

29 January 2018

Otago Regional Council
Regional Land Transport Plan Variations
Private Bag 1954
Dunedin 9054

Dear Madam / Sir,

Submission on RLTP Otago / Southland

My name is Hudson Turnbull and I do wish to make an oral submission, preferably in Queenstown. I have lived in Queenstown since 1969 and during the past 20 years have operated a passenger shuttle and limousine business, driven a taxi and am currently employed driving 50 seat coaches to Milford Sound. I was elected twice as a District Councillor on the Q-LDC 1992 – 1998.

Firstly I applaud the panel for the work that has been done in the past 2 years. It was as if someone had finally woken up to what we have been trying to tell the Regional authorities and central Government for many years.

I refer to the document available online (Proposed variations to the Otago Southland Regional Land Transport Plans 2015-2021) and will reference the pages therein.

Page 49 – first item

Queenstown to Milford Sound

May I suggest that in the event of further road crashes on the Kingston – Frankton leg of this route, which necessitate road closure, that there be alternative transport for passengers via Lake Wakatipu where possible instead of sending the vehicles (returning from Milford) via Tapanui and Alexandra.

I note the following statement: Development between Frankton and Jacks Point is likely to result in an additional 8,000-10,000 daily trips which has the potential to affect speeds/efficiency of the northern section of SH6.

As a proponent of a second crossing over the Kawarau River, downstream of the Falls site, I urge the panel to include in this plan work to protect a route and new bridge which will be necessary in the not too distant future. We simply can't afford to 'wait and see' any more. The population growth in this valley is rapidly increasing and the infrastructure must keep up.

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Stopping areas

The text talks about: 'More safe stopping areas and slow vehicle bays are likely to be needed'. Concerning the Queenstown–Milford Sound route may I suggest they are needed – right away. Especially between Te Anau and Milford.

The text also says: The nature of journeys between Queenstown and Milford Sound could be reshaped to better integrate Te Anau into them.

I'm unsure what this means however all my years in the visitor industry have taught me most people try to avoid extra nights anywhere. We need to understand most of our visitors do not have the luxury of 4 weeks paid holiday and are on much shorter trips and will squeeze as much out of their visit as possible.

Page 64 – item 23

Milford Road rockfall protection.

Can someone please tell the contractors erecting the catch-fencing to attach the netting or whatever on the hill-side of the posts and not the road-side. (check the Cromwell Gorge fencing to see what I mean)

Page 69 – item 32

SH6 Park and Ride

This is excellent. The Ride needs to be from the residential area to the place of employment and return. There is no doubt the major congestion on SH6 and 6a is caused by local commuters and not the visitors. (It was notable how little traffic there was during the Christmas–January period when the CBD workers were on holiday and the schools were closed!)

The Park and Ride is only necessary for those entering the Wakatipu Basin (from Wanaka, Cromwell, Kingston, Glenorchy etc) and should be situated at the entrances to the Basin. Everyone else should be able to walk or bike to a close-by Orbus stop.

Page 70 – item 82

Queenstown Town Centre Arterial

As a Councillor I made the first presentation to the Q-LDC in the early 1990s suggesting joining Melbourne and Henry Streets, linking those with Man Street and extending the route down to the One Mile roundabout and it is a real thrill for me to finally see some progress! The work should proceed urgently.

Page 71 – item 38

Wakatipu Basin Public Transport

The real success of this project hinges on getting the commuters out of their cars. Two important items need to occur;

1. Remove all free parking adjacent to the Queenstown CBD. Residents will need to be issued special parking permits.
2. The Orbus system needs to be adjusted so there are more 'direct' trips at 'rush hour' from residences to places of work. eg: from Lake Hayes Estate / Shotover Country to the CBD, from same places to Glenda Drive, from Jacks Point / Hanleys nonstop to CBD and so on. Passengers changing at Frankton will continue to work against a good uptake.

Page 74 – item 65

Quail Rise link

This solution to the current headache intersection Tucker Beach / SH6 should be given top priority. It is too obvious. I'm surprised however that safety is not mentioned however.

Page 118 – appendix 1

Falls Creek Bridge

The recent work has improved things however at times the parking areas are inadequate and people still choose to take risks. Being a curved bridge and only 1 lane it is very difficult for a 50 plus seat coach to negotiate and a 2 lane will be much better.

Further comment.

I could not see any reference to the existing 1 lane bridge over the Lindis River near Ardgour Road, which is surprising. It would be good to see a plan to replace it with a 2 lane bridge.

I thank the panel for the opportunity to make a submission.

Hudson Turnbull