

A Vision of Queenstown, 2033

Second Edition: August 2016

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Transportation in the Wakatipu: A Call for Action

A journey of a thousand miles
begins with a single step"
- **Chinese Proverb**

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FOREWORD

Three years ago, I wrote two reports¹ titled that described the challenges faced by Queenstown and proposed solutions to them. The reports addressed four main issues:

1. Unmanaged growth
2. Transportation
3. Finance
4. Systemic challenges

The last section, *Systemic Challenges*, examined cultural explanations for the seeming lack of progress and vision within our community, namely short-termism and reactive management as opposed to long-term, cohesive vision and proactive planning that actually gets implemented.

Despite wide circulation and discussions with Council members and the mayor, the recommendations were largely ignored. The result is that the negative repercussions of reactive management have been felt in the town far faster than I had anticipated. Traffic congestion, increased journey times, lack of parking, *etc.* are now the biggest complaints of long-time residents while sky-high rents, lack of affordable housing, low wages, *etc.* are the issues facing new arrivals.

On top of this, the environment – the foundation of the region’s economy and quality of life – is being increasingly degraded. There are many dangers in this pattern, dangers that have been realised in other places around the world: There are many, many examples of tourist-dependent sites that, through short-sightedness, destroyed their natural beauty and are now tired, grimy, low-cost destinations.

Fortunately, there are also many examples where people have got it right. I have drawn on many of these examples for this second edition of my vision of Queenstown. Nothing in this report is unique; all of the recommendations have been successfully implemented by forward-looking managers, politicians, business people and communities and their lives have been enriched by doing so.

I have decided to write this updated report as local elections will be held in just over one month. I challenge voters to ask the candidates what is their vision of Queenstown in twenty years’ time? If they cannot answer basic questions such as this, or what the population of the town will be, then how can they be in charge of planning for the future? *If you don’t know where you’re going, you can’t get there.*

There are two caveats to this report:

1. It deals solely with transportation. This is not because spatial planning, affordable housing, diversification of the economy, or disaster resilience are any less important. It is merely a reflection of the limited spare time that I have to write this report.
2. This is not a recipe to be blindly followed – I’m not that good! Rather, it is an example of cohesive, long-term solutions. Other people – especially our new Council – will likely disagree with much of this but my question to them would be; ‘If not this, then what?’ Negative criticism without alternative solutions will not help us.

¹ “A Vision of Queenstown” and “One Bite at a Time”.

As I was finishing this article, I picked up the latest copy of the *Mountain Scene*. The lead article announced the approval for a \$100m, 4.7 hectare shopping complex. It talks of shops, restaurants, housing, *etc.*, but not a single word on transport. This is exactly the sort of short-term thinking that will strangle Queenstown in the long run. It continues the trend to centralisation of services that increases traffic and exacerbates congestion and it fails to provide even

‘Hendo’s Hole’ and part of the Five Mile shopping centre was an ideal site for a multi-mode transport centre. Government at national and local levels let this opportunity slip away. In the end, allowing the hole to be filled in and millions of dollars spent on carting away earth from the development. Millions of dollars that will not benefit Queenstown in any meaningful way. And now we have another decision thrust upon us with a minimum of public consultation that will cost us all millions of dollars.

Major projects such as this are often announced with the cost of construction in large type. As it has in this most recent case: “\$100m plan OK’ed” is the headline. But let’s be clear:

1. Only a small percentage of that \$100m will go into the local economy
2. Each time a mega project such as this is approved without providing for some sort of transport solution – park and ride facilities, a bus terminal, a light rail station, *anything* – costs ratepayers millions. Any such facility doesn’t have to be built now although I argue in this report that it is cheaper to do it earlier rather than later.
3. Each time one of these projects gets approved, the cost goes up by millions. By my calculations, the opportunity cost at Five Mile was in the vicinity of \$20m and this new development will add a similar amount. These costs rarely get mentioned in announcements but they are real, and unlike the construction costs, 100% of them are felt locally. They include:
 - a. Increased eventual cost of providing transport solutions that need to be further away and/or require purchase of inflated land rights
 - b. Using NZTA figures, traffic congestion in the Queenstown area will cost over \$50m *per year* in ten years’ time unless we move away from our current reliance on private vehicles or over *one billion dollars* over the next thirty years. This dwarfs any positive economic impact from a new shopping centre.

It is well past time that we moved away from short-term, reactive, small-scale solutions and really started planning for a future wherein residents and visitors alike can continue to enjoy the attractions and quality of life that currently exists in the Wakatipu.

Adam Childs

September 4, 2016

Queenstown

Why

There are two questions to be answered before we look at transportation in the Wakatipu basin in any depth:

- *Why should we care about transportation issues?*
- *Why has it become a problem now?*

WE SHOULD CARE FOR MANY REASONS

Whether you are a resident of Queenstown, a regular commuter to the town or a visitor, there are many reasons to care about traffic in the region:

- Traffic congestion costs time and money (e.g. fuel costs) and increases pollution
- Increased traffic increases risk of accidents with significant personal harm, especially for pedestrians and cyclists
- Traffic congestion detracts from the region's beauty and quality of life; traffic jams are neither pretty nor quiet!
- Excessive traffic and journey times detracts from visitors' enjoyment. This is especially true for the high-expenditure tourist that the resort wishes to attract.

Ultimately, we should care because the increase in vehicular traffic may be an indicator of the resort's success in attracting visitors and residents in the short-term, but it threatens the resort's attractiveness and financial viability in the long-term.

WHY HAS IT BECOME A PROBLEM NOW?

Access to and from the town is geographically constrained by the lake and the mountains and there is little space to build new roads. Just like the 'straw that broke the camel's back', there is a certain point at which smooth traffic flow quite suddenly changes into congestion. Anyone who has been in the region for even a couple of years will be aware this tipping point. In short, it is simply that routes have reached their saturation point. There are a number of exacerbating factors:

- Both national and local Governments have focused more on increasing tourism (short-term gain) than on long-term planning and provision of infrastructure
- Businesses have taken advantage of the political environment to expand: Queenstown airport is a perfect example of business success isolated from infrastructure
- Generally, NZTA use existing traffic loads when deciding whether to improve or expand roads rather than looking ahead to projected loads. This results in a typically reactive piecemeal approach to improvements where roads with heavy traffic get improved only to direct traffic into bottlenecks further on
- Queenstown's growth has been unusually high, exceeding expectations, but as businesses (e.g. hospitality and developers) profit, there is reluctance to try and slow growth even temporarily (e.g. by reducing Destination Queenstown's budget)
- Government relies on 'the market' to provide solutions even when it has become very clear that this does not work

Where

Where we should focus our efforts means looking at a combination of existing bottlenecks and forecasted growth. To do this accurately, it should be done in conjunction with spatial planning², a subject for another report. That said, we can predict with some accuracy where the main issues are:

- Frankton Road and SH6/6A from Lake Hayes and Shotover Country to the CBD
- Around the Airport, Remarkables Park and Five Mile
- Traffic from Remarkables Ski Field, Kelvin Heights, Jacks Point and Hanley Downs
- Queenstown CBD
- Lake Wakatipu

Each of these have unique constraints and needs and need to be addressed separately. One thing should already be clear however: Building more road capacity in one place (e.g. along SH6) simply moves the congestion to another place (e.g. SH6A/Frankton Road).

What is needed (and more on the specifics of *What* in the next section) are alternatives: Alternative routes, alternative modes of transport.

FRANKTON ROAD AND SH6 TO THE CBD

This road is already at capacity. Peak traffic queues can stretch for over a kilometre albeit they tend not to last for long... at present. In the next twenty, thirty years the demand for transportation along this corridor will grow exponentially. Demand will grow from:

- Population growth in surrounding areas (e.g. Shotover Country, Hanley Downs)
- Increased tourism, that is still being aggressively promoted by government and businesses both locally and nationally
- Growth along the corridor (e.g. new hotels and residences and the new marina)

While there is some room for increasing the capacity of this road – it has a wide centre lane in some places for example – experience tells us that any increase in capacity will be rapidly taken advantage of. Furthermore, this road narrows at the BP end and has many access routes leading off it meaning that many people need to make right hand turns. Using the central lane for more through traffic would probably be self-defeating as people block the lane to make turns.

The centre lane can be used for an alternative transport mode – for example, streetcars, light rail transit or as a dedicated lane for public buses, taxis, shared cars and, eventually, driverless taxis. The usefulness of this is severely curtailed if people are still allowed to make right turns all along the road. Dedicated right turn and U-turn facilities – perhaps with traffic lights – would be needed at the few places where space permitted. Its utility for streetcars or LRT is even more limited as it is barely wide enough for one track, not two: Two-way traffic would depend on short double track passing bays.

It is highly likely that any such use of the centre lane would provide relief for only a short time (5-10 years at most), be costly and would face significant resistance from road users, residents and businesses.

² And Council's willingness to adhere to those plans. Previous plans have been developed at substantial cost to ratepayers and then ignored or overridden when it came to providing consents.

What is needed are new routes that add to capacity without diminishing the current road. And we must have at least a twenty-year vision, if not longer. This means planning for 100% increases in demand, not just ten percent. For these reasons, I propose three options that could all be developed (there are compatible, not competing options):

1. Light rail transit
2. Commuter bicycle lanes
3. Water buses and taxis

Light rail transit (LRT)

An LRT could be built alongside the lake on the Frankton Track. In my opinion that would be a mistake because:

- It would get stuck in time-consuming and costly land acquisition issues
- It takes away an attraction of the area (many people enjoy the track)
- It would be difficult to integrate into a region-wide transportation system at the CBD end. It would either terminate near the ice rink in the gardens making it difficult to coordinate with buses and other transport, or it would have to cut through or alongside the gardens terminating near the Bath House. This last option would face engineering issues (steep gradients) and significantly impact the beach and the gardens.
- The path is not currently wide enough for two tracks (in places it isn't even wide enough for one track); as properties and/or hillsides abut the northern side of the path, the rail track would, in many places have to be built above the lake.
- Subject to subsidence and flooding.

The alternative that I proposed three years ago is still, in my opinion, the best one: Use the existing utility corridor around the 400m contour line on Queenstown hill. The advantages of this route include:

- The journey itself would offer great views and be a stunning introduction for visitors to Queenstown and with good design, would not detract from views of the hill
- Land acquisition would be much simpler and cheaper to negotiate
- It opens up opportunities to provide residences with good public transport that are currently inconveniently distant from bus routes on Frankton Road
- The terminus above Gorge Road would be easy to incorporate into a region-wide transportation system

The biggest objection I hear to the LRT option is the cost. I feel that this objection is misplaced. There are many studies around that show – over the long-term – that the cost of LRT systems are comparable to other mass transit systems. Costing of the LRT option is discussed in more detail in Appendix Two.

Moreover, an LRT is the *only* way to significantly increase capacity along this corridor to meet anticipated demand over the next few decades. It is true that an LRT will cost more than, say, widening Frankton Road but what of the intangible, long-term costs?

- An LRT can be attractive, more vehicular traffic never is.
- What will Queenstown do in five, ten years when even a widened Frankton Road is insufficient and traffic queues all the way from the airport to the CBD are common?

Commuter bicycle lanes

Studies show that the use of bicycles for short distance personal travel increases dramatically when cyclists are made to feel safe. This is done by having dedicated cycle lanes that are paved and physically separated³ from vehicular traffic *and* pedestrians (and their dogs!). In many countries, these dedicated lanes can also be used by motorised vehicles such as electric bicycles, scooters or mopeds under 50cc and mobility scooters. One objection to commuting by bicycle that I have heard is that Queenstown's weather will be a problem. Studies have shown that weather is not that significant a factor. Cities such as Berlin, Amsterdam and Copenhagen that have comparable climates have very large cycling numbers.

Other things should also be done to encourage cyclists – bicycle lanes by themselves are insufficient. Facilities such as secure, covered bicycle racks in town, bicycle-friendly ferries to Kelvin Heights or Shotover Country that give commuters the option for only cycling one way, *etc.* will all need to be developed.

Water buses and taxis

Good water transport (i.e. frequent, affordable and large enough to accommodate prams, bicycles, shopping, *etc.*) is another way to increase capacity between Frankton and Queenstown CBD without detracting from the scenery nor taking away from existing routes.

Connecting Shotover Country, Lake Hayes Estate, select stops along Frankton track (e.g. the Boat Shed and the Marina), Kelvin Heights⁴ and the CBD⁵ could divert as much as 10% of Frankton Road traffic off the road.

AROUND THE AIRPORT AND THE SHOPPING CENTRES

The most obvious solution to alleviating congestion is to finish the Eastern Arterial Route (EAR) that runs south of the airport to connect Remarkables Park to Five Mile Shopping Centre. The EAR is, however, a short term solution especially given the anticipated growth in passenger numbers at the airport. The airport alone (so disregarding ski field, resident and shopping traffic) is forecast to handle two million passenger arrivals and departures within a couple of years. Even if every one of them travel to and from the airport in cars of four people, that still results in around 1,500 cars per day *on average*: peak periods are much higher.

Diverting much of that traffic away from road vehicles would go a long way to alleviating traffic in the area. To do that, we need public transport that is reliable, frequent and affordable *and* has the capacity for large loads.⁶ An LRT as described above that connected the airport with the CBD and major hotels fits that bill. If the LRT can be supplemented with good bus and water systems, it would also take much of the resident and shopping traffic.

Other options that should be encouraged include online shopping that is delivered by a (free) delivery service run by the shopping centre⁷ and car share systems⁸.

³ Low concrete slabs as used in car parks will suffice but the further away from vehicles and the larger the barrier, the better.

⁴ At both ends. The Eastern end providing alternatives for Ski field, Jacks Point and Hanley Down traffic while the Western End provides options for residents as well as visitors wishing to go to KH golf course and sailing club

⁵ This should terminate at the wharf or harbour so it can be integrated with other public transport.

⁶ E.g. visitors with suitcases, families with children, shoppers with large purchases, disabled people using mobility aids.

⁷ Purchases from all stores are consolidated dependent upon delivery location.

⁸ While these do not alleviate traffic *per se*, they do reduce the overall number of cars in the region and thus alleviate parking issues.

TRAFFIC FROM SOUTH OF THE KAWARAU RIVER⁹

New developments such as the improvements to the ski fields and new residences at Hanley Downs will result in large increases in traffic volumes from the south in the next few years.

As previously discussed, encouraging alternative transport modes will be the best way to handle increased demand. This includes:

- A dedicated bicycle lane across the river. The ‘hard shoulder suitable for cyclists’ on the new bridge is *not* sufficient when there are large trucks travelling at 70kph on this route. The best option would be to have a dedicated bicycle lane parallel to the approach roads and then doing a little work on the old bridge to make it a pedestrian- and bicycle-bridge.
- Ferries from the east and west ends of Kelvin Heights capable of carrying motor scooters, bicycles, prams, skis, *etc.*
- Public bus services to the ski fields, Jacks Point, Kelvin Heights and Hanley Downs.

It is also important to acknowledge that new bridge currently under construction is likely to reach capacity in just a few years and that planning for a second bridge should already be underway. This second bridge could be much further downstream, crossing the river to the west or east of Lake Hayes estate. This would be (finally!) the bypass that Queenstown needs. Heavy traffic (e.g. stock trucks) from Southland to Cromwell and Christchurch would then have no need to join the airport and shopping centre traffic.

It will be far easier and cheaper if QLDC started planning for a new access road (preferably designating it as SH6) along the south side of the river to where a new bridge would be built *before* that land gets developed (and it will!).

QUEENSTOWN CBD

It has been talked about for decades: Pedestrianise the centre! Each year that goes by makes it harder and harder to do as development and density increases so the faster this is done, the better. The main problem as I see it is that Council is trying to do this in isolation. As if putting up a few bollards is what pedestrianisation means. This is equivalent to building a car with only two wheels – it doesn’t go very far until all the wheels are in place!

A comprehensive solution would consider such items as:

- Where to park cars and other vehicles at the edge of a pedestrianised area
- Appealing alternatives to using private vehicles at all
- Disincentives for private vehicles E.g. costly parking on the edges
- Different systems for rate payers versus visitors (e.g. subsidised parking for residents)
- Integration with public transit systems
- Access times for service and delivery vehicles
- ‘Part-time pedestrianisation’; vehicles restricted to specific times and days of the week
- Access for emergency vehicles
- Transit times (e.g. RVs heading west to Glenorchy or vice versa can only do so between 5am-7am or 6pm-8pm)
- Free public transit within the zone for those with mobility issues (or just tired!) – in many towns and cities this is made into an attraction (e.g. old-style trolley buses)

⁹ Remarkables Ski Field, Kelvin Heights, Jacks Point and Hanley Downs as well as long distance traffic, e.g. from Invercargill and Te Anau.

LAKE WAKATIPU

The lake is vastly underutilised. Apart from the water buses and taxis described above, it would be relatively easy to put in place a high-speed, hydrofoil ferry service between Kingston-Queenstown-Glenorchy. These types of ferries have been running for decades in places such as Macao and Hong Kong. This sort of service would have many advantages:

- Journey times are comparable to driving (Kingston to Queenstown 30 minutes, Queenstown to Glenorchy 40 minutes)
- It adds more capacity to routes that cannot be easily expanded (narrow roads bounded by hills and the lake)
- As an exciting, alternative way to get around the region, tourists would likely comprise a high number of users – this reduces the number of people unused to our roads off the more difficult routes presumably decreasing accidents and decreasing average journey times
- It would make Kingston and Glenorchy more attractive for residential growth
- A PPP with Chinese companies can almost be guaranteed ensuring taxpayer up-front costs would be minimal if desired
- Rate-payer discounts could be used to attract commuters to use the service
- It provides an alternative transport system during disasters and crises (e.g. landslips, snowstorms or accidents that block roads)
- Once ferry terminals were in place, one or two additional ferries with vehicle-carrying and/or freight capacity could further supplement transport options in the region

What

What to do about the situation was a major part of my first report three years ago. In that first report, I quoted the former mayor of Bogota. His words are still relevant:

"A city speaks, a city creates behaviour. We want people to be able to leave their cars at home. In Holland a political decision was made to support bicycle infrastructure. It is done little by little. In Japan 30% of people who arrive at a train station arrive by bike. To have a safe bicycle route is a right; governments have to take a risk, show leadership and do the uncomfortable thing to invest in the necessary infrastructure."

I discuss what to do about transportation in two sections – overall strategies and specific activities (tactics).

STRATEGIES

GOVERNMENT INVOLVEMENT IS ESSENTIAL

The 'market', the private sector, is not capable of providing solutions to transport issues by itself. Government involvement is essential.¹⁰ Just as we don't expect the private sector to build New Zealand's roads, we cannot expect it to build other aspects of a transport network.

However, this does not mean that governments must go it alone. Projects involving both the public and private sector are increasingly popular and effective. These are known as PPP: Public-Private Partnerships and there are many untapped opportunities for them in the region.

DE-EMPHASISE ROADS

Apart from the fact that the Wakatipu has very little space available to build more roads, building them encourages more vehicles; it rarely solves transport issues.¹¹ However if road capacity is not to be increased then one or more of the following must happen:

1. **A decrease in the number of people and the amount of goods moving around.**
This is highly unlikely and, to the majority, undesirable. Indeed, most people want growth, not a decrease. That said, decentralisation of services can go a long way to reducing traffic and Council – through zoning and consents – can influence this.¹²
2. **An increase in per-vehicle efficiency.**
Although there is room for this strategy (e.g. car sharing), it is not substantial. Nevertheless, possibilities should be examined.
3. **An increase in road use-over-time efficiency.**
Spreading the traffic load over time
4. **A decrease in the use of personal vehicles (cars)**
The next three strategies describe how this can be done.

¹⁰ Incidentally, this holds true for the other hot topic in the region: Affordable housing. A subject, perhaps, for another report.

¹¹ A great example is the M25 ring road around London, UK. Built to handle increased demand for the next three decades, traffic exceeded capacity within 18 months.

¹² For example, someone in Fernhill or Arthurs Point who needs some nuts and bolts has little choice except to drive out past Frankton – a return trip of more than twenty kilometres.

PROVIDE GOOD PUBLIC TRANSPORT

This is the area where Queenstown really needs to focus. Apart from the strategies already discussed, this is accomplished primarily through the provision of reliable, affordable and frequent public transport.

MAKE ALTERNATIVE TRANSPORTATION ATTRACTIVE

Iconic public transport¹³, transport that provides an experience¹⁴ and prioritising alternatives over private vehicles¹⁵ have succeeded in reducing traffic congestion in many places.

HAVING A COHESIVE, INTEGRATED TRANSPORT SYSTEM THAT IS EASY TO USE

Perhaps the most important strategy of all is to integrate all of the different modes of transport seamlessly. Restricting people's freedom to choose and to making it difficult to swap from one mode to another are the biggest barriers in getting people to give up their cars.

UNDERSTAND THAT THERE IS NO SUCH THING AS A FREE LUNCH

Tourism and growth is worth a lot to the District.¹⁶ Those that benefit should be prepared to invest and/or contribute to the costs of these sectors. This is discussed in more detail in "How", below.

TACTICS

In this section, I will describe some specifics of how the above strategies could manifest. To repeat what I said in the foreword, this is not a recipe. These are ideas to be discussed, debated, considered and eventually discarded or implemented. The one option that we do not have – if we wish to continue to enjoy the Wakatipu the way we do today – is to be complacent and not choose any of the following suggestions.

GOVERNMENT INVOLVEMENT

- QLDC needs to be much more active in ensuring District plans are implemented. This could include a Monitoring and Evaluation (M&E) unit – semi-independent or based on self-reporting of Key Indicators on a regular basis – of progress on implementation.
- Government at all levels need to be prepared to provide long term loans and financing for large infrastructure projects.
- QLDC need to use their zoning and taxing powers (rates) more selectively and proactively (e.g. receiving revenues proportional to benefit received) as well as using user fees more imaginatively (see "How" for more details).
- QLDC need to put prioritise public interest above commercial benefit; for example, adhering to the green spaces policy stated in Council's April 2007 "A Growth Management Strategy for the Queenstown Lakes District" instead of allowing development. Council should also not be deterred from 'competing' against private companies when the service in question is clearly one of public interest (e.g. public transport).
- Notwithstanding the above, Council should be more proactive in developing PPPs for essential services rather than competing against the private sector (e.g. subsidising a private contractor to deliver transport services in return for agreed service levels).

¹³ E.g. San Francisco streetcars or Hong Kong harbour ferries

¹⁴ E.g. scenic railways

¹⁵ E.g. dedicated lanes and/or times for taxis, buses, car pooling, bicycles, etc.

¹⁶ According to MBIE, over \$1.8bn p.a.

DE-EMPHASISE ROADS

- Council should do comprehensive cost-analysis benefits of roading improvements and building that includes indirect and intangible costs and benefits that build upon NZTA assessments. In many cases, it may be seen that money spent on roads – and consequent increase in traffic – would be of better benefit if spent on non-road items. It is the responsibility of QLDC and the local MP to argue these points in Wellington.
- Ensure essential services are available locally. For example, new sub-divisions over a certain size, or that will increase the population in the area over a certain size, must have schools, churches, shops, playgrounds, etc. sufficient to service that population. Developers should either be required to run those services until such time as a private enterprise takes over and/or provide a performance bond to ensure such.
- Following on from the above, Council should look to provide mixed zoning rather than large tracts of same-use zoning – e.g. large, purely residential subdivisions in one place and sprawling shopping malls in another – to reduce local transport needs.
- Increase passenger-per-vehicle efficiencies by introducing carrots (e.g. access to fast lanes) and sticks (e.g. tolls) that promote car-pooling or sharing.
- Increase passenger-per-vehicle efficiencies by introducing a PPP for shared cars wherein subscribers can pick up a car just about anywhere in the district, rent it for just a few hours and then park it near their destination.¹⁷
- Alleviate peak period traffic congestion time by staggering traffic loads (e.g. by using tolls or other restrictions on peak period travel). Encourage flexible shifts in Government offices.
- Restrict large private vehicle access (including delivery vehicles and recreational vehicles) to certain times of day/night. RVs cannot park in town, only at the transport hubs. RVs and buses only allowed along certain roads for transit (e.g. to Glenorchy).
- Provide pleasant, serviced parking facilities for RVs at major transport hubs with good access to buses, taxis, electric bicycles, *etc.*
- Pedestrianise the CBD! This has been discussed for decades without substantive progress.

PROVIDE GOOD PUBLIC TRANSPORT

A number of maps and images are provided at the back of this report that illustrate some of the following suggestions.

- The Connectabus service is neither affordable nor frequent enough to encourage car users to swap to public transport. Services need to be increased and fares decreased. This can be partially funded through disincentives such as high parking fees, congestion charges, tolls for single-person cars, *etc.*
- Encourage or facilitate internet or smart-phone enabled car-pooling a la Uber.
- Introduce subscriber model car rental services (see above) that allow locals to rent for a few hours (e.g. to go shopping) instead of having to own their own vehicles
- Introduce similar public bicycle hire systems wherein the bicycles can be picked up and dropped off at a large number of sites.¹⁸
- Consider introducing free public transport at least in the CBD but also out to the ski fields in the winter.¹⁹ Existing bus services (e.g. Shotover Jet, NZSki) can be asked to opt

¹⁷ E.g. This is how Amsterdam's very successful Greenwheels program works

¹⁸ E.g. Transport for London ('Boris Bikes') and Paris' Vélib public bicycle hire system

¹⁹ This is what Queenstown's sister city, Aspen, does. Free transport in the CBD is also used in places such as Melbourne.

into a combined public transit service and thus be exempt from (new) CBD congestion charges. Free public transport is an excellent way to kick start usage and acceptance; mitigates concerns about high parking fees and other user fees; is not as expensive as it seems as time and money is saved by not having to sell tickets or monitor fare-paying

- Have different fare structures for rate payers versus visitors, especially to/from the airport
- Alleviate Frankton Road traffic by creating a parallel light rail route. This could go along Frankton Track (not recommended) or the utility corridor near the 400m contour line. A short-term alternative would be an LRT/streetcar down the centre of Frankton Road.
- Make it a condition of licence for a certain percentage of buses to have bicycle, ski and snowboard racks.
- Utilise waterways with scheduled water buses as well as private water taxis; shared use with commercial organisations essential.
- Ensure disabled access (e.g. wheelchairs & mobility scooters) for public transport such as water taxis and LRT.
- Ensure systems have facilities for people with heavy bags (e.g. arriving tourists) and families with small children (e.g. any gondolas must have come to a complete stop).
- Create 'transport loops', even using mixed modes, e.g. water bus from Kelvin Heights to CBD, bus goes to LRT at Queenstown Hill, LRT to airport and then another bus back to Kelvin Heights.
- Ensure connections between systems are as seamless as possible: Minimal distance between, minimum stairs and always with alternatives (e.g. ramps) and, most importantly, one ticketing system (this can be extensive – e.g. paying for parking at a park & ride includes a bus day pass).
- Provide rate payers / long term residents with subsidised fares.
- Bus lanes should be restricted to bus, taxi, motorcycle or share vehicles at peak periods.

MAKE ALTERNATIVE TRANSPORTATION ATTRACTIVE AND HAVING A COHESIVE, INTEGRATED TRANSPORT SYSTEM THAT IS EASY TO USE

- River and lake taxis are often seen as worthwhile attractions by themselves; tourists take Thames river buses (London) and Hong Kong ferries for the experience.
- Spend a little more at time of construction for aesthetically pleasing design of bridges, overpasses, stations, *etc.*
- Commuter bicycle lanes should be understood to be different from recreational; they need to be paved and physically separated from other vehicular traffic.
- Park & ride facilities should be more than just car parks. Small shops, toilets, restaurants, should be planned for. Provide showers, changing rooms, *etc.* at major multi-mode hubs.
- Start planning now for 'Queenstown: The clean, green city of the future' by providing facilities for electric cars, communal cars and driverless taxis; apply to car manufacturers to be a test site for driverless cars.
- Proactively look for innovative transit solutions that make Queenstown stand out from the crowd.
- Have a Light Rail Transit system that whisks new arrivals from the airport to the CBD in minutes along the 400m contour line with the best views in town!
- Have ride-, drive-on ferries from Kelvin Heights to Queenstown wharf.
- Add pedestrian escalators, like those popular in Hong Kong, at strategic places to facilitate access to the LRT and shortcuts for people walking into town.

When

Now!

As should be clear by now, there is a lot of work that needs to be done. Successive councils have shown that they have the capacity to plan, but little inclination to act. And that is the imperative at this point. Even if the plans are not perfect, doing something is going to be better than simply generating more paper.

It should also be clear that the passage of time reduces our options, or at least makes them financially unrealistic. For example, acquiring land rights for a light rail transit system or a new road south of the river will be much more expensive, or even impossible, in the future when that land has been built upon.

This is not to say that we have to start building a second bridge or a light rail transit tomorrow. But it does mean that we need to start: A journey of a thousand miles starts with a single step.

So there are three main actions that the new Council should commit to – preferably before they are elected!

1. Adopt a thirty- to fifty-year plan in principle; determine what the essential features, especially concerning land rights and zoning, are; act to secure those rights in the lifetime of this Council.
2. Take advantage of opportunities as they arise and insist that any new development fit into this long-term plan. For example, last summer saw substantial work on SH6 between the BP and Stalker Road roundabouts. It would have cost very little extra to have incorporated dedicated, physically separated bicycle lanes during this period. Similarly for the work on Hawthorne Drive, approach roads to Five Mile and around Glenda Drive and Gorge Road just outside town past Industrial Place. That bicycle lanes were not incorporated is a false economy. If Council are serious about their desire to reduce vehicular traffic²⁰, they need to act not just wish that this desire will somehow manifest from thin air. As for the new Kawarau Bridge still under construction, it is not too late to insist that commuter bicycle lanes be added to the bridge and the approach roads.
3. Insist that the new commercial developments along SH6 set aside land, approach roads and the like for mass transit systems that will be developed in the near future.

²⁰ Something that has appeared in Council documents for around fifteen years, each time expressing the thought that an increase in bicycle and pedestrian traffic will be instrumental in such a reduction. As Councils have then failed over and over to actually do anything to encourage bicycles and pedestrians, is it any wonder that vehicular traffic has continuously exceeded ‘forecasts’ and thus led to the congestion we see today.

How

This section looks at financing. Not in detail, after all, this report is the voluntary work of a single individual, not a report produced by consulting firms for tens of thousands of dollars! No, rather than look at details, I want to look at the big picture.

All too often, I hear people say that Queenstown cannot afford anything like the schemes I have described in this report. But can Queenstown afford not to do something bold? After all, people come here to enjoy themselves and enjoy a wonderful quality of life. If that enjoyment is taken away, whither Queenstown?

From a back-of-envelope calculation, I estimate that implementing all of the recommendations in this report would cost in the vicinity of five hundred million dollars. Appendix two contains some details of the costs of a Light Rail Transit, by far the largest expenditure in this package.

I can hear the cries of incredulity now. ‘Five hundred million dollars! Half-a-billion! How can a rate payer base of twenty thousand²¹ afford that?’ The answer is, of course, that they can’t. And that amount does not need to be spent up front. However, given that real estate inflation is much higher than government borrowing interest rates, and that with each passing day the costs of traffic congestion increase, it is a false economy to delay a solution any further.

For the sake of argument, and accepting that budget overruns are common, I’m going to look at a ‘worst-case scenario’ where all the funding is required up front and the cost overrun is 50% such that the final bill is \$750m.

Where could this sort of money come from? Remember that we are looking at a minimum 30-year time frame in terms of benefits. My guiding principle with these suggestions is always to ask those who are benefiting to contribute back into the community:

- On average there are 100,000 real estate transactions in the region averaging around \$500K each. That’s \$50 *billion* per year or \$1.5 *trillion* over 30-year time frame. In many cases, the sellers are reaping substantial gains. And the estate agents also make significant profits from all these transactions. A 0.1% tax or levy on these transactions would pay for *two* \$750m transport solutions without seriously affecting buyers and sellers.²²
- Similarly, developers could be asked to contribute to transport solutions. This could be in the form of cash or payment-in-kind (e.g. building a bus station in their new development). They could be ‘rewarded’ with more lenient zoning such as consent for a three-storey carpark. This could have the added benefit of slowing Queenstown’s red-hot market that is making housing and retail rents so expensive.
- The above is an example of a ‘weak PPP’. Strong PPPs would see developers, such as mass transit companies, being given the rights to revenues from services provider (subject to strict regulatory oversight on prices, service levels, *et al*) in return for up-front costs. This can be sweetened by offering government funding guarantees that lower finance costs and providing development/land rights around transport hubs (which quickly increase in value). In some cases, communities have ended up paying nothing.

²¹ Give or take a few thousand...

²² If the estate agency had to pay this then their take from a 5% fee on selling a \$500K property would go from \$25,000 to \$24,500. If we only want one transport solution, the difference would halve to just \$250.

- In the short-term, forming public-private consortia could alleviate transport issues. An example of this would be to work with NZSki and Shotover Jet such that their buses to Arthurs Point were considered part of the public transport system. Although the companies would obviously reserve the right to cooperate or not, Council can use a number of licencing and regulatory ‘carrots and sticks’.
- Tourism in New Zealand currently contributes \$2.5bn to GDP. A significant portion of that is collected in the QLDC region. A good MP, with the support of Council, should be able to convince the Finance Minister that putting just 10% of the GST that is collected in this region back into resolving transport issues is good for both Queenstown and the country. 10% of GST would result in \$750m – the entire cost of the solutions proposed.
- Over this 30-year period, Queenstown can expect something in the vicinity of 75 million passenger-trips to and from Queenstown airport. A \$15 charge to use an LRT that is faster, less stressful and more scenic to get into the CBD is not unreasonable and fairly common in cities around the world – it’s also cheaper than renting a car for a couple. Locals (and the definition of local can extend to Cromwell or wherever we decide) would only pay a discounted amount (e.g. one-third). Assuming that only half of those trips end up being full-fare LRT users the revenues would be over \$500m.
- Costs of congestion, maintenance and land use could be reflected better in user fees (e.g. peak hour congestion charges, parking fees, public transit) and offset for rate payers / residents by subsidies and coupons for free use. These have the added benefit of reducing road transport in favour of alternative forms, *so long as those alternatives are in place first!* Raising parking fees before building *good* park and ride facilities and public transit is a recipe for disaster. The amounts raised by such an approach has too many variables to guess at but could come in around 10-20% of the cost of the suggestions in this report.
- Intangible revenues are even harder to estimate but one thing is sure; if the quality of life and the quality of experience in visiting Queenstown decreases, this will be seen in a loss of revenue in the hospitality sector, by developers and by property owners.

None of the above are incompatible so a mix-n-match approach can work as well, reducing the burden on any one source.

Again, it is not my position to detail the mechanics of these possibilities – I am not an elected member of Council nor have I been engaged professionally to propose solutions. That said, I challenge those people who *are* in such positions to say why or why not they don’t consider these sources of funding.

A FEW LAST REMARKS ON ‘HOW’ OR ‘WHAT NEXT’

Whatever we decide to do, it should be as easy as possible for the user:

- Smart cards (tap on/off) for public transit;
- All-day travel passes over *all* transit systems (with some, more expensive, passes incorporating private sector access such as the Skyline Gondola)
- Fare prices should be as low as possible – even free in some areas; the reduction of administration costs and time collecting fares often makes up a lot of the revenue loss;
- Set up a separate commission or department within council that is exempt from the three-year political cycle (although still accountable).

**Queenstown officials often talk of being a ‘World Class Destination’:
When will we start acting like one?**

“A culture of short-termism pervades political life... future generations should not be discounted against simply because they are born tomorrow and not today... governing requires a dual vision: a commitment to address current needs and to build the foundations for vibrant generations in the decades ahead. We urge decision-makers to overcome their pressing daily preoccupations to tackle problems that will determine the lives of today’s and tomorrow’s generations.”

- University of Oxford, 2013

“We choose to go to the moon in this decade and do the other things, not because they are easy but because they are hard, because that goal will serve to organise and measure the best of our energies and skills, because that challenge is one that we are willing to accept, one we are unwilling to postpone, and one which we intend to win.”

- John F. Kennedy, 1962

Appendix One: Alternative Transport Examples

(See separate, oversized, document for *Appendix Two: Maps*)

LIGHT RAIL TRANSIT AND RAPID BUS SYSTEMS

Just to put a few things in perspective: Upgrading Malaghans Road to create a viable alternative to SH6 would as has been discussed recently would still cost hundreds of millions of dollars. Although presumably a (little) less than the cost of an LRT route, it would be much more environmentally and aesthetically intrusive and would do nothing for alleviating congestion within the CBD.

SEATTLE



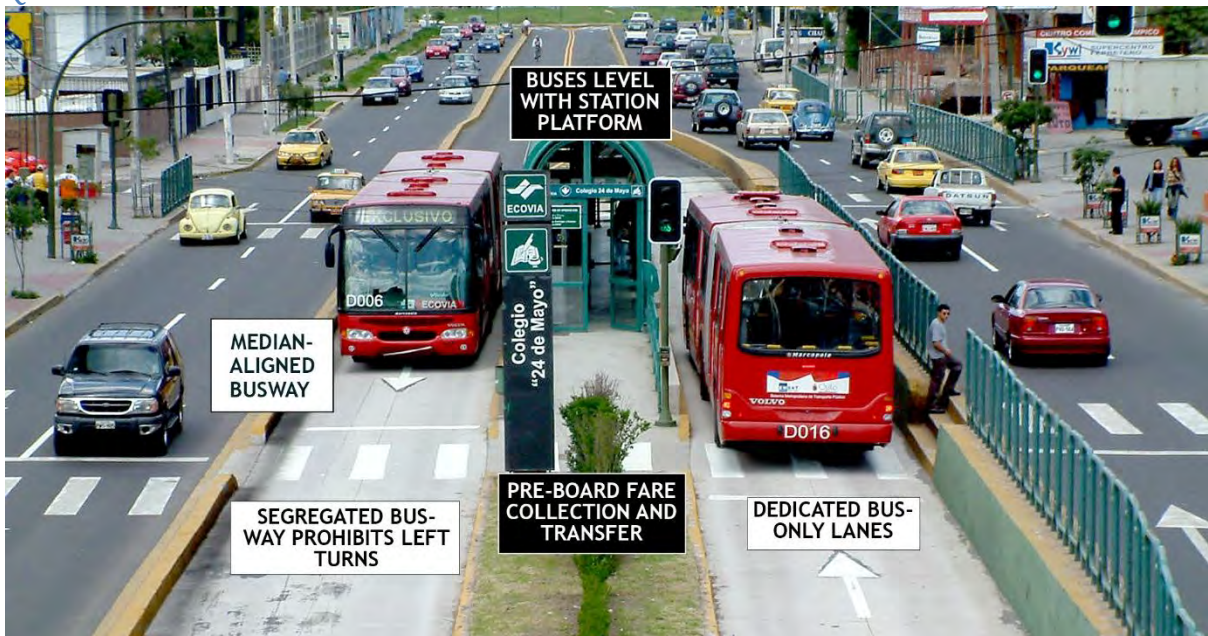
GOLD COAST



PORTLAND



QUITO



HIGH SPEED FERRIES
MACAO & HONG KONG



**COMMUNAL, SHORT-TERM CAR RENTALS (ELECTRIC)
AMSTERDAM**



AUCKLAND



COMMUNAL, SHORT-TERM BICYCLE RENTALS & PEDICABS NEW YORK



MILAN



LONDON



PHYSICALLY SEPARATED BICYCLE COMMUTER LANES CHICAGO



NEW YORK



VANCOUVER



LONDON



Appendix Two: Maps

(See separate, oversized, document for *Appendix Two: Maps*)

SIMMONDS Anna

Wanaka/Upper Clutha

Submitters Comment

Please see attached word file.

ANNUAL PLAN SUBMISSION – 2017/2018

Anna Simmonds



Wanaka

Like many of my fellow ratepayers, my concerns are the rampant, poorly monitored and managed deterioration of our environment as we grow.

I question the motivation of council to include water quality as a real and active high priority. I certainly applaud the sentiment, but feel the inclusion of the #2 priority as water quality appears to be an afterthought. Every other priority in your documentation is allocated a whole paragraph, and much more funding than the \$150,000 for 'further investigation of lake snow'.



Our draft annual plan is a bold move to shift our Council from reactive to proactive. Since being elected I have listened and I have learned and my priorities have not moved. We have to plan better and we need to make better decisions.

#1: making public transport such a great and cheap service that it's too good to refuse. We need to get alongside the Otago Regional Council and continue to encourage them to deliver on public transport and water quality issues, because issue **#2** is that keeping our lakes and waterways pristine needs work.

#3: We need to work closely with the Government to give our people affordable housing options. We are working hard on plans in this regard because housing is the biggest handbrake on our community's future.

The money which is being allocated to the 'chlorination and compliance' (totalling \$500,000) should not be included as funding towards this aim, it is a mere ambulance at the bottom of the hill which contributes nothing to addressing or solving the issues which resulted in the requirement for chlorination in the first place.

I would strongly urge council to define a clear set of environmental impact parameters, whereby things like the silt buildup at the Wanaka Marina is monitored and controlled. I would love to see our town lead the world in its management of our natural environment over and above the financial gain of hasty exponential housing and tourism growth. In the longer term a focus on the above will become of far greater value (both financial and personal) to our community than any short term monetary gain.

A suggestion toward recognising that all financial economic systems are a wholly owned subsidiary of the earth would be to create a maximum build size. Imagine the design innovation which could come from having more financial resources going in to a smaller footprint!

I believe that minimum build sizes in this town have resulted in many buildings clad in cheap materials, constructed with a focus on nothing more than the achievement of the monstrous size requirements.

Conclusions

I would request that significantly more funding be appropriated for further repair, research and monitoring to save the alarming decline of the clarity and quality of our lakes and river beds. I have not met any person who has lived in this town for more than five years that doesn't agree our lake is deteriorating, and I don't believe we have to continue on this path.

Consideration towards a radical turnaround in the move towards bigger and bigger homes with a maximum build size rather than a minimum being the norm.

Thank you for your time in reading my submission and I hope that you can incorporate this viewpoint. I have reason to believe it is a common one among long term residents.

SIMPSON Liz

Wakatipu

Submitters Comment

I'd like to comment generally in that I support all the work programmes put forward for consultation.

SIMPSON Roger

Wanaka/Upper Clutha

Submitters Comment

Lake Hawea Chlorination:

- The Hawea community wants chlorine-free water. This has been demonstrated again and again through petitions and overwhelming majority votes at community meetings.
- The community does not feel "consulted" by Council. Decisions are made and we are "informed" after the event.
- It is still unclear why the upgraded uv treatment system and water intakes (costing \$1.5million) are being rejected even though there has been no recorded ecoli outbreak since the upgrade in April 2016. It would be more sensible and more economic to vermin-proof the reservoir.
- Permanent chlorination in Hawea is not necessary to meet NZ Drinking Water Standards (uv water treatment will suffice).
- The community is willing to accept temporary chlorination when/if considered necessary i.e. for actual ecoli outbreaks. But not as a precautionary measure.
- Permanent chlorination will inevitably mean a reduction in the standards of testing of lake water quality.
- Council has suggested concern for contamination throughout reticulation during work on pipes etc but this cannot be supported. Work is fastidious and high standards are adhered to.
- Council boldly (and inaccurately) states that chlorine is not harmful, in their "commonly asked questions" but adding a known toxin to water that is considered some of the best water in NZ, makes no sense at all.
- The community voted for a uv water treatment system back in 1987 and paid \$5,000 per household for that. If chlorination is to be introduced, even temporarily, this money should be returned – with interest.
- There is a long list of, as yet, unanswered questions regarding all aspects of this matter.
- As residents and ratepayers we reject the Council's reasons as to why they want to permanently chlorinate. The most commonly quoted example of Havelock North is not relevant. A Christchurch community voted to reject chlorination and this was duly honoured.
- The community has the right to determine its destiny. And it is happy to accept the consequences.
- One of the many reasons people love Hawea is the chlorine-free drinking water.

SIMPSON-WELLS Poppy

Wakatipu

Submitters Comment

I think the demand is there for an affordable public transport system and am glad to see evidence of this in the annual plan.

I think it is very wishful to think that the increase in rates will be absorbed by landlords. With demand greater than supply for housing in the Wakatipu area is it highly likely that these increased rates will be passed onto those who are renting. I believe the lower-income workers (often doing fundamental jobs) will struggle the hardest.

Lastly, I would like to see some expenses set aside for building and maintaining Queenstown's iconic mountain bike trails. Many visitors and seasonal workers come to Queenstown specifically for mountain biking and I believe it is important to further encourage this. Queenstown Mountain Bike Club has built some great trails in the past and it would be great if they could get the funding to continue and expand our current network of trails. It is important to keep our trails safe through sound maintenance in order to keep this sport safe for everyone. The mountain biking community is an integral part of Queenstown's community, not only in the summer. I think QTMBC has achieved great things solely on sheer motivation and love for the sport...imagine what could be done with a little funding help from QLDC....

SINCLAIR IRWIN Isabella

Wanaka/Upper Clutha

Submitters Comment

HAWEA WATER SUPPLY

- 1 I am aware of the statutory responsibility on each elected council member to take all reasonable steps to protect the health of ratepayers.
- 2 This accountability and responsibility was demonstrated, for the ratepayers of Hawea, when UV treatment of water was introduced and willingly paid for by ratepayers in the 80s and 90s and this treatment still meets the required water standard. No negligence so far.
- 3 The last e.coli outbreak affecting the Hawea water supply was well over a year ago and caused by an opossum getting into a storage tank. How could that possibly happen? Human negligence I suspect.
- 4 Many ratepayers are satisfied with the standard of treatment and quality of the water for domestic use.
5. I understand the Councillors' nervousness around responsibility for water quality and residents' health.
6. The QLDC and the ratepayers of Hawea have an outstanding opportunity to work with Government departments and Universities to demonstrate, maintain and improve the process of getting water straight from one of the purest sources in New Zealand, reticulated safely for domestic use without having to add chemicals to it. A cooperative enterprise, such as this, would be groundbreaking and be a 'flagship' piece of work that in the future could be replicated in many other situations throughout New Zealand.
7. It is important to inform and get the approval of Ministers Coleman, Smith and Barry and information to their respective departments so that they are aware of the situation and how it fits with their focus on, and policies for improving water quality.
8. I recommend:

That the QLDC councillors review their decision to chlorinate the Hawea water supply.

That Government departments and research units at both Otago and Lincoln Universities are informed and involved over the next three years in monitoring, analysing and reviewing the current system of water treatment for Lake Hawea residents

That data is evaluated again in three years time and recommendations made so that councillors have reliable, valid, and useful information on which to base their decisions.

That the current system remains in place without change for the next three years.

PS. Don't worry about tourists.....have you ever lived or travelled in Papua New

Guinea, Thailand or Cambodia???

I have.

NB. My family members, all of whom are ratepayers support the Hawea Associations submission. The ratepayers names are

Isabella Sinclair Irwin

John Ross Sinclair

Rae-ann Sinclair

Nigel Williams

I will be contacting the named Ministers of the Crown named above with my proposal as well as the CEOs of their respective Departments.

SMITH Anna

Wakatipu

Submitters Comment

Hi, As a local young/middle class family that has lived in the area for the last 20 years. I have an invested interest in keep our little but growing town a desirable and functioning environment. My major concerns are the future for my family. I feel that I am one of the last generations of New Zealanders families that will be able to afford and live in Queenstown.

- Traffic/Bus

I am all for offering public transport but I am against it being paid for by rate payers. There needs to be a tourist/bed tax to fund this - look at Summit County in Colorado for an example of how this is done. I am also a working mother that needs to drop children at school and then get to central qt for work. How is this possible on the a public transport system... no pick ups near schools? Why aren't we looking at ferry services and removing cars from our roads to the lake.....

- Staff Accommodation you need to develop accommodation for the workers - moving them back into high density accommodation in QT. Out of family homes - you don't need to free up land and create urban sprawl. Look where the problem is. The amount of homes being built in Shotover Country for the purpose of rental accommodation not for families are unnecessary and aren't fixing the problem. Landlords are fulling them up and charging huge rents. Look at the staffing issues for the lower income earners and fix the problem at the other end of the market.

- Funding - lets look at funding one of Queenstown amazing community the Queenstown Mountain Bike Club! They need your funding to work on one of Queenstown amazing resources.

I hope my suggestions are of use and fell free to contact me if you would like to discuss them further. Make our town NZ most desirable destination!

Thanks
Anna

SMITH Clive

Wakatipu

Submitters Comment

I would like to comment on the proposal to chlorinate water in Glenorchy.

I do not want chlorinated water in Glenorchy. Why poison perfectly clean water. Chlorine is carcinogenic - this is a fact. There needs to be more consultation on this subject with the community.

SMITH Kristy

Wakatipu

Submitters Comment

I live in Arthur's Point and would like to make a submission against your plan to chlorinate our water supply. We are very proud of our wonderful water and visitors always remark at how great it tastes. I drink a couple of litres every day, which I will NEVER do if we have chlorine in our water. That is an obvious health benefit to having great tasting water. Council recently spent \$2 million on a UV system to treat water at source, but I am sure that you are feeling pressure from central government/ department of health to treat all water and i understand your reasons for wanting to avoid any bad publicity or potential health issues. But we live in a modern democracy and I am 100% sure that the majority of Arthurs Point residents (and indeed Arrowtown, Glenorchy and Hawea too) do not want chlorine in our water. I expect you to follow the majority decision and if necessary consult a poll of residents before making any decisions.

the Glenorchy waste water scheme is unbelievable!!!! Expecting the ratepayers to cover that massive cost of \$30k each beggars belief!! Who has that kind of money spare? I know of GY locals who will lose their life savings if forced to pay this. They have perfectly functioning, environmentally friendly septic tank systems. It is simply UNFAIR for them to bear this cost. it has to come from central government (if at all) who receive millions in GST each year from visitors to and through glenorchy and give next to nothing back.

SMITH Meira

Wanaka/Upper Clutha

Submitters Comment

I continue to be upset about chlorination of water in Hawea. Apparently our water pipe system is getting old. Our lake is fine to drink from and so is the river. Please repair the pipe system and not go for the easy and cheap solution. Yes repiping and repairs are expensive but infrastructure is more important than throwing money at the stadium in Dunedin or building a recreation building in Wanaka. They are extras and not necessities!!! Please consider the fact that this area is growing and infrastructure will need to be brought up to standard.

SMITH Paul

Wakatipu

Submitters Comment

The draft annual plan outlines that there will be an increase to all rate payers of approximately 4%.

I understand from recent media that Paula Bennett is opposed to a visitor tax, which would assist with paying for infrastructure. It is also apparent that the government don't have a good track record of assisting with infrastructure works happening in Queenstown, For example the tight budget of the new Kawarau Falls Bridge and the upgrades to the hospital (that's sarcasm btw).

Anyway, what I am saying is please work harder on bringing in a bed tax. I was informed that Queenstown has on average 13,000 guests every day, this number cannot be compared with anywhere else in NZ, its over 50% of the regular population. If you charge them \$3.00 a night which would go into rates that would be \$39,000 per night. Per year that works out to be \$14,235,000. Based on a simple rate package of \$2,500 per dwelling, you need 5694 rate payers/dwellings to cover this.

Just to highlight this cost again it is \$3.00 per night. It is not a percentage. The guy staying in a backpackers doesn't pay any more or any less than they guy staying at Millbrook Resort. I consider that Paula Bennett, Bill English and Todd Barclay would have a very difficult time saying that \$3.00 per night would drive away tourists.

Please take serious consideration of this easy and efficient way to create additional money to cover new and maintaining existing projects within our region.

SMITH Quentin

Friends of Allenby park

Wanaka/Upper Clutha

Submitters Comment

Reserves improvements budget wanaka

Friends of Allenby park have been working with council staff to care for and enhance Allenby park as a community park for the residents of mt iron and wanaka. With the support of council a plan has been developed that includes a path, play ground equipment, fitness and social to create a bumping or gathering space for the community. Although we were conscious of not going over the estimate by council reserve staff to complete is approximately \$180k. The community with the support of council plan to seek 2/3 of that's total from external and community raised funds. Current allocation under the annual plan allows \$30k. Which would leave a projected shortfall of about \$30k. The friends of Allenby park request that councils contribution be increased to approximately 1/3 or \$60k which should allow the progress of the Allenby park community park project to the benefit of the mt iron and wider wanaka communities. Kind regards

SMITH ROSIE

Wakatipu

Submitters Comment

I am a keen mountain biker, and i came to Queenstown originally for the mountain biking I really enjoy riding the trails that the Queenstown Mountain Biking Club has built over the past 15 years. These trails attract visitors from all over the world, and Queenstown has become a renowned mountain biking destination. Even though the club has built some excellent trails I want them to build more. Considering the spin off benefits to the town in general, and how much the club has achieved on the smell of an oily rag, I think it is only fair that the council financially support for the club in their efforts. I support the club's request for funding to be included in the Annual Plan.

SMITH Roy

Wakatipu

Submitters Comment

Overall I'm impressed with the new Mayor and his team. Things are getting done, so well done to all.

With regards to the Annual Plan I would like to comment on the proposal to chlorinate the water supply in Arthur's Point.

I feel this is unnecessary and overkill in response to government advice (pressure?) to ensure water safety. I can completely understand that council does not want an episode like recently in Havelock North, however I believe that effective UV treatment at the source would have prevented the outbreak occurring. I believe approximately \$2 million was spent recently on fitting such a filter here.

A possible event would be for contamination of the water supply post-UV screening, and I would expect Council to have assessed all possible options for this in addition to the option of chlorination. In my opinion, adding this potentially dangerous additive to the water should be the last possible option. Surely ensuring the security (ie, nothing can get in) of the water supply would be the best option for us?

I am pretty sure that the vast majority of Arthur's Point residents do not want chlorine in our water (who would?) and I fully expect Council to undertake a democratic process to consult with local residents in depth before forcing something like this upon us.

Finally, we love our water here, it tastes fantastic and the health benefits of good tasty drinking water cannot be underestimated. I, and I'm sure many others too, will drink a lot lot less water if this is forced upon us. I drink at least 2 litres of our water daily, because it tastes great, and would not do that if it had chlorine in. You may be adding to an environmental problem, as more people would buy bottled water, which is an incredible waste.

SOLBAK Laura

Wanaka/Upper Clutha

Submitters Comment

Permanent Chlorination of Lake Hawea Water Supply

The Lake Hawea water supply has been designed to support the community's wish to avoid permanent chlorination of the water. There was a very clear expression of community opposition to the QLDC permanent chlorination proposal at the January 2017 public meeting.

The original scheme was constructed in 1991 with upgrades in 1998, 2003 and 2015. The latest upgrade included a 1.5 million dollar installation of a UV system and new bores to negate the necessity of permanent chlorination. The community wants to work with Council, and we support all steps to reach compliance with drinking water standards, but we want all efforts to be made to remove the step of permanent Chlorination.

I want to find a solution to compliance of drinking water without permanent Chlorination.

I stand against Chlorination except when water quality testing indicates it is required.

SOLTER Wulf

Wakatipu

Submitters Comment

'Population growth in the Queenstown Lakes District being unavoidable the environment needs to see a higher level of protection.

The Remarkables mountain range (Hector Range) is a unique place that provides an ideal playground as, apart from where the operations of NZSKI presently are, it is so far preserved from man made structures.

The Remarkables offers an opportunity to discover the outdoors, to learn to respect the land and appreciate its beauty away from man made structures.

Should there be a greater impact on the land, fauna and flora this will mean that our local community will lose opportunities to connect with the place, for our students, children to be raised learning to respect their Whenua (the land) and for our national and international visitors to come for what the place is: preserved, beautiful and respected.

Operations of NZSKI must remain contained to where they presently are (Rastus Burn Recreational Area) to avoid any further damage to the land and encroachment to the land that is so far conserved and appeal to many locals and visitors for what it is.

SOLTYSIAK Jakub

Submitters Comment

Hi, my name is Jakub Soltysiak (NZ resident) 495 Frankton rd unit 14 Queenstown, few ideas from me:

1. Transport, we need much more affordable prices for public transport, way cheaper prices for bus tickets, it is cheaper to use your own car than to go by bus, I never heard of any place like that... Frankton rd is already a mess and it is going to be only worse also Kawarau rd
2. Housing, so far everyone sees that you are trying to sell as many and for as much (land, houses) not thinking of people who came here do a lot of good for town and would like to stay here longer, maybe even buy a modest affordable house, I really feel that you should invest some effort in creating better condition for people who are here already long and would like to buy a house for themselves (first home buyers plan)
3. Increasing rates, of course the poorest will pay for that, my rent has been increased 3 times over the 18 months period, guess what a lot of people do not get paid a lot and rich people having houses here do not want to pay more as they have important expenses like a boat or another luxury trip abroad so they raise the prices, the trouble is that employers do not want to raise the wages either, so you are creating more and more trouble increasing the differences between poor and rich, poor get poorer, rich richer, that is not a sustainable model, once again everything is about SUSTAINABILITY if model is not it is going towards a collapse sooner or later, and you are the part of a problem, we need solutions that is why you were chosen by people to have this job.
4. National living wages, you probably heard about it, it is a larger study by economists, sociologists and many other where it has been calculated the minimum wages for people to stay healthy, happy, have some joy from life, there is no more important place in New Zealand to implement it than here. It is 19.25 and it is the average for entire country which means that in most expensive places it should be higher but if even council does not offer living wage their employees how can any other businesses take a good example, it really should be 20+ \$ in Queenstown and council should be giving example. The living wage draws a line of between poverty and acceptable fair payment in regards to expenses, you are failing at this level
5. Lake, water quality, probably it does not need to remind that all of us are here because of beautiful mountains and great clean lake, we really have to make the best we can to keep the waters clean and monitor their health regularly.
6. Lastly, it would be great to have some sort of quick education system about our roads, maybe something at the airport in few different languages. I work as a professional driver and the group of a drivers showing the poorest skills are Asians, nothing against them, my girlfriend is Chinese but the culture of driving or lack of it is really a problem, being slow and selfish does not help locals and creates frustration and tension between cultures, I would like few things to be introduced to our visitors, like asking to check the mirrors and if blocking the traffic show them a way to pull over and let people behind drive pass, reminding them that stopping in dangerous

places and taking photos might result in serious injury or death, reminding to stay on the left side of the road, I noticed that petrol station are doing some of them, but the more they see the safer everyone is.

NOW WHAT I LIKE YOU ARE DOING:

1. Great to have new sewage systems, good job.
2. Some good solutions of the traffic (lights, bays)
3. New Kawarau bridge, finally, great idea
4. Hopefully new bigger better hospital.

GOOD JOB !

Thank you for reading
Kind regards
Jakub Soltysiak

SPENCE Andy

Wakatipu

Submitters Comment

Funding for QMTBC

SPENCER michael

Wakatipu

Submitters Comment

no chlorination of glenorchy water supply

there is no problem with the water supply so why add poison to it.

SPIBKS Daniel

Wakatipu

Submitters Comment

I believe our district should do more to protect our amazing environment. I would love to see progressive programs put in place to reduce waste such as banning (or phasing out) plastic bags from supermarkets etc.

I would also like to see more resources put into extending our trail network for mountain biking to cater to all levels of riders. I believe our existing trails are a major assets to our community and extending them will not only be beneficial to our existing community but also as an attraction to people around the world which will enhance our reputation. As a member of Queenstown Mountain bike Club I believe this organisation is well placed to deliver this goal if given adequate funding to do so.

Thank you kindly.

Daniel Spinks.

SPICER Penelope

Wanaka/Upper Clutha

Submitters Comment

I am concerned about the proposal to chlorinate the Luggate water supply where I reside. In fact I am so concerned that I do not want, along with many others in the village, to have it chlorinated at all. To date we have clean, drinkable water without chlorination and this water tastes beautiful particularly in comparison to the drinking water in Wanaka which is disgusting.

On QLDC website there is a Frequently asked questions about chlorinating drinking water one of which says

"I've heard that chlorine is unsafe – is that true?"

No. Chlorine has been used safely all over the world for around 120 years. It keeps millions of people all round the world – including most of New Zealand – safe from waterborne illness."

Research suggests that this is patently a lie! Water can enter our body via drinking and through our skin and has been linked to cancers. Given that NZ's environment already lends to a high rate of skin cancer alone, with our high UV rays, why increase our chances at getting cancer, any cancer, with a mass medication of a chemical that is so dangerous.

Christchurch a city of around 300, 000 people does not 'medicate' its population and therefore if they can keep their communities safe without this poison, then why can't a village of around 400 people have the same rights.

The Netherlands, a country with a population of nearly 17 million does not chlorinate, and has not done so for around a quarter of a century. In 1974 Dutch researchers discovered the presence of chloroform, a probable human carcinogen, in potable water. Ever since, scientists have identified hundreds of disinfection byproducts (DBPs), compounds that are formed by the reaction between chlorine and naturally present organic matter in the water.

The discovery of DBP, coupled with negative public perceptions regarding the taste of chlorine, has motivated several countries, including the Netherlands, Switzerland and Germany, to move toward potable water delivery systems without disinfectants that remain with the water – known as residual disinfectants – and thus, reach people's taps. This change started in the late 20th century and these countries water utilities rely instead on advanced treatment, improved physical integrity of the distribution system and careful management of distribution system operations.

Again if these countries are either moving away from or have moved away from chlorination of potable water due to the long term harmful effects of doing so, why can't and why shouldn't Luggate also do this?

Recently a meeting was held at Luggate Hall where Ulrich Glasner explained the Councils proposal to chlorinate our already clean water 'just in case' and also to prevent any criminal liability on the Councils part should there be an outbreak of water borne illness. One of the locals likened the chlorinating of our water to putting

an ambulance at the bottom of the cliff rather than putting it at the top and I totally agree.

The councils short sighted attitude in chlorinating our supply rather than taking preventative measures to avoid the possibility of bacteria entering the system suggests that they are looking at doing what they feel they must as cheaply as possible to avoid a possible backlash, criminal or otherwise, rather than listen to what the people want.

I might remind the council also, that the people voted the Councillors in to listen and carry out the wishes of the people. By chlorinating our water supply it goes against what the community has said it wants.

I propose that the Council listen to the wishes of the community and investigate other possibilities for keeping our water clean and untreated, if and when it needs to be, keep the community fully informed and consult with us before making any final decision

STARK Michelle

Wakatipu

Submitters Comment

council funding for mountain bike trails in around the Wakatipu basin.

STEELE Jamie

Wakatipu

Submitters Comment

Funding for the Queenstown Mountain bike club to maintain and increase the world class trail network that we have here in Queenstown. Many other clubs in nz receive funding from their respective local government and it would be great to see QLDC lend them a hand.

STEGMAIER Alissa

Wakatipu

Submitters Comment

Mountain biking has a huge effect on the Queenstown community. It's been growing rapidly over the last years.

It's great for the businesses in town, as it brings thousands of people from all around the world into town spending their money. The trail network is one of the worlds best, which gets build by the Queenstown Mountainbike Club all by volunteers.

Therefore I think the council should support the local club who are doing amazing work on the trails with minimal impact on the beautiful environment. It could be used to create more events for family's, and skills parks to help support young families and the healthy future of new talents.

With the help of the funding bigger plans, goals and visions of the Mountainbike Club could be achieved for a multitude of positive benefits for Queenstown.

STEPHENS Athol

Queenstown Golf Club

Wakatipu
