

3 February 2016

Queenstown Lakes District Council
Private Bag 50077
QUEENSTOWN 9348

Attn: Chief Executive

Dear Sir

**NZ Transport Agency Designation 84 – State Highway 6A
Proposed Intersection Improvements – Request for Outline Plan Waiver**

The NZ Transport Agency (Transport Agency) seeks the waiver of the requirement to submit an outline plan under section 176A of the Resource Management Act for intersection improvement works proposed on State Highway 6A (SH6A) at Queenstown. The proposed works include the replacement of two roundabouts at the intersections with Ballarat and Shotover Streets by vehicle and pedestrian traffic signals and new lane markings.

SH6A is designated within the Queenstown Lakes District Plan and Proposed District Plan as follows:

The designation provides for the Transit New Zealand/New Zealand Transport Agency¹, either itself or through its agents, to control, manage and improve the state highway network, State Highways No 6, 6A, 84 and 89 including planning, design, research, construction and maintenance relating to all land within the designation. Such activities may also involve, but not necessarily be limited to, realigning the road, altering its physical configuration, culverts, bridges and associated protection works.

The specific works are described below and are considered to be consistent with the work that is provided for in the designation.

Background

The Draft Queenstown Town Centre Transport Strategy is a joint strategy with Queenstown Lakes District Council, the Transport Agency and Otago Regional Council. It was introduced to the Queenstown Lakes District Council in February 2015. Since then the draft has been subject to public consultation and consideration by a Hearing Panel. The amended Transport Strategy was approved by Queenstown Lakes District Council at the December 2015 meeting.

Implementation of the Transport Strategy includes intersection improvements at Shotover and Stanley Streets; Stanley and Ballarat Streets; and at Ballarat and Camp Streets. Improvements at the intersection of Ballarat and Camp Streets have been constructed by Queenstown Lakes District Council.

¹ Section 93 of the Land Transport Management Act 2003 established the NZ Transport Agency, and clause 29 of Schedule 2 of the Land Transport Management Amendment Act 2008 sets out that the Transport Agency replaces Transit New Zealand as a requiring authority.

Improvements at the remaining two intersections are to be constructed by the Transport Agency in a joint project with Queenstown Lakes District Council, as described below.

The proposed intersection layout designs have been based on modelling studies that were carried out during 2015 to improve pedestrian safety, and the levels of service at both intersections.

Under section 176A of the Resource Management Act, the requiring authority must seek outline plan approval for works not otherwise approved under the Act, not included in the particulars of the designation, or for which outline plan approval has not been waived. The Queenstown Lakes District Council has approved implementation of the proposed intersection modifications as included in the Transport Strategy, therefore the Transport Agency seeks a waiver of the requirement to provide an outline plan.

Proposal

Existing roundabouts and road markings at both intersections will be removed and replaced by traffic signals, amended road markings, improved overhead street lighting and other traffic safety features.

The attached plans show the proposed traffic signal layout.

1. Stanley/Ballarat Street intersection improvement

The proposed intersection layout includes dual lanes on the north-west, south-west and south-east intersection approaches, and a single lane on the north-east approach. The layout includes signalised control for all movements, including cyclists and pedestrians. The intersection has been designed to accommodate movements of tour coaches and semi-trailers, in accordance with RTS 18, without significantly encroaching on adjacent lanes and will not require the purchase of additional land. Right-hand turn approach lanes on the north-west and south-west approaches have been set back to accommodate the path of large turning vehicles.

Modification to the line of the kerb will be required on the north-east, or upper Ballarat Street, leg. Minor modification to kerbs on all corners will be required to provide drop crossings for pedestrians at the new signal pedestrian crossing points.

The proposal will result in the loss of five (5) angled parking spaces on the north east, or upper Ballarat Street, leg, which will be replaced with two (2) parallel parking spaces. All other parking will remain unaffected.

There are protected trees present at the south-east corner of Ballarat and Stanley Streets (Wellingtonias, No. 147) and at the north east-east corner of Ballarat and Stanley Streets (Japanese Maples, No. 146) that will remain undisturbed during the works. In consultation with the Queenstown Lakes District Council's Arboricultural Officer, conditions have been included in the physical works contract when working near or around the protected trees. The proposed kerb realignment works on upper Ballarat Street will move the road further away from the Japanese Maple.

An existing unprotected tree on the north-east corner that has been inspected by Queenstown Lakes District Council's Arboricultural Officer and found to be in poor health will be removed.

2. Stanley/Shotover Street intersection improvement

The proposed intersection layout includes dual lanes on all four intersection approaches with signalised control for all movements, including cyclists and pedestrians. The intersection has been

designed to accommodate movements of semi-trailers, in accordance with RTS 18, without significantly encroaching on adjacent lanes and will not require the purchase of additional land. Right-hand turn approach lanes on the north-west, south-west and north-east approaches have been set back to accommodate large turning vehicles.

Some minor kerb modification will be required to provide drop crossings for pedestrians at the new signal pedestrian crossing points. The existing bollards around the eastern corner will be removed.

The proposal will result in the loss of five (5) parallel parking spaces, one (1) on the Stanley Street northwest approach, and four (4) on the Shotover Street southwest approach.

Effects

The modifications proposed are considered to be the most effective solution available to the Transport Agency to improve motorist, cyclist and pedestrian safety without significantly impeding the functionality of the intersections.

The installation of traffic signals will alter the visual configuration of the intersections from a semi-formal control situation to a fully controlled status. Modelling studies carried out have shown that the proposal to fully signalise the intersections will reduce queuing times and improve traffic flow during peak traffic periods.

The proposed construction works will include short term disruption to traffic flows; and involve earthworks, trenching, footpath, kerbing and road reconstruction, traffic signal installation, road marking and signage. Temporary traffic control will be in place during construction.

The contract for the completion of the works requires adherence to the Transport Agency's standard specifications for temporary traffic control, sediment and stormwater control, construction noise control, accidental discovery of heritage and cultural items, and other social and environmental responsibilities.

The requirement to carry out some of the works adjacent to heritage trees and buildings are specifically covered by the contract specification, including the presence of the Queenstown Lakes District Council's Arboricultural Officer on-site during works adjacent to the heritage trees.

Construction noise and vibration will be subject to Management Plans to be prepared by the Contractor prior to work commencing. Construction noise will be in accordance with NZS 6803:1999 and the Queenstown Lakes District Plan.

The effects on the public and road users will be managed under the Contractor's Customer Management Plan that covers public safety; minimising traffic delay and disruption; information for road users, neighbours and the community at large; and methods to control adverse effects relating to construction.

As noted above, the installation of traffic signals at the two intersections has been the subject of consultation carried out by the Queenstown Lakes District Council during 2015.

Decision requested

Based on these considerations and because the work fits within the purpose of the designation contained in the District Plan and the Proposed District Plan, we consider that the Queenstown Lakes District Council is able to exercise its discretion and waive the requirement for an outline plan for these works pursuant to section 176A(1)(c) of the Resource Management Act 1991.

Please do not hesitate to contact me if you have any further queries or require further information. Alternatively you may contact Reece Gibson of Opus International Consultants Ltd in Queenstown at 03 451 0259 or 027 286 4812.

Yours sincerely



Tony Sizemore
Transport Planning Manager

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