

David Smith for QLDC – Hearing Stream 14 - Transport

1. My evidence relates to the consideration of effects on the transport network and in relation to transport generally, that are likely to occur if submissions requesting the rezoning of land within the Wakatipu Basin were to be approved.
2. The Queenstown area is experiencing unprecedented levels of population, employment and tourism growth, which has led to significant congestion and declining travel time reliability for private and public transport. In my consideration of rezoning I have embraced the principles of the Queenstown Integrated Transport Programme Business Case. This seeks to address congestion and worsening travel time reliability through a limited package of infrastructure responses and a heavy reliance on public transport initiatives and behaviour change to move away from a reliance on the current private vehicle use around the District.
3. I have used the Queenstown-Lakes Tracks Transportation Model to undertake the technical assessment that informs my position on the rezoning requests. With the level of development as notified in the PDP, there are several key locations that need additional roading capacity or less travel demand in order to achieve satisfactory road network performance. These are:
 - (a) State Highway 6 westbound between Howard Drive and Hawthorne Drive in the morning and evening peak periods;
 - (b) State Highway 6 eastbound between Hawthorne Drive and Howard Drive in the evening peak period;
 - (c) Intersection of SH6 and Arrowtown-Lake Hayes Road (known locally as Arrow Junction) in the evening peak period; and
 - (d) The Edith Cavell one lane bridge on Arthurs Point Road.
4. I understand that the RLTP has funding set aside to plan for an additional crossing near the Edith Cavell Bridge at Arthurs Point, however there are currently no plans to address future capacity issues at SH6 Shotover River Bridge. Any zoning that seeks to provide for additional residential development along Ladies Mile has the potential to create significant traffic effects along SH6, including the Shotover River Bridge. Any significant addition of capacity at this location will be expensive and require several years to plan, design and construct a solution, and will be a process led by NZTA as the road controlling authority.
5. Public transport can have a role in deferring the need for infrastructure investment but does not preclude the need to provide for additional capacity over the Shotover River. Analysis of New Zealand travel data leads me to conclude that very few persons are likely to use walking and cycling to access Queenstown or Frankton from areas to the east of the Shotover River.
6. The approval of any submissions that propose to increase density in the Wakatipu Basin will exacerbate congestion at SH6 Shotover Bridge, however the approval of any of the submissions that propose to reduce density will lessen those effects. Many of the submissions relate to relatively small increases in activity, which in isolation would have no noticeable effect on the performance of the transport network. However, there is a risk of cumulative effects if a number of these submissions are all approved.
7. Cumulative effects are difficult to properly consider and address through the Resource Consent process. A preferable approach is to undertake an integrated land use and transportation planning process that effectively addresses cumulative traffic effects on the road network. On this basis, without appropriate mitigation being sought to address effects along SH6 including the Shotover Bridge, I oppose all submissions that seek to increase residential density beyond that provided for in the notified Wakatipu Basin Chapter.