

A new network of trails for Wakatipu

How we're proposing to improve Wakatipu tracks and trails to promote walking and cycling as a preferred travel choice.



Go to letstalk.qldc.govt.nz to have your say by **27 January 2021**

**LET'S
TALK**
KŌRERO MAI



We're working on improved facilities for walking and cycling

Way to Go (a partnership between Queenstown Lakes District Council, Waka Kotahi NZ Transport Agency and Otago Regional Council) is designing a network of over 80km of pathways across the Wakatipu Basin. The pathways will provide for active travel, whether by foot, bike, e-scooter or e-bike.

Although there is already a significant network of recreational trails throughout the Wakatipu Basin, they are mostly used by recreational users and tourists. To give locals and visitors genuine choice in how they move about the Wakatipu Basin and encourage more people to cycle or walk, particularly for commuting purposes, Way to Go is planning several new pathways as well as upgrades and improvements to some existing trails.

The work will build upon and fill some gaps in the existing trail network, providing better connections to new and emerging communities. The network of pathways will connect key destinations such as Arrowtown, Arthurs Point, Kelvin Heights, Jacks Point, Lake Hayes Estate and Shotover Country, Fernhill, Frankton and Queenstown.



What's been done so far?

We completed an Active Travel Single Stage Business Case in 2019 which covered 12 proposed routes. The business case was then approved and joint funding for the first package of the network (11 routes) was approved in 2019.

In mid-2020, we confirmed the locations for a number of priority routes and we're now working on progressing these. This involves checking in with

the community and completing various technical assessments, survey work and geotechnical investigations to inform the design.

You can read the business case at
letstalk.qldc.govt.nz/wakatipu-active-travel

How to have your say

Your feedback will help us to improve facilities for walking and cycling in the Wakatipu. It's important to know whether the routes and types of paths we're proposing will meet community needs and offer a genuine alternative for getting from A to B.

We encourage you to read the information we're sharing here then choose one of the options below:



ONLINE: Go to letstalk.qldc.govt.nz and complete the feedback form or ask a question



EMAIL: Send your comments or questions to letstalk@qldc.govt.nz

Get more details
and have your say at
letstalk.qldc.govt.nz
Feedback closes
27 January 2021

A new network of trails

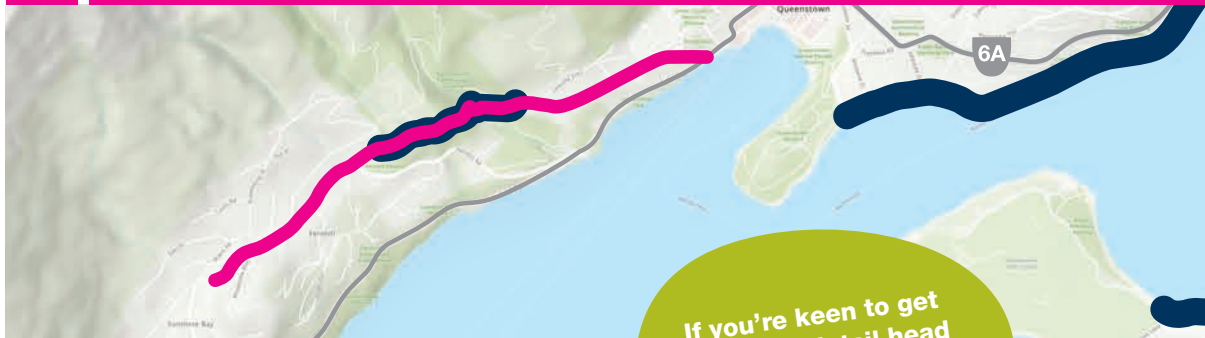
The following map shows the eight priority routes. These routes are at different stages of design. We've provided a description of each trail below and its status of design.



Proposed network of priority routes



B2 FERNHILL TO QUEENSTOWN



If you're keen to get into more detail head to letstalk.qldc.govt.nz for early drawings and cross sections

WHAT'S PROPOSED

This pathway will begin at the intersection of Fernhill Road and Watts Road. It follows Fernhill Road, onto Cameron Place then passes through wooded One Mile Creek reserve land to Thompson Street. The route then follows Thomson Street and Brunswick Street before ending at the intersection with Lake Esplanade.

It is proposed to improve this route for walking and cycling to provide residents in the area a genuine alternative to driving into town. This includes:

- > Widening the footpath along Fernhill Road
- > Neighbourhood greenways which create a shared space on the road for cycling and vehicles at Cameron Place, Thompson Street and Brunswick Street
- > The greenways would have physical measures to create the low speed environment and encourage a speed of 30km/h. This could include raised speed tables or speed cushions which allow cyclists to travel between the cushions
- > Signs, lines and markings on the road to help people navigate the shared space
- > Removal of on-street carparking from one side of Fernhill Road between MacKinnon Terrace and Lordens Place, and one side of Cameron Place to allow space for walking and cycling
- > Potential bollard lighting through the One Mile Creek portion of the trail

LET US KNOW

- > Would you use this path to commute to work or school?
- > Would these improvements make you more likely to travel to town by bike or on foot?
- > Would bollard lighting through the One Mile Creek Reserve help you feel safer using this route?
- > How you feel about removal of some on-street parking along this route
- > Any other feedback you have

C5 ARTHURS POINT TO QUEENSTOWN IMPROVEMENTS

WHAT'S PROPOSED

The route starts at McChesney Bridge and follows Gorge Road towards Queenstown. The trail currently veers off Gorge Road onto Robins Road before skirting around the Recreation Ground and terminating at the intersection of Memorial Street and Camp Street.

It is proposed to have a mix of surfaces for this trail to reflect the immediate environment:

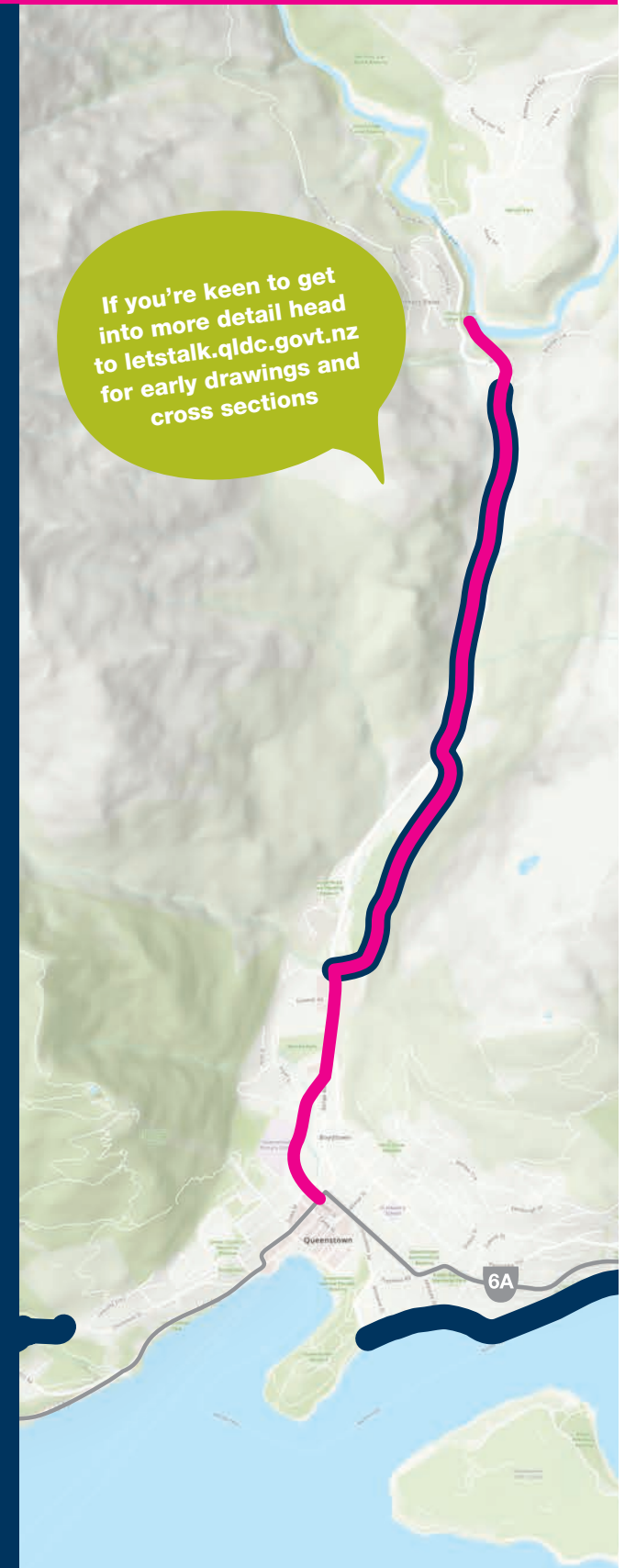
- > Rural section of Gorge Road – chipseal
- > Trail around the Matakauri Park Wetland - compacted gravel
- > Urban areas - asphalt surface

It is also proposed to remove 16 on-street carparks from the eastern side of Gorge Road between the intersection of Bowen Street and Warren Park, and 25 on-street carparks from the eastern side of Robins Road to allow enough space for the trail.

We are looking at whether providing bollard lighting would be beneficial for users of this trail.

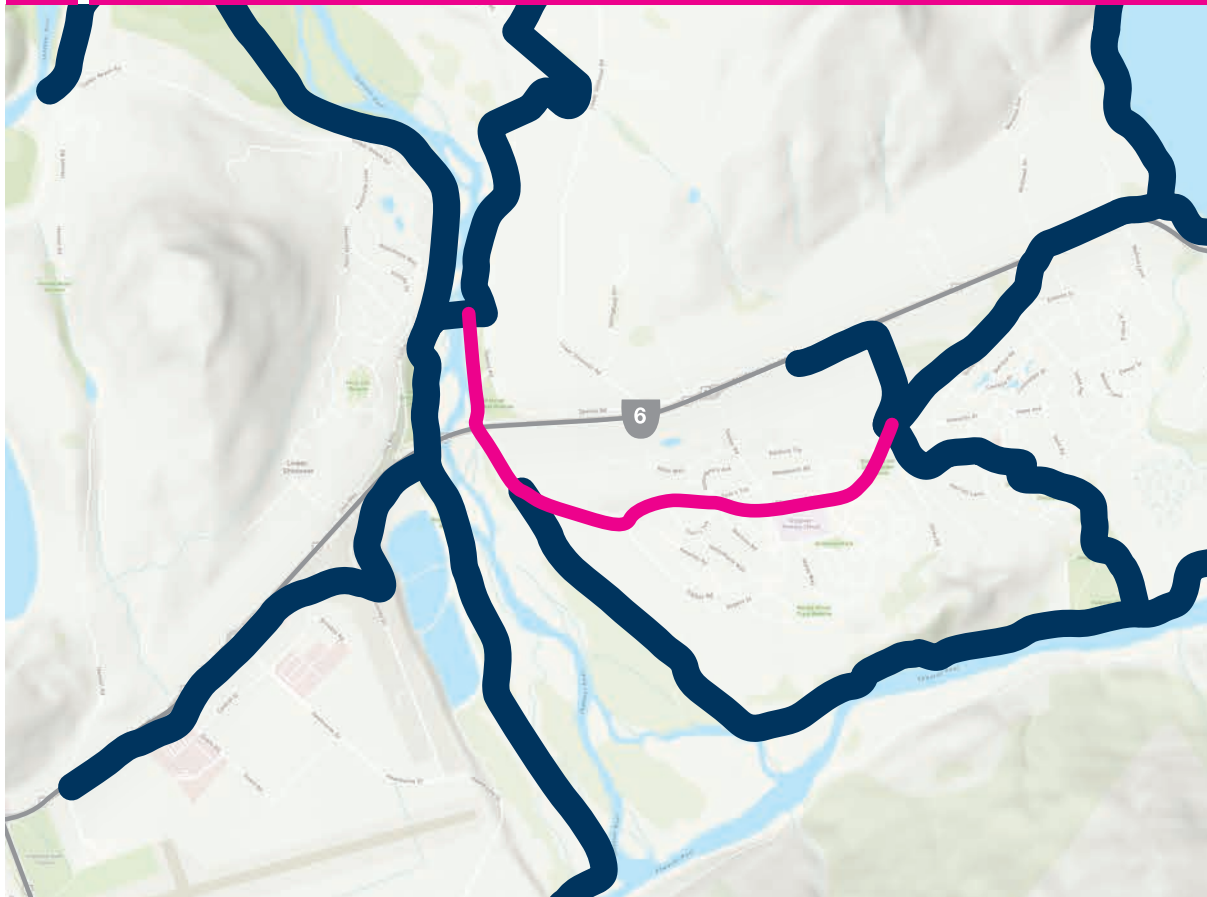
LET US KNOW

- > Do you like the proposal to leave the section of trail around Matakauri Park unsealed? Or would you prefer to see it sealed?
- > Would bollard lighting help you feel safer using this route?
- > Your views on removing some parking along Gorge Road and Robins Road
- > Any other feedback you have



If you're keen to get into more detail head to letstalk.qldc.govt.nz for early drawings and cross sections

C7 LAKE HAYES ESTATE TO SHOTOVER RIVER / KIMIĀKAU BRIDGE



WHAT'S PROPOSED

The route starts at the intersection of Jones Avenue and Howards Drive between Lake Hayes Estate and Shotover Country, following the existing trail along the power transmission corridor down to the lower terraces. It then follows the existing trail to Old School Road and ends at the Old Shotover Shotover River / Kimiākau Bridge.

This trail mostly uses the existing trail with proposed improvements to the surfacing and to the busier road crossings.

- > In the urban area on the flat we are proposing an asphalt surface to match the existing subdivision
- > Elsewhere it is proposed to use a chipseal surface to provide texture for winter trail users

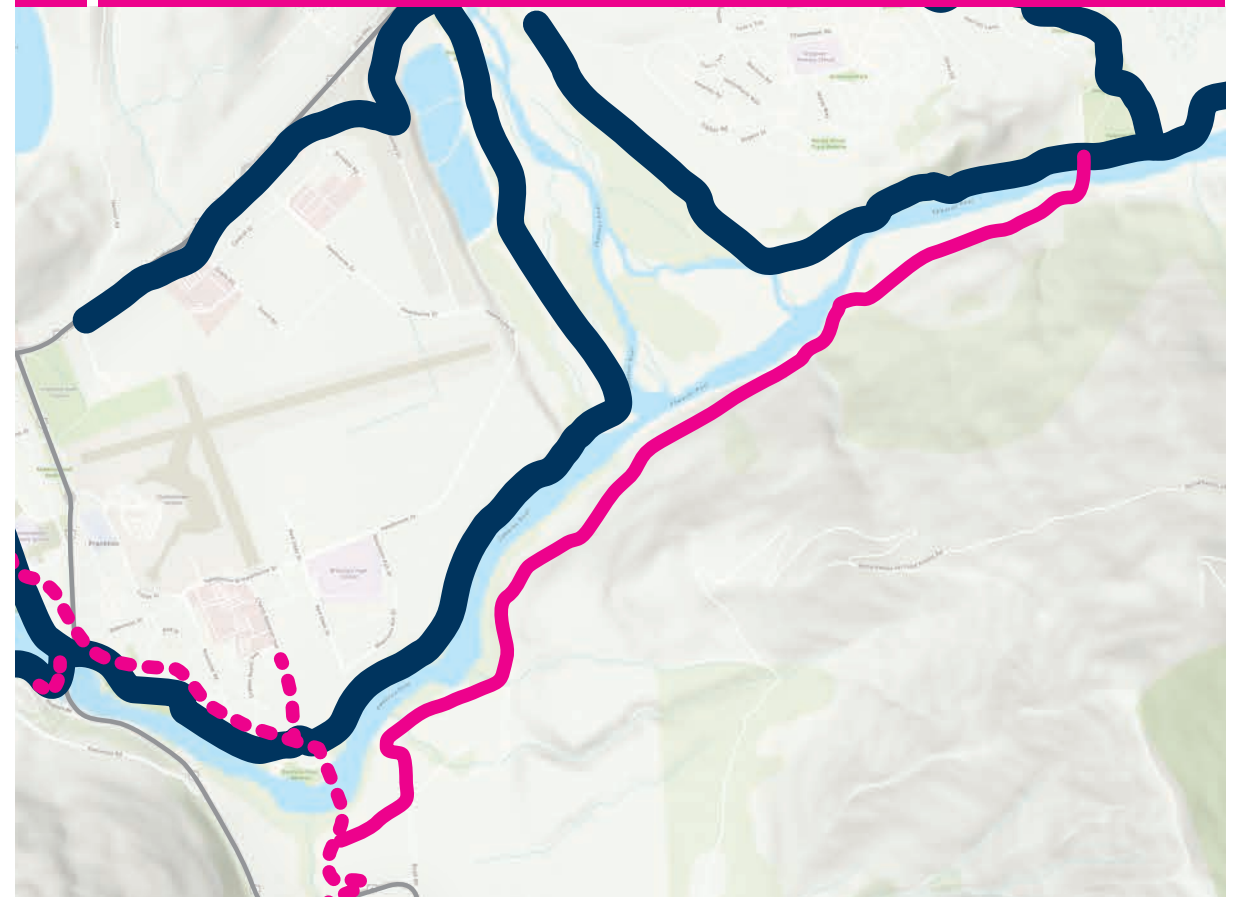
We are looking at whether providing bollard lighting would be beneficial for users of this trail.

LET US KNOW

- > Would you use this trail to commute to work or school?
- > Would bollard lighting help you feel safer using this route?
- > Any other feedback you have

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A8 LAKE HAYES ESTATE TO FRANKTON



WHAT'S PROPOSED

This scenic route is proposed to start on the true left bank of the Kawarau River near Widgeon Place, Lake Hayes Estate. A bridge crossing takes the trail to the true right bank, where it follows the river to Boyd Road. It is then proposed to traverse private land and connect to the Jacks Point to Frankton trail described later in the document.

This trail is intended to provide a genuine alternative for people commuting from Lake Hayes Estate into Frankton for work or school. In line with the Frankton Masterplan work it will also connect Remarkables Park with hotels and restaurants which is a source of future employment.

The surface is proposed to be compacted fine gravel.

Currently there is no lighting proposed for this route however bollard lighting could be considered if the community feel it's a safety issue.

LET US KNOW

- > Would you or your children use this trail to commute to work or school?
- > Would bollard lighting make you feel safe using this route?
- > Any other feedback you have on this route

If you're keen to get into more detail head to letstalk.qldc.govt.nz for early drawings and cross sections

B3 FRANKTON TRACK IMPROVEMENTS



WHAT'S PROPOSED

This is one of the Wakatipu's key routes for commuters and tourists. The route starts at Frankton Beach and continues along the edge of Lake Wakatipu, along Park Street and joins the Queenstown Gardens. The trail will also connect to new trails on Hotops Rise and connects into the town centre.

This trail is currently used as one of the key routes from Frankton to the Queenstown town centre and intended to be upgraded to encourage active transport users onto the trail for commuting.

The proposal is to widen the trail where possible to increase safety and provide sufficient room for pedestrians and cyclists. The trail would be sealed with either asphalt or a fine chipseal.

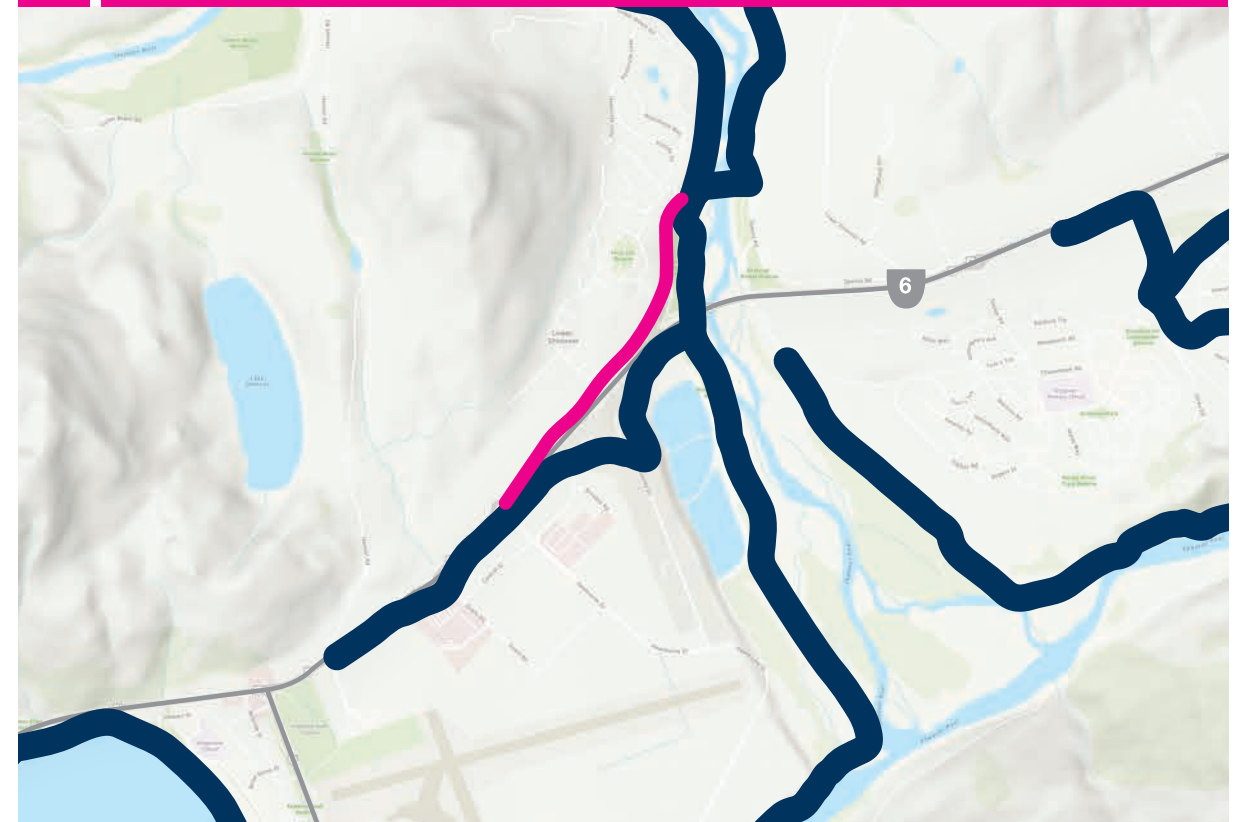
Currently there is no lighting proposed for this route however bollard lighting could be considered if the community feel it's a safety issue.

LET US KNOW

- > Would you or your children use this trail to commute to work or school?
- > Would bollard lighting make you feel safe using this route?
- > Would sealing the surfacing encourage you to use it for commuting
- > Any other feedback you have on this route

The following trails are in the early stages of detailed design. We plan to come back to you in early 2021 once we've progressed this further, that way your feedback can be incorporated into the final design. In the meantime, we'd like to share some details about the trails so you can see how they fit into the wider network.

A2 SHOTOVER RIVER / KIMIĀKAU BRIDGE TO FRANKTON



WHAT'S PROPOSED

The route will start at the western end of the historic Shotover River / Kimiākau Bridge, connecting into the existing Te Araroa Trail. It will then run alongside and across Tucker Beach Road and along Jims Way, carrying on alongside SH6 before finishing at the existing bus stop opposite Hardware Lane. We are looking at options to extend to an underpass planned to cross SH6 at the Hawthorne Drive roundabout to serve future development at Quail Rise.

The route will offer a safe, alternative connection for walking and cycling and provide a valuable connection to the existing trails located on the east and west sides of the Shotover River / Kimiākau.

The surface will be a mix of chipseal and asphalt to be consistent with the adjacent pavement surfaces.

A carpark will be located at the beginning of the route and new wayfinding signs; rest and viewpoints; and cycle parking rails will be included where possible.

A3 JOE O'CONNELL DRIVE TO FRANKTON BEACHFRONT



WHAT'S PROPOSED

The route will start at Joe O'Connell Drive and extend to the Frankton Beachfront. Between Joe O'Connell Drive and SH6, there will be a temporary gravel path installed to provide a pedestrian and cycle connection alongside the state highway until the future roundabout upgrades are constructed.

The pathway will continue to the existing signalised crossing where it crosses to the Frankton bus hub. It then follows Gray Street and Stewart Street to the north before splitting and providing different connections for pedestrians and cyclists. Cyclists will continue onto Yewlett Crescent and Lake Avenue and then follow the Frankton Beach access road to connect into the existing Te Araroa Trail alongside Lake Wakatipu.

Pedestrians will follow a new footpath connection extending along Stewart Street and along the northern edge of the Frankton Campground between Stewart Street and the Frankton Beachfront, providing a quick and direct pedestrian access to the lake and the Frankton Track to Queenstown. The path will be located within the Frankton residential area and will provide connections to the local schools, the Frankton bus hub as well as the lakefront.

The path will have an asphalt surface, consistent with the adjacent residential streets. It will also include a resting / viewpoint beside Lake Wakatipu as well as wayfinding and information boards.

A7 JACKS POINT TO FRANKTON TRACK

WHAT'S PROPOSED

The route will start at the north-western end of Maori Jack Road and go north through the residential development areas of Jacks Point, Hanley's Farm, Coneburn Special Housing Area and across farmland before reaching SH6. We are then proposing an underpass for pedestrians and cyclists to safely cross SH6.

The trail will then continue north to reach the Kawarau River where we are proposing a new walking and cycling bridge. Once we have progressed the design of the new bridge, we'll produce some illustrations and plans to show you what it would look like and get your feedback on it.

Once the trail has crossed the Kawarau River, it will go in two directions: a path to the north, providing a connection to Cherry Blossom Avenue, the Remarkables Park Shopping Centre and Wakatipu High School; and a second connection into the existing trail located beside the Kawarau River, following the River around until Robertson Street. From here, it will run adjacent to SH6 before crossing SH6 at Humphrey Street through a new set of traffic signals. The route will then connect into Boyes Crescent and onto the existing Frankton Track.

In some areas, this route will be accommodated through the existing subdivisions and the surfacing will be consistent with the surroundings. Elsewhere it could be a mixture of asphalt and chipseal, depending on the local context of whether it is running through farmland or adjacent to a local road.

We plan to include a rest / view point area near the Kawarau River; bike stands; and a maintenance stand. Information boards are proposed along the route to highlight particular heritage features and stories, for example the former Māori settlement of Tititea alongside the Kawarau River.

This part of the network will provide an important connection from the growing residential areas of Jacks Point and Hanley's Farm into both Frankton and Queenstown, as well as the various schools (including the new Hanley's Farm School – Te Kura Whakatipu O Kawarau) and shopping areas. It will provide a safe, alternative access for pedestrians and cyclists from SH6.

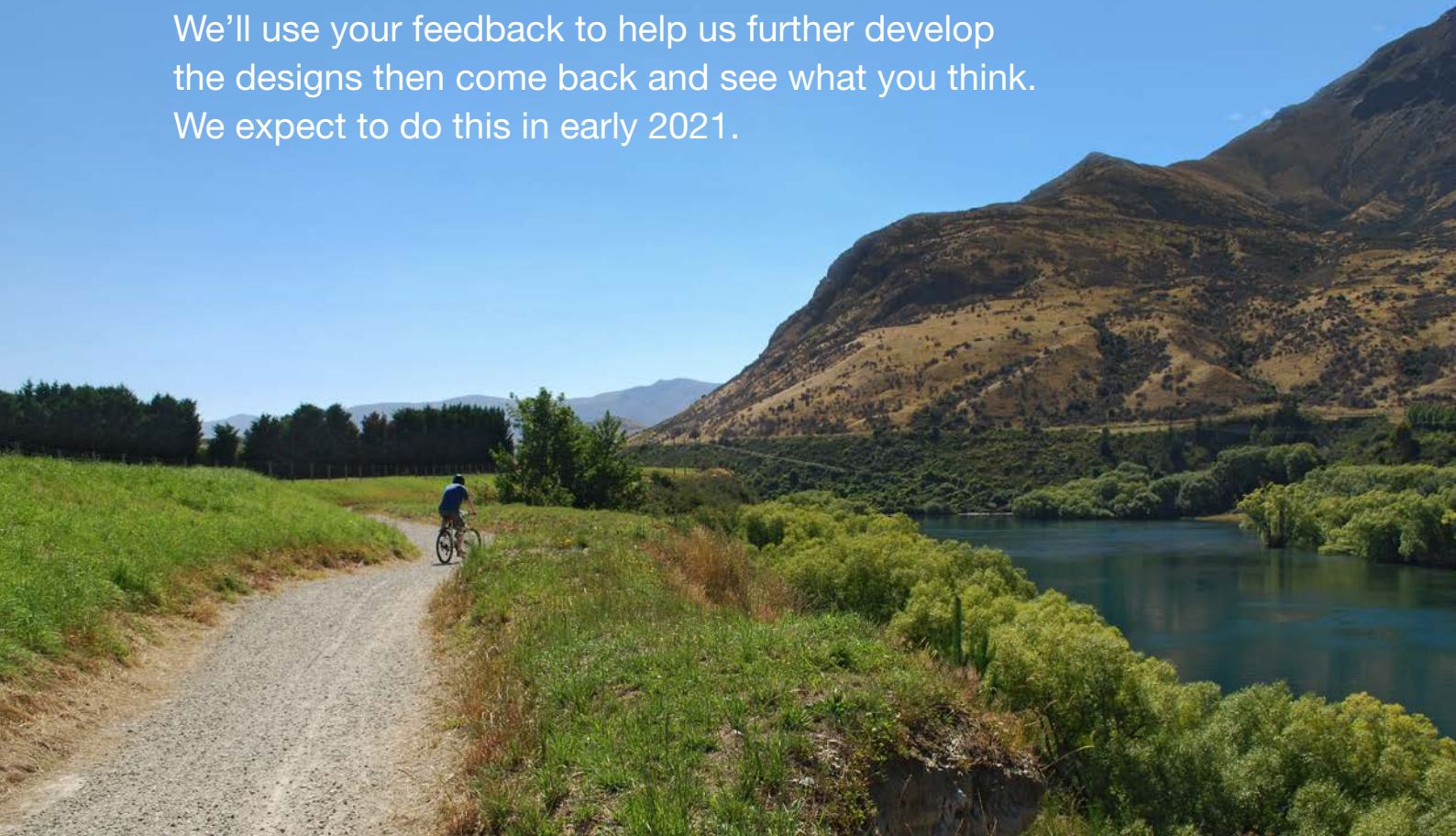
FOR TRAILS A3, A2 AND A7, LET US KNOW

- > Your thoughts on the proposed surfacing for these trails?
- > If there are any particular facilities you would like to see along these trails and where they should be located
- > If you'd like to see lighting along any of the routes and if so, which ones? What type of lighting?



Next steps

We'll use your feedback to help us further develop the designs then come back and see what you think. We expect to do this in early 2021.



Smarter journeys, together

Waka Kotahi NZ Transport Agency, Queenstown Lakes District Council and Otago Regional Council are working together to provide you with a transport network that is safe,

connected, supports business and helps you get the most out of life. Our group, known as Way to Go, recognises that all three agencies have an important role in driving

transport improvements for the Queenstown Lakes District. For more details about all of the work underway, head to www.qldc.govt.nz/way-to-go

