

PROPOSED TE PŪTAHI LADIES MILE PLAN VARIATION

SUMMARY OF EVIDENCE OF ANTHONY PICKARD ON BEHALF OF THE QUEENSTOWN LAKES DISTRICT COUNCIL

1. As directed by paragraph 12.2 of Hearing Minute 1, I set out below a summary of the key points of my evidence.
2. I have prepared a statement of evidence in chief dated 29 September 2023 (**EIC**). I also attended the expert conferencing for traffic experts.
3. While I have not provided rebuttal evidence or responded to submitter questions, I have continued to be involved and provide input on transport matters, mainly through ongoing email exchanges between Colin Shields and Dave Smith (transport witness for New Zealand Transport Agency Waka Kotahi (**Waka Kotahi**)).

Succinct summary of key points of my evidence

4. In my EIC I stated it was my opinion that the TPLM Variation approach to development of the area should be supported. It provides an opportunity to provide transport benefits to the wider corridor area by actively reducing congestion issues.
5. My evidence also covered the following:
 - (a) The Way to Go Partnership (**W2G**): QLDC is working together in partnership with Waka Kotahi and Otago Regional Council (**ORC**) to address the complex transport issues in the District. The high-level consensus of the partners is that development of the TPLM Variation Area can be supported, and each partner will address its individual areas of interest.
 - (b) Ladies Mile Transport Strategy (**Transport Strategy**): The Transport Strategy, as provided by Mr Shields, identifies that the transport impact of TPLM Variation will be acceptable and will be managed such that safe, effective and efficient operation of the transport network can be achieved. The Transport Strategy's success is dependent on the wider programme being implemented, and as such is not in the sole control of QLDC. While the Transport Strategy will not solve the corridor or network wide issues (such as capacity of the Shotover Bridge), it can provide positive effects such as remedying, in part, the traffic effects developed from the south side of the highway.
 - (c) Transport Initiatives provided by QLDC, that are of relevance to Ladies Mile and the District as a whole:

- (i) Comprehensive Parking Management Plans;
- (ii) Travel Demand Management Programme;
- (iii) Active travel routes from Arrowtown to Ladies Mile and Shotover Country to Frankton North (relevant directly to Ladies Mile).

Updates since my EIC

6. I can confirm that elements of the wider transport programme have progressed since I provided my EIC, namely:
- (a) The Travel Demand Management Business Case has been open to public feedback (feedback closed at the end November 2023)¹ and is due to be completed to a draft stage in December 2023.
 - (b) The Comprehensive Parking Management Plan workstream has opened for public feedback on the Parking Strategy element until 28 January 2024.²
 - (c) The Queenstown Public Transport Business Case, being led by ORC is due to be completed to the draft stage by December 2023, and has reached an emerging preferred option.

¹ <https://letstalk.qldc.govt.nz/travel-demand-management-programme>

² <https://letstalk.qldc.govt.nz/parking-strategy>