

**BEFORE THE INDEPENDENT HEARING PANEL APPOINTED BY THE
QUEENSTOWN LAKES DISTRICT COUNCIL**

UNDER the Resource Management Act 1991 (RMA)
IN THE MATTER of the Te Pūtahi Ladies Mile Plan Variation in accordance
with section 80B and 80C, and Part 5 of Schedule 1 of the
Resource Management Act 1991.

**STATEMENT OF EVIDENCE OF ANTHONY PICKARD
29 September 2023**

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Introduction

- 1 My full name is Anthony Pickard.
- 2 My current role is Transport Strategy Manager for Queenstown Lakes District Council (**QLDC** or **Council**). I have been in this position since January 2018. I have been at QLDC since 2014 and my previous roles were Principal Planner for Infrastructure and Senior Policy Planner at the Council. I am responsible with others for the planning and investment of QLDC's transport improvements programme.
- 3 I have been asked to provide evidence by QLDC.
- 4 I have been involved in the planning processes for Te Pūtahi Ladies Mile Variation (**TPLM Variation**) for a number of years. These have included a role in the Spatial Plan project team, and Ladies Mile Masterplan team as the QLDC Transport Lead. I have more recently been involved in the TPLM Variation to provide continuity and strategic inputs.
- 5 I have a secondary role as the Programme Manager (and QLDC Owner Interface Manager) for the Way To Go transport partnership. I am also currently included as a joint transport lead in the Future Development Strategy workstream.

Qualifications and experience

- 6 I have a BSc (Hons) Estate Management from Reading University in the United Kingdom.
- 7 I have worked as a planner on consents, policy, statutory advocacy and more recently in infrastructure, for 20 years in New Zealand and overseas.

Code of conduct

- 8 I confirm that I have read the Code of Conduct for expert witnesses contained in the Environment Court Practice Note 2023. Accordingly, I have complied with the Code in the preparation of this evidence and will follow it when presenting evidence at the hearing. Unless I state otherwise, this assessment is within my area of expertise, and I have not omitted to consider material facts known to me that might alter or detract from the opinions I express.

Scope of Evidence

- 9 My evidence addresses the following:
- (a) The Way To Go partnership
 - (b) Ladies Mile Transport Strategy
 - (c) Transport Initiatives provided by QLDC

Way to Go (W2G) Partnership

- 10 QLDC have been working together in partnership with New Zealand Transport Agency Waka Kotahi (**Waka Kotahi**) and Otago Regional Council (**ORC**) for more than five years to address the complex transport issues in the district. This partnership is called the Way to Go Partnership (**W2G**). We have been working under a Memorandum of Understanding that provides a forum to work together to achieve joint funding and approvals for the transport improvements programme. W2G has no financial or statutory delegations and exists to combine our approach by working closely and collaboratively, mainly through strategic and detailed business cases. Waka Kotahi and ORC will consequently provide individual submissions on matters affecting them and at their discretion. The high-level consensus of the partners is that development of the Ladies Mile Masterplan area can be supported, and each partner will address its individual areas of interest. Detailed transport evidence for QLDC is being provided by Mr Colin Shields.
- 11 W2G has been very successful and has led to the initiation of a number of high-level planning projects in the Whakatipu. These include the Whakatipu Active Travel Network, the Queenstown and Frankton masterplans / programme level integrated transport business cases and the Queenstown Transport Business Case. The Queenstown Arterial and Street Upgrade projects, and the Lakeview arterial section are all products of the joint planning approach and are in the construction stages now. The Queenstown package of the New Zealand Upgrade Programme (**NZUP**) is also a product of this collaboration and will see physical works adjacent to the TPLM Variation site, namely the SH6/Howards Drive roundabout and SH6 westbound bus lane.
- 12 The transport programme also includes other physical projects, such as the remaining Queenstown Arterial sections, Public Transport Interchanges, interim improvements to Public Transport Hubs in

Frankton and Queenstown, Arthurs Point Crossing (new two-lane vehicle bridge) and several remaining elements of the Whakatipu Active Travel Network. These are all important elements to ensure that the wider network operates efficiently, and facilitates the main alternative modes, i.e., improved public and active travel networks.

Ladies Mile Transport Strategy

13 The Transport Strategy provided by Mr Colin Shields (and confirmed his in brief of evidence), identifies that the transport impact of TPLM (with the proposed public transport measures) will be acceptable and will be managed such that the safe, effective and efficient operation of the transport network can be achieved. I would stress that the strategy's success is dependent on the wider programme being implemented and as such is consequently not in the sole control of QLDC. This Transport Strategy will not solve the corridor or network wide issues, such as capacity of the Shotover Bridge – but can provide positive effects locally by:

- (a) Avoiding worsening congestion on adjacent and local roads and highways by planning to reduce the generation of private vehicle trips out from the area. This can be achieved by removing high levels of parking (especially free parking) and providing community and social infrastructure within the site.
- (b) Remediating in part, the traffic effects from the developed south side of the highway, by providing that social and community infrastructure, negating the need for external trips.
- (c) Mitigating the potential levels of traffic generation by providing mode alternatives to the private car.

Transport initiatives provided by QLDC

14 The wider transport improvements programme also includes advocacy for behavioural change that will impact on traffic generation levels across the whole district, and most notably for this application, the developments on the south of Ladies Mile i.e., Shotover Country and Lake Hayes Estate. The intentions of these projects should be mirrored in the TPLM Variation area.

Comprehensive Parking Management Plan

- 15 These include a Comprehensive Parking Management Plan (**CPMP**) programme, as advised by the National Policy Statement on Urban Development, which is already underway. This workstream contains a district wide parking strategy, which will then be implemented through the production of localised parking management plans. These will implement the strategy but acknowledge the localised problems and opportunities. In the case of the TPLM Variation area, reducing provision of free public parking will help discourage ownership and use of private cars. The detail of the actual numbers or ratios of car parking will be responded to in Mr Colin Shields' evidence, but I can state there is an intention to re-visit all aspects of our current parking approach, including revisions to the Subdivision Code Of Practice and District Plan if required. The intention is to alter the hierarchy of planning for transport, putting pedestrians and cyclists first in subdivision planning. On-street parking will practically disappear or be significantly reduced.

Travel Demand Management

- 16 The Travel Demand Management programme is also under way. This will contain several themes, including a review of all local transport / development policies that would or could support reduction in traffic generation through reducing demand. This will be supported by encouraging modal choice through improving information sources, especially wayfinding. Travel Plans, which are currently normally linked only with some larger organisations and educational facilities will be investigated on a community level. These would complement the CPMP's localised parking management plans.

Transport Management Associations

- 17 A further theme is to investigate and potentially establish Transport Management Associations. These are representative community or business groups that can focus two-way conversations with local authorities to improve wider transport efficiencies. All the above combined will promote behavioural change across the district, corridor and locally across the highway to the existing developed subdivisions.
- 18 Physical interventions are also planned by the W2G partners including bus priority lanes and intersection treatments on the State Highway. QLDC intends to complete its active travel network, alongside Waka

Kotahi. This provides links between urban centres with the initial / final connections being provided by developers or by Council through minor improvements. Connections will be provided to the east (towards Arrowtown), south – via safe and accessible crossings (yet to be confirmed in terms of design) and to the west to connect to Frankton.

- 19 Other physical infrastructure – significant capex projects such as the proposed link to Sylvan Street are generally subsidised by Waka Kotahi with QLDC providing a local share (usual split is 51% Waka Kotahi 49% QLDC). For these to progress through the usual funding channels they must be supported by a business case which has not been included in this instance. Minor improvements, such as bus priority lanes on Stalker Road can be provided through the Low Cost Low Risk programme. These would be dependent on the outcome of the current public transport business case (which is not expected to be available until early 2024).

Response to Submissions

- 20 There is a fair amount of discussion and focus on mode shift and the appropriate percentage targets in several submissions which I would like to comment on collectively.
- 21 The TPLM Variation should provide a high level of transport mode **choice** from the start of development, even in the construction phases. Establishing behaviours and reducing the reliance of the private motor vehicle as soon as is practicable is the aim.
- 22 Mode **shift** will apply to the established behaviours of those existing developed areas on the south side of Ladies Mile (and elsewhere along the corridor) and so is not under the control of the TPLM Variation. This is the responsibility of the transport partners that make up W2G.
- 23 The potential positive effect of developing correctly on the TPLM Variation area, i.e., the north side of State Highway 6, will provide a synergistic benefit of reducing demand on the state highway and local roads and should facilitate mode shift on the south side.

Overall conclusion regarding the TPLM Variation

- 24 In my opinion, the TPLM Variation approach to development of the area should be supported. It provides an opportunity to provide transport

benefits to the wider corridor area by actively reducing congestion issues.

- 25 It is acknowledged that ideally all transport infrastructure and services should be in place at the earliest opportunity but with the current affordability issues amongst transport partners this may not be possible. That said, it is important for QLDC to clearly commit to the intention to facilitate the development of the area, to give certainty for investment from all partners.

Anthony Pickard

29 September 2023