

SUMMARY OF EVIDENCE OF MATTHEW CHARLES GATENBY FOR THE NEW ZEALAND TRANSPORT AGENCY

- 1 This statement provides a summary of my evidence in chief¹ and my rebuttal evidence.²
- 2 The re-zoning requests within the Wakatipu Basin, and especially on land adjacent to SH6 Ladies Mile Highway, that propose to increase density would result in additional trips on the road network. Whilst many of the submissions would result in low levels of additional trips, when considered as a cumulative effect they are likely to increase congestion issues within the existing transport network, and in particular compromise the operation of the Shotover Bridge. Such cumulative effects are difficult to address, and the timing and development of appropriate mitigation cannot be easily planned. Therefore, without mitigation of these effects, I oppose all re-zoning of land which would enable a higher density of development, beyond that set out in Chapter 24 (Wakatipu Basin) of the PDP.
- 3 SH6 through Ladies Mile Highway is an important transport link, providing the key route between Frankton/Queenstown and most of the rest of the South Island, as well as providing more local links within the Wakatipu Basin itself. Therefore, it is of utmost importance that this section of SH6 operates in an efficient and resilient state. Shotover Bridge is a key pinch point within the existing road network, with limited spare capacity to accommodate additional development-related or background trips in the future. In terms of network resilience, the only alternate traffic route over the Shotover River is at Arthurs Point, which is a single lane facility with priority for southbound/westbound vehicles. Consequently, this bridge has limited capacity. QLDC has plans to duplicate the bridge to provide a lane in each direction, but this would only marginally reduce the number of trips across the Shotover Bridge, due to the significant additional diversion distance and the requirement to use local roads unsuitable for heavy traffic volumes to access this crossing point.
- 4 In my rebuttal evidence I respond to issues raised by Mr Thorne which relate to traffic impacts and the capacity of the transport network to accommodate certain changes sought to the Proposed Plan.³ I generally support the statements made by Mr Smith for QLDC⁴ and the recommendations that he makes with respect to various re-zoning requests for land east of the Lower Shotover Bridge. The most efficient way to plan for upgrading the transport network in the Wakatipu Basin will be to undertake a comprehensive and integrated planning approach allowing for a full assessment on the impact on the traffic network and identification of optimum infrastructure improvements. Upgrading the Shotover Bridge may allow for a more efficient transport network, however it will take significant time and resources to plan and implement.

Matthew Charles Gatenby

10 July 2018

¹ Statement of Evidence of Matthew Charles Gatenby for the New Zealand Transport Agency, dated 13 June 2018.

² Rebuttal Evidence of Matthew Charles Gatenby for the New Zealand Transport Agency, dated 27 June 2018.

³ Planning Evidence of Daniel Ian Thorne on behalf of David Boyd (Submitter #838), dated 13 June 2018.

⁴ Statement of Evidence of David John Robert Smith on behalf of Queenstown Lakes District Council, Traffic and Transportation, 28 May 2018, paragraph 18.9.