

**Before the Independent Hearing Panel appointed by the
Queenstown-Lakes District Council**

Under The Resource Management Act 1991

In the matter of the Te Pūtahi Ladies Mile Plan Variation

Prepared for Waka Kotahi
(Submitter)

**Hearing Summary Statement of Evidence of David John Robert Smith for Waka Kotahi –
Traffic**

Dated 6 December 2023

STATEMENT OF EVIDENCE OF DAVID JOHN ROBERT SMITH FOR WAKA KOTAHI

1 Summary of Evidence

1.1 My full name is David John Robert Smith. I am a Technical Director – Transportation Planning at Abley Limited, based in Christchurch. I have:

- a prepared a primary statement of evidence dated 6 December 2023 on behalf of Waka Kotahi in relation to the application for the proposed Te Pūtahi Ladies Mile (TPLM) Variation to the Queenstown-Lakes Operative District Plan.
- b attended formal transport conferencing and combined urban design and traffic conferencing and have signed the Joint Witness Statements.
- c read Mr Shields rebuttal statement and continued to engage directly with Mr Shields leading up to and including during the hearing.
- d reviewed the transport-related hearing provisions presented on 27th November 2023.

1.2 In paragraph 1.10 of my primary evidence I recommended that several matters be addressed through the proposed planning provisions. Following consideration of Mr Shields' rebuttal, conferencing and the planning provisions, many of these matters are satisfactorily addressed. The remainder of this summary statement highlights outstanding areas which in my view have not been satisfactorily addressed.

2 Infrastructure Upgrades

2.1 I acknowledge that signalising SH6 / Stalker Road, SH6 / Howards Drive, and the urbanisation of the SH6 corridor in keeping with a 60 kph environment have been discussed extensively through conferencing and there is general support for these across both urban design and traffic experts. Whilst the matter of implementing changes in speed limits is one for Waka Kotahi as the road controlling authority, I am comfortable that there are mechanisms in place to urbanise the corridor and enable upgrades to signals to be delivered. This includes consideration of design treatments to manage speeds such as threshold treatments and raised intersections which can be addressed at later design stages.

2.2 I further understand from discussions with Mr Shields that Council are intending to add provisions to the Plan Variation addressing my concerns about the delivery of Stalker Road bus priority and the NZUP package to the west of Shotover Bridge prior to development on

TPML. At the time of preparing this summary statement I have not seen this included in provisions.

2.3 I remain concerned about the how the current (as at 27th November) set of provisions address the delivery of infrastructure. The key provisions as they relate to various activities and land areas in the Plan Variation area are 49.5.10 (low density residential precincts H1, H2 and I), 49.5.33 (medium and high density residential precincts A, B, C, E, F and G), 49.5.50 (Glenpanel precinct B and Commercial precinct D) and 49.5.56 (open space precinct J).

2.4 The staging provisions list infrastructure upgrades that must be delivered prior to the development of the precincts to which the specific planning provision corresponds. I have prepared a table to capture the infrastructure to be delivered under each provision and for each precinct as follows:

Table One Infrastructure Upgrade Provision Summary Table (27th November provisions)

PROVISION	49.5.10			49.5.33				49.5.50		49.5.56
PRECINCT	LDR			MDR and HDR				GP	Com	Open
STRUCTURE PLAN LOCATION	H1	H2	I	A	B	C/E	F/G	B	D	J
Dedicated WB bus lane on SH6					Y	Y	Y	Y	Y	
<i>Western PACKAGE 1:</i>										
Upgrade SH6 / Stalker				Y	Y				Y	Y
Lower Shotover / Spence Rd Int				Y				Y		
SH6 Bus Stops W of Stalker				Y	Y			Y		
Ped Xing W of Stalker				Y	Y			Y		
<i>Central PACKAGE 2:</i>										
Upgrade SH6 / Howards						Y				
SH6 Bus Stops W of Howards						Y			Y	Y
Ped Xing E of Howards						Y			Y	Y
<i>Eastern PACKAGE 3</i>										
Eastern roundabout SH6							Y			
SH6 Bus Stops W of East roundabout							Y			
Ped Xing W of East roundabout							Y			
Active Travel Link to SH6 Bus Stops	Y	Y								

2.5 These provisions require only those upgrades to be delivered that are in proximity to the land area without considering upstream/downstream traffic movement and the dependencies between the areas. This is illustrated in the following diagram where I package together the works in the vicinity of the three key access intersections.

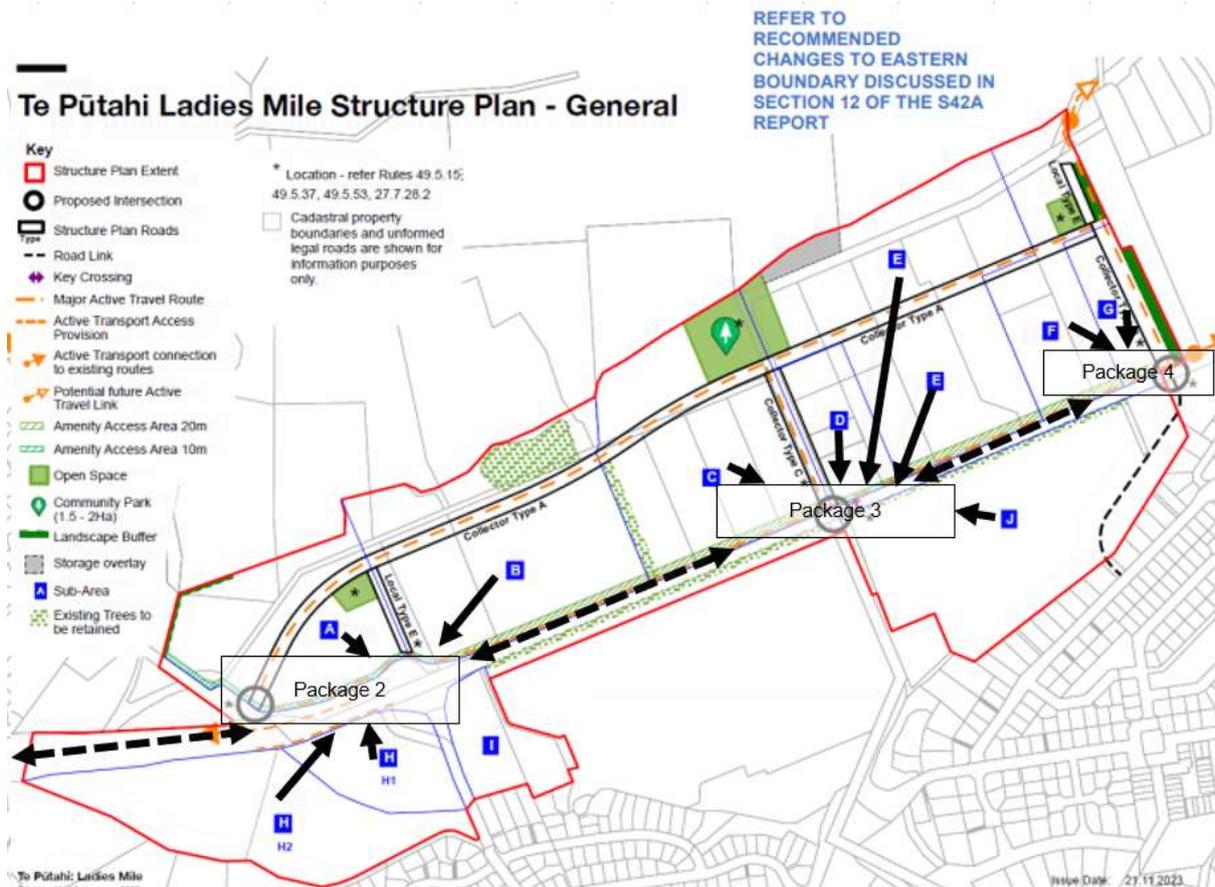


Figure One Relationship between precincts and upgrades

- 2.6 It is evident that there are some errors in the planning provisions which I have highlighted in Table One – specifically the upgrade to Stalker Road intersection should be changed to Howards Drive for areas D and J to be consistent.
- 2.7 My primary concern is that if only some but not all of the infrastructure is implemented prior to substantial development, the bottlenecks in the transport network may not be addressed. For example, if areas C-G and J were to be developed with associated Package 3 and Package 4 upgrades, the current morning peak network bottleneck at the Stalker Road intersection (as part of Package 2) is not required to be addressed under the provisions. If the development were to occur from west to east this would not materialize but I am unaware of any planning provisions that require the westernmost precincts and infrastructure to be established before the easternmost precincts and infrastructure.
- 2.8 To address this I have provided an alternative version of Table One below which ensures that the appropriate downstream infrastructure is in place prior to development. The resultant Table Two below also includes the Stalker Road bus lane and NZUP infrastructure to the west of the Shotover Bridge.

Table Two Infrastructure Upgrade Provision Revised Summary Table

PROVISION	49.5.10			49.5.33				49.5.50		49.5.56
PRECINCT	LDR			MDR and HDR				GP	Com	Open
STRUCTURE PLAN LOCATION	H1	H2	I	A	B	C/E	F/G	B	D	J
Dedicated WB bus lane on SH6				Y	Y	Y	Y	Y	Y	Y
<i>Western PACKAGE 1:</i>										
Upgrade SH6 / Stalker				Y	Y	Y	Y	Y	Y	Y
Lower Shotover / Spence Rd Int				Y	Y	Y	Y	Y	Y	Y
SH6 Bus Stops W of Stalker				Y	Y	Y	Y	Y	Y	Y
Ped Xing W of Stalker				Y	Y	Y	Y	Y	Y	Y
<i>Central PACKAGE 2:</i>										
Upgrade SH6 / Howards						Y	Y		Y	Y
SH6 Bus Stops W of Howards						Y	Y		Y	Y
Ped Xing E of Howards						Y	Y		Y	Y
<i>Eastern PACKAGE 3</i>										
Eastern roundabout SH6							Y			
SH6 Bus Stops W of East roundabout							Y			
Ped Xing W of East roundabout							Y			
Active Travel Link to SH6 Bus Stops	Y	Y								
PLUS Stalker Road bus priority				Y	Y	Y	Y	Y	Y	Y
PLUS NZUP package west of Shotover Bridge				Y	Y	Y	Y	Y	Y	Y

2.9 I consider that the planning provisions relating to development staging and infrastructure would be more helpfully presented in the Plan Variation as a table much like the above, or with clear direction around the sequencing of development and dependencies in terms of infrastructure responses.

2.10 I further iterate from my primary evidence that I recommend the provisions be amended as far as practical to provide for:

- a regular traffic monitoring to be undertaken to measure the success of the various initiatives aimed at reducing reliance on private vehicle travel;
- b the implementation of effective and ongoing travel planning including regular monitoring be integrated into the Transport Interventions Plan; and
- c the preparation of an Integrated Transportation Assessment for all resource consent applications on the TPLM site. This should in my view be included in the planning provisions, including to address the potential impacts of residential development

preceding commercial development and address the cumulative effects of development on the Plan Variation site.

2.11 My view is that the infrastructure (and development staging) listed in Table Two, and matters raised in paragraph 2.10 are required to be addressed to provide confidence that the traffic impacts on the local and wider network can be satisfactorily managed.

A handwritten signature in blue ink, appearing to read 'D. Smith', with a stylized flourish extending to the right.

David John Robert Smith

6 December 2023