

**Proposed Te Pūtahi Ladies Mile Plan Variation
Summary of Evidence of Don McKenzie on behalf of Anna Hutchinson Family Trust**

Background

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 prepared a joint statement of expert evidence alongside Mr Jason Bartlett dated 20 October 2023 on behalf of Anna Hutchinson Family Trust.
3. I participated in the facilitated expert conferencing of transportation experts held in Queenstown on 30 October and was a signatory of the resulting Joint Witness Statement (Transportation) dated 30 October 2023. I was also subsequently involved in further informal conferencing between transport and urban design experts held over the past three weeks resulting in the Joint Witness Statement dated 24 November 2023.

Key points of my evidence

4. In my opinion and based on involvement in the transportation matters within the Queenstown District over the past 20 years, I consider that the Extension Area, involving the Anna Hutchinson Family Trust land and other parcels, lies in a strategically important position with respect to current and future transport connections through the Ladies Mile area to Lower Shotover Road, Spence Road, and the Old Shotover Bridge's walking and cycling connections to the Frankton Flats area on the western side of the Shotover River. In this regard, if added to the Te Putathi Ladies Mile Plan Variation, the Extension Area represents a tangible opportunity to achieve better, additional and integrated multi-modal transport connections between the Variation land and the existing and planned transport infrastructure within the Frankton Flats and wider Queenstown District network.
5. The inclusion of the Extension Area adds resilience and enhanced connections available between the Variation Zone (especially by non-vehicular travel modes) to the wider transport network through reduced reliance upon the SH6 corridor. While I appreciate the commentary made through the presentations over the past week by Mr Shields (and others) that the focus of future public transport provision will be along SH6, I consider that if the Extension Area is urbanised, the ability to develop future additional public transport routes (potentially involving a local circulation/turnaround element) will be available, and, if adopted would be a considerable additional benefit from a transportation perspective.
6. In my professional opinion and on the basis of what I have seen develop within the Queenstown transport network over the past 20 years, the preferred transport outcome for this section of Ladies Mile / SH6 should seek an integrated future transport system that combines private vehicle travel, public transport provision,



local access, provision for vehicular and active mode users, as well as network connection to the wider parts of the Queenstown area (and further afield). As has been demonstrated by the NZTA shift towards signalisation of intersections through Ladies Mile along with future reduced speed limits, the previous position of NZTA has shifted significantly from its previous high speed, rural arterial focus, to a more carefully considered integration of land use and transport. I support this approach.

7. As I set out in the statement of evidence I prepared in conjunction with Mr Bartlett, I recommend that a well-connected local transport network developed in an integrated manner with appropriately located and of an appropriate nature, can lead to overall reductions in external traffic generation and effects of traffic on Ladies Mile and other parts of the District transport network.
8. The most recent discussions and debates between the transport engineering professionals and our urban design colleagues leading up to the hearing, has focussed to a large degree on the set-back issue. I confirm and agree with the position explained by Mr Shields during his presentation to the Panel on 5 December, that, from a transportation point of view, a reduced setback (to say around 10m), would be preferred to create a “constrained visual corridor” and passively bring down travel speeds along the corridor. Visible, people-based activity between private properties fronting the road and the public road reserve will also help to convey to passing drivers that they may have to react to some movement of people or vehicles as they pass through an area – and lower their travel speeds accordingly.

Latest position on the matters remaining in dispute

Property Setback to SH6

9. Mr Shields’ position as expressed in his Evidence in Chief, rebuttal and to the hearing on 5 December, is that the Extension Area should not be included within the Variation on the basis that walking (or general access) distance between the Extension Area and community facilities within the more central and eastern parts of the Variation Zone would be too great. I do not agree with this view on the basis that with urban development within this western part of the Variation (if the Extension Area is included) would generate its own range of activities – connecting not just with, say, playing fields to the east, but also walking, cycling and others modes of trips to different parts of the Variation.

Proximity of Extension Land to Variation Zone Community Facilities

10. If a small commercial centre was created within or close to the Extension Area (such as to the land to the east) then there would be convenient walking routes available to and around this small centre, and would potentially minimise the potential for these local purpose trips to be generated at all and if they were generated, could be catered for via a local road connection within an integrated Variation zone (including the Extension Area) without adding to additional traffic on SH6.

Don McKenzie