

Submission on Otago South and regional land transport plans variations

from Cath Gilmour

Thank you for the opportunity to make this submission. My submission points follow in order of your document as written. I am writing by voice-activated computer in a remote campsite so please excuse the lack of format, finesse and organisation! Please excuse my parochialism, but due to lack of time and computer capacity, I will only concentrate on QLDC area.

- Agree that resilience is a key for QL and CO. AF8 could well disrupt most of our access and lifelines. Two things that could help would be encouraging that the cycle connection route through Kawarau Gorge now being planned is designed as a potential backup route should we lose the highway, for four-wheel-drive, motorbikes and cycles (and pedestrians). Also, that civil defence groups within the region are networked by emergency radio, as we are unlikely to be at the top of cell phone tower repair lists.
- I support the fundamentals of getting more freight going to rail and coastal networks and off the roads; more coordination across the South Island; more dispersal of tourism benefits, and creation of the cycle network, and in particular, the identified initial priorities.
- Page 58, there needs to be a North – South linkage between the blue and green routes for cyclists. Why not Beach Street? To not have any way of accessing the actual town centre as part of the town centre cycle network makes no sense and will not encourage people to bike to work/shop/recreate in town.
- Great to see increase in PT emphasis for Queenstown. I will expand on this later with regard to practicality, however, of the current bus route and schedule for Kelvin Peninsula.
- I support the key activities on page 65 the Queenstown, especially expanding the water taxi to a full ferry service for Kelvin Peninsula.
- I question the need to demolish Queenstown Memorial Centre to create the town centre arterial road. Speaking to Ulrich Glassner, it would be just as good a solution to cantilever the road to the left, over Horne Creek where there is currently no building, to save the town the cost of replacing the town centre community venue (which admittedly is a silk purse from a sow's ear, but at least it exists).
- Project 29; although I don't like the loss of rustic feel of the gravel track, assuming the upgrade means seal and lighting, it does make sense to get people off the road and safe. Considering our population, it also opens the option of using this for skateboards, rollerblades and wheelchair users. It is important, however, to keep the Lakeside trees to act as both sun and westerly wind shelter. And to keep some ambience (so please just don't make it a straight strip of asphalt!)
- I support in general the other projects mentioned here but thought that the upgrade of the Howard Drive roundabout was part of the resource consent requirement for shotover country once it reached a certain threshold anyway? Would hate to see ratepayers pinged for this if this is the case. Many of the other projects listed have too little detail to let me comment.
- Among these is item number 39, Wakatipu further small ferry services. The place this is currently most required is Kelvin Peninsula. The current schedule (hourly) and route (via Remarkables Park et cetera) mean that anyone from the far end of Peninsula who starts work at 9 AM would need to leave home at 7 AM. This time requirement remains so through the day. No amount of \$2 fare and free wifi is going to make spending four hours in public transport transit worthwhile for workers or shoppers will. From the Frankton end of the

Peninsula, it is little better. The result is that few KP people will use the bus service, which then will no doubt make the service even less frequent and therefore less useful.

- I like the pedestrianisation concept, though trust that the plan will include night-time access for freight et cetera to appease business people. Also, that unstated within this pedestrianisation is the ability for cyclists to use these routes if no other specific cycleway is provided.
- Agree with fundamentals of the Wakatipu active travel network plan but question the need for a cycle hire scheme and showers to be provided at ratepayer cost. Business case to prove the viability of such a hire scheme for a community of our size required first. There are lots of commercial businesses hiring bikes. Showers are a business cost, not community cost. Both of these I would consider a “nice to have” not a “need to have” for a community of our rate base. The need for a helmet adds a complicating factor in NZ compared to where cycle hire schemes work elsewhere.
- I trust the park and ride concept will also allow people to park and bike in rather than bus or ferry?
- Support for item number 43, water-based infrastructure. For instance, the jetty resource consent that had been planned for council to gain a couple of years ago in The Narrows. If this is provided, it reduces the cost for business to then provide the jetty. It is also more likely to make such resource consent successful, if Council listens to people’s concerns about a jetty proposal (which did not happen in the recent commercial case). That does not mean council needs to build the jetty itself, unless it is a revenue-earner long term.
- Trust that those SHA developers profiting from expedited consent for the projects will also contribute to item number 64, as required under the normal resource consent process for others that increase the demand for roading. Similarly item number 65. The considerable uplift in value of this land justifies contribution by those that so profit, rather than further loading of costs on to the ratepayer and taxpayer base.
- As with previous project under the Queenstown town centre arterial name, I believe this project should be realigned so that it does not incur the cost of building a new town centre community venue. This would add an unnecessary \$50 million or so to council’s town centre plan. The place for a larger community/performance venue will be out at Frankton, as part of a commercial venture, thus subsidised by business not just the community.
- Page 92, optimisation of Wakatipu bus services. If this is based on initial usage patterns, Kelvin Peninsula will be disadvantaged because the initial route plan and schedule does not provide a useful or practical bus service for residents or visitors. For instance, it takes around half an hour to reach the Frankton bus terminal from where I live, very close by the Hilton. It would take roughly 20 minutes to walk. The bus only comes by once every hour. You then have to wait for a bus to Queenstown at the Frankton bus shelter. The end result is it takes around 1 ½ hours either way from the Frankton end of Kelvin Peninsula and you need to allow two hours from the far end. Adding four hours commuting time to an 8 to 10 hour shift is obviously not practical. Nor does it make sense to use the bus to go into town to shop or have a cup of coffee. So my guess is that very few people will be using it. This might be interpreted as a lack of support for the concept of public transport, whereas in fact it is a lack of support for what is currently not useful public transport system.
- Park-and-ride facilities need not be located adjacent to new areas of residential development to be useful. Being central to outlying and existing areas would also be useful, then people can drive to that and park. If it is adjacent to a residential area, do people really

have to drive there? What is needed is a shelter, good pedestrian/cycle access to it and a regular, reliable bus service.

- Back to item number 39 on page 100. It will make sense to plan to link this to the ferry service that will no doubt be in Remarkable Park's plans, but not to wait for that to eventuate. Perhaps better to work with the existing ferry service to subsidise something that already partly works, as you did with Ritchies.
- Number 42, agree with Arrow Junction and Jack's point. Perhaps also somewhere near shotover Bridge?
- Looking at the budget forecast, there is a very heavy load on QLDC ratepayers, particularly from 2020, conveniently beyond the current council's purview :-)! For four of these five years, the amount to be funded by QLDC ratepayers is greater than the total cost facing all of Dunedin city. In one case (2022) more than double. This is obviously not viable without substantial central government support. My guess is that it also does not include rebuild of a community venue in downtown Queenstown if the Queenstown Memorial Centre is demolished. To be an honest appraisal of the costs of this project, this cost (if the current proposed alignment continues) must be included. Or change the alignment and save that cost.
- Page 129, SH6A corridor improvements. Unsure what these might be, as no detail provided, but hope they include making the currently hashed areas that just provide Road width but no practical use into something useful. This could help both reduce road congestion and road rage, as people can quickly whip past people doing 30 to 40 km in a 70 K zone.

Again, thank you for the opportunity to make this submission and the work staff, councillors and others have already put into the plans.

All the best for good decisions!

Kind regards

Cath Gilmour