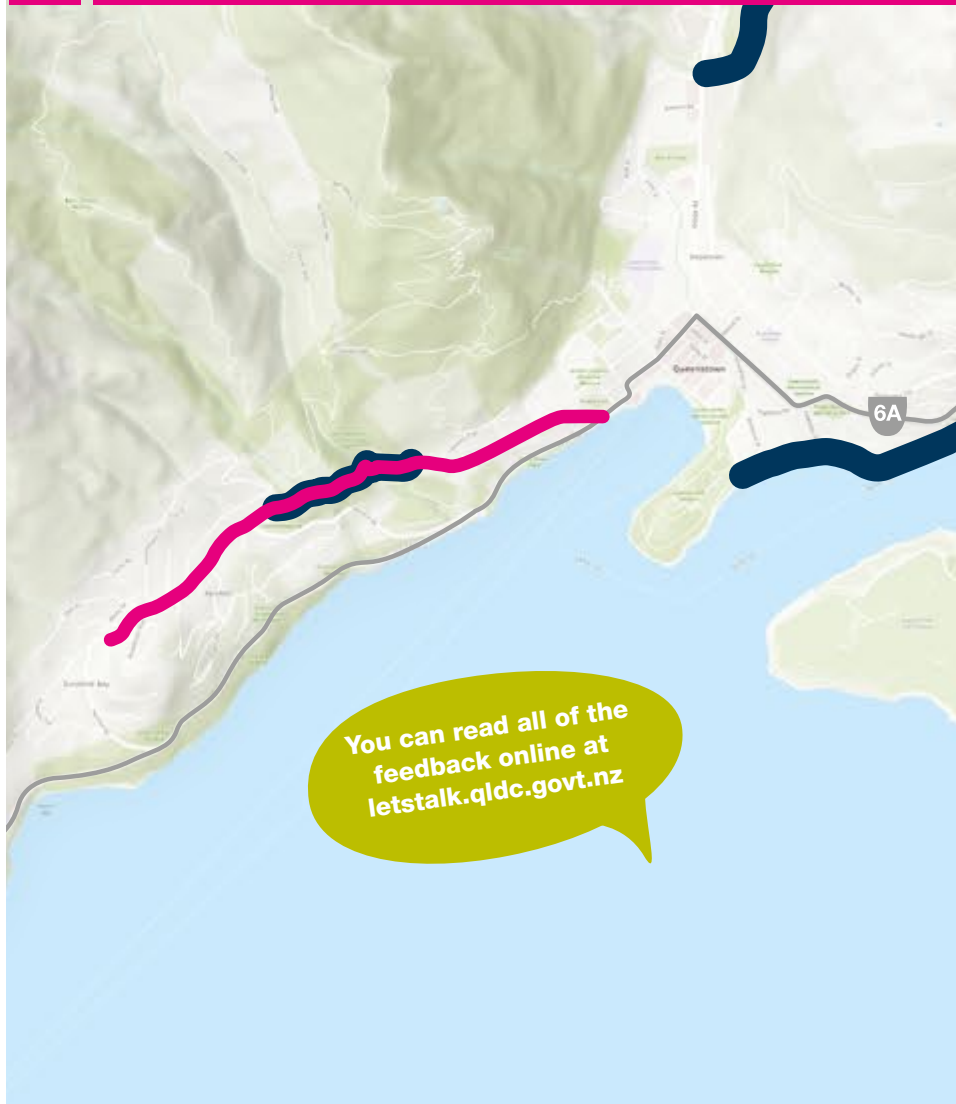
Support for lighting along the route.

Lighting is being considered across all trails. The application of lighting may need to vary across the trails, as usage and Crime Prevention through Environmental Design considerations will be variable.

OTHER THEMES

- > Over half of respondents would not use this route for commuting, whilst the majority of positive responses came from people that didn't live there.
- > However there was support for the trail as a recreational route.

B2 FERNHILL TO QUEENSTOWN



Feedback highlights

None of the respondents who live in the area want parking removed from Cameron Place.

Parking doesn't need to be removed from Fernhill Road between Lordens Place and Mackinnon Terrace, this is not heavily used by cycle commuter traffic.

Lighting in One Mile Reserve is supported.

There is already a suitable access onto the existing cycle route via the Fernhill Reserve car park and playground area that should be utilised rather than sending cyclists down Cameron Place.

Our response / next steps

We will look at a shared space alternative which will keep the existing carparking on Cameron Place.

We will reduce the length of the footpath widening for Fernhill which will retain some car parking. The footpath widening will now be between Watts Road and Greenstone Place.

We will investigate this as an option.

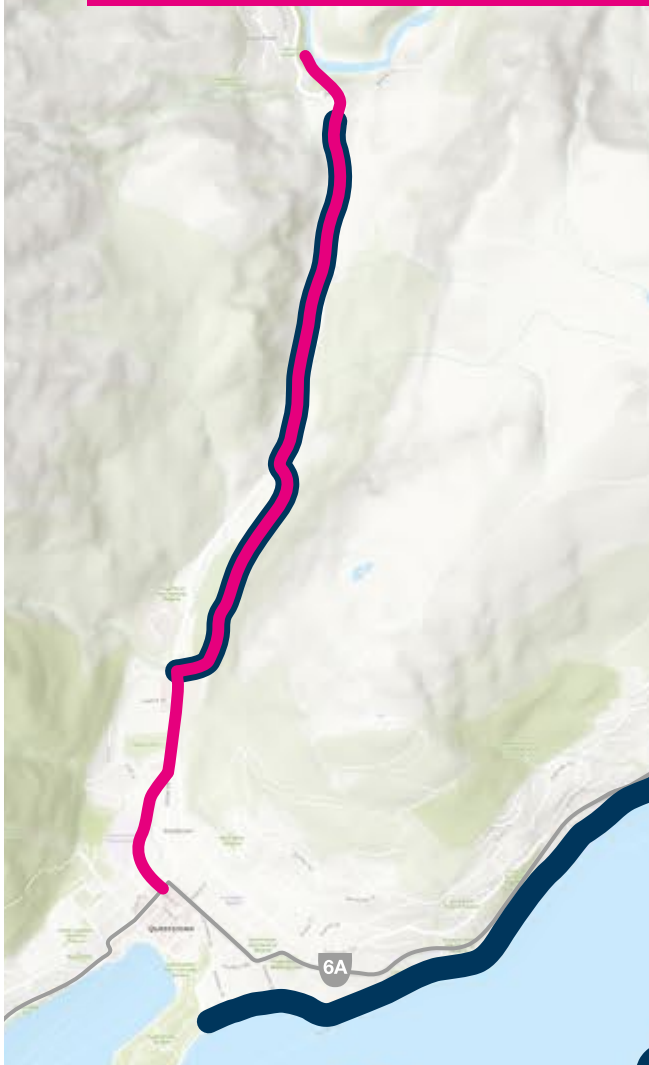
This is outside the scope of this project as the route was confirmed during the business case phase of the project.

OTHER THEMES

- > Most respondents who support the proposed route don't live in the Fernhill area.
- > Those who already use the route to commute believe it is fine as it is.
- > Many suggested that any uptake by commuters may be limited by the hilly nature of the route.

C5

ARTHURS POINT TO QUEENSTOWN IMPROVEMENTS



Feedback highlights

The improvements must be done at the same time as Arthurs Point Crossing.

Respondents preferred a direct on-road option to bypass Matakauri Park.

There was greater support for leaving the trail around Matakauri Park unsealed, but this would likely limit the use of the trail as a commuter route. Track surface would need to be sealed (asphalt not chip seal) to encourage uptake as a commuter route and to allow for different users (e-scooters/skateboards).

Most respondents were supportive of removal of car parking, but with some concerns raised regarding parking already being an issue for people in and near to town and the commercial premises.

There were safety concerns raised about crossing Gorge Road at Matakauri Park – needs to take account of longer bikes (e.g. cargo bikes) and greater volume of bikes.

Our response / next steps

We will look to coordinate with this project, which is in the final approval stages.

We are looking at shoulder widening on Gorge Road through this area to provide more road width for on-road cyclists.

We are not sealing around Matakauri Park Wetland. We are still assessing safe surfacing options for the rest of the route, this may be a combination of asphalt and chipseal.

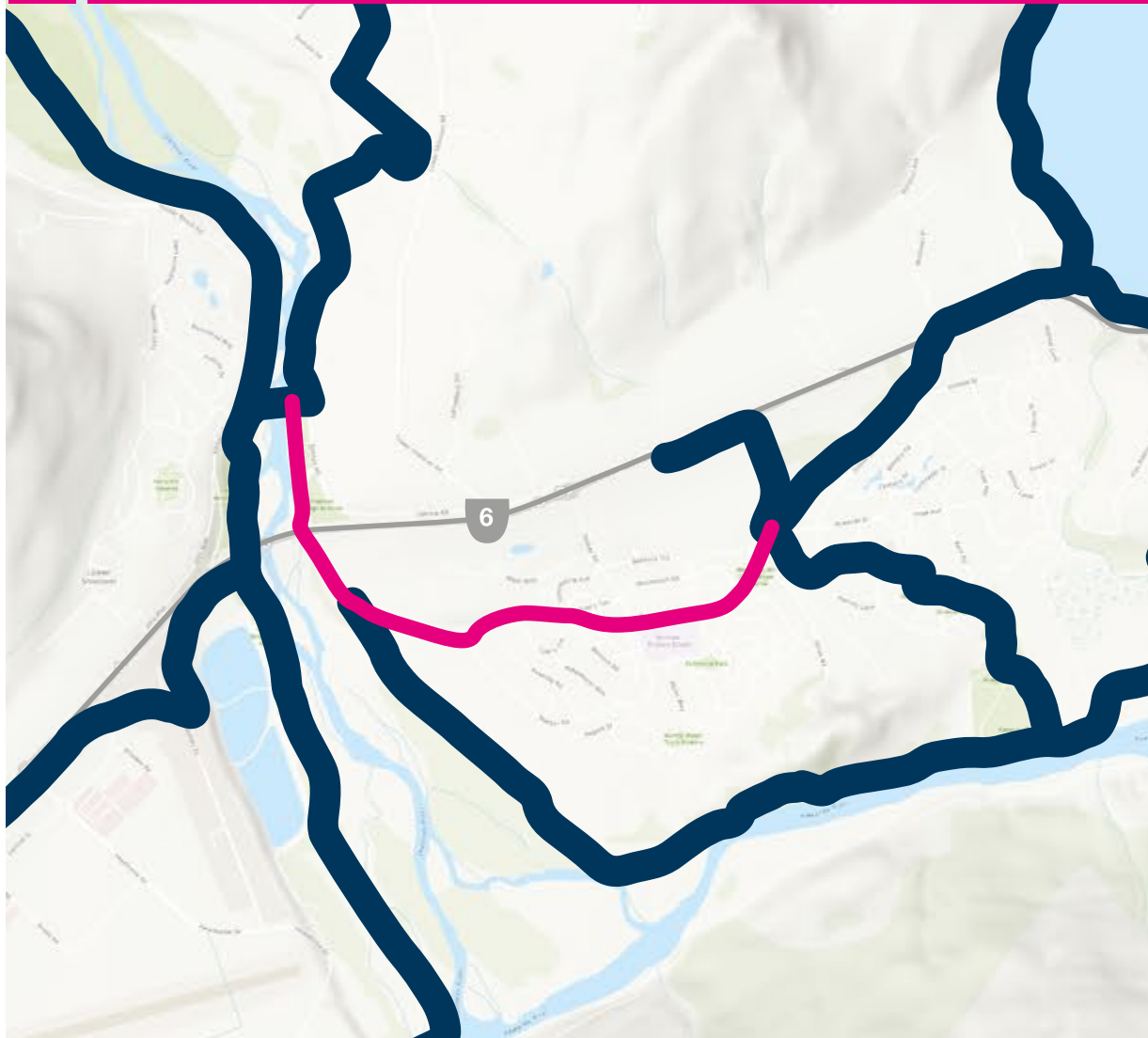
We are investigating if parking on the opposite side of the road could be time limited so it can be used by businesses in the area.

We are currently investigating a signalised crossing that is user activated to allow people to cross safely. If the crossing point isn't signalised we will attempt to maximise any pedestrian refuge space as much as possible.

OTHER THEMES

> Most respondents who support the proposed route don't live in the area.

C7 LAKE HAYES ESTATE TO SHOTOVER RIVER / KIMIĀKAU BRIDGE



Feedback highlights

Respondents wanted a more direct commuter route.

Safe SH6 crossings identified as being needed.

Better access into/out of Shotover Country via Stalker Road needed for pedestrians/cyclists.

Our response/ next steps

A lot of options were considered at the business case stage and the route shown is the option taken forward for development.

This is outside of the bounds of the project but will be considered as part of wider improvements to the network.

This is outside the bounds of this project but is being considered as part of other improvements to the network.

OTHER THEMES

- > Even split between support, oppose and neutral in terms of uptake, noting that over half of the respondents who support the route don't live in the area.
- > Support for lighting on this route.

GENERAL FEEDBACK

You can read all of the feedback online at letstalk.qldc.govt.nz



There was a range general feedback received on the proposed routes. Here's a summary of general feedback and our response:

General feedback highlights

Our response / next steps

Requests for increased amenities including toilets, rest stops, water fountains and bike stands.

Although toilets do not form part of this project the potential need and opportunity for such amenities will be raised with QLDC. There are allowances for bike stands, water fountains, rest stops and bicycle maintenance stands adjacent to routes A2, A3, A7 for enhanced amenity.

There was some preference for lighting across the routes.

Lighting is being considered along each of the routes as appropriate for the usage, context and to reduce CPTED/ safety concerns.

A range of feedback was received on preferred trail surface. There are suggestions for both sealed and compacted gravel surface.

Generally, routes A2, A3, A7 will be a sealed surface to enhance the route for everyday use. Temporary sections of pathway will be unsealed and a compacted fine gravel surface.

Request to consult with the disability community and provide wide sealed paths.

We will engage with CCS Disability Action group during the detailed design phase. The target width is minimum 3m. Sections of the trail will be inaccessible to wheelchairs due to some steeper gradients however, accessibility standards will be considered throughout the design process. The pathways will generally be sealed. For unsealed sections, surfacing will still be of a form that enables wheel chair accessibility (i.e. compacted fine gravel chip surface).

Requests for engagement and consultation with the Queenstown Mountain bike club to make sure these trails and plans benefit both recreational and commuting users.

The routes have been established through a business case process. We have been working closely with the Queenstown Trails Trust (QTT) to understand the wider links particularly regarding recreational route connections.

What happens next?

We'll use your feedback to help us further develop the designs then come back to show you what we've done.
We expect to do this later in the year.



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