

15 June 2021

Glenpanel LP

By email

Attention: Mark Tylden

Dear Mark,

Flints Park, 429 Frankton-Ladies Mile Highway (SH6) Public Transport Connectivity

The purpose of this letter is to provide information regarding possible public transport connectivity to residential development at Flints Park.

1 Existing Services

There are two existing bus services which pass near to the site these are:

- Route 5, Queenstown – Lake Hayes Estate. This route passes through the nearby Lower Shotover Roundabout and through the residential areas of Shotover Country and Lake Hayes Estate to the south. This service has a operates an hourly service between 6am and 10pm increasing to a half hour frequency 6am to 9am and 3pm to 7pm.
- Route 2, Arthurs Point – Arrowtown. This route passes along Frankton-Ladies Mile Highway (SH6) adjacent to the site. This service operates also operates an hourly service between 6am and 10pm increasing to a half hour frequency 6am to 9am and 3pm to 7pm.

These services can both provide a service between the site and Queenstown with an interchange in Frankton allowing changes to other services within the Wakatipu region.

2 Public Transport Connections

In the long term it is likely that a bus service would serve the Ladies Mile area. This could be undertaken by diverting one of the existing services via Flints Park and/or the proposed Howards Drive roundabout.

In the medium term it is possible that one of these existing services could be diverted into the proposed development with bus stops and turning provided within the proposed residential area. Figure 1 shows the possible medium term bus route through the residential development with two bus stops identified from the masterplan documents.

A short term solution is to create new bus stops either on Frankton Ladies Mile Highway (SH6) or possibly on Stalker Road. These would also require the establishment of footpath connections between the new bus stops and the proposed residential development. Figure 1 shows possible bus stop locations and footpath connections to provide a short term connectivity to the existing public transport services.

Figure 1: Possible Medium Term Bus Route and Stops, image from masterplan documents

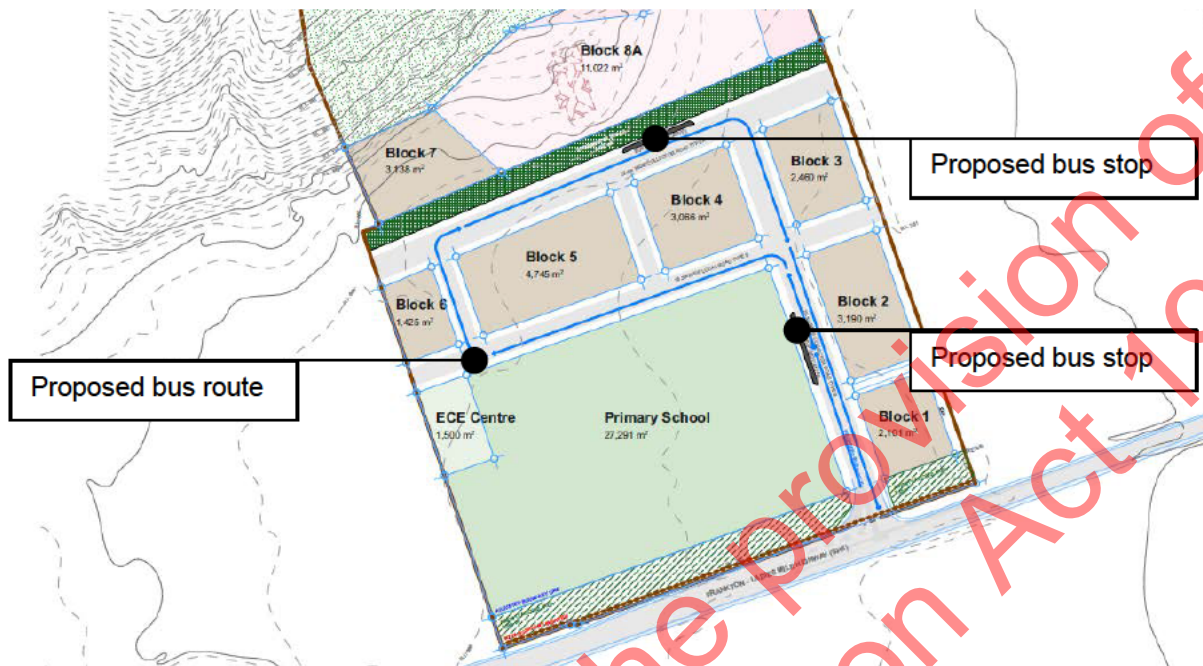
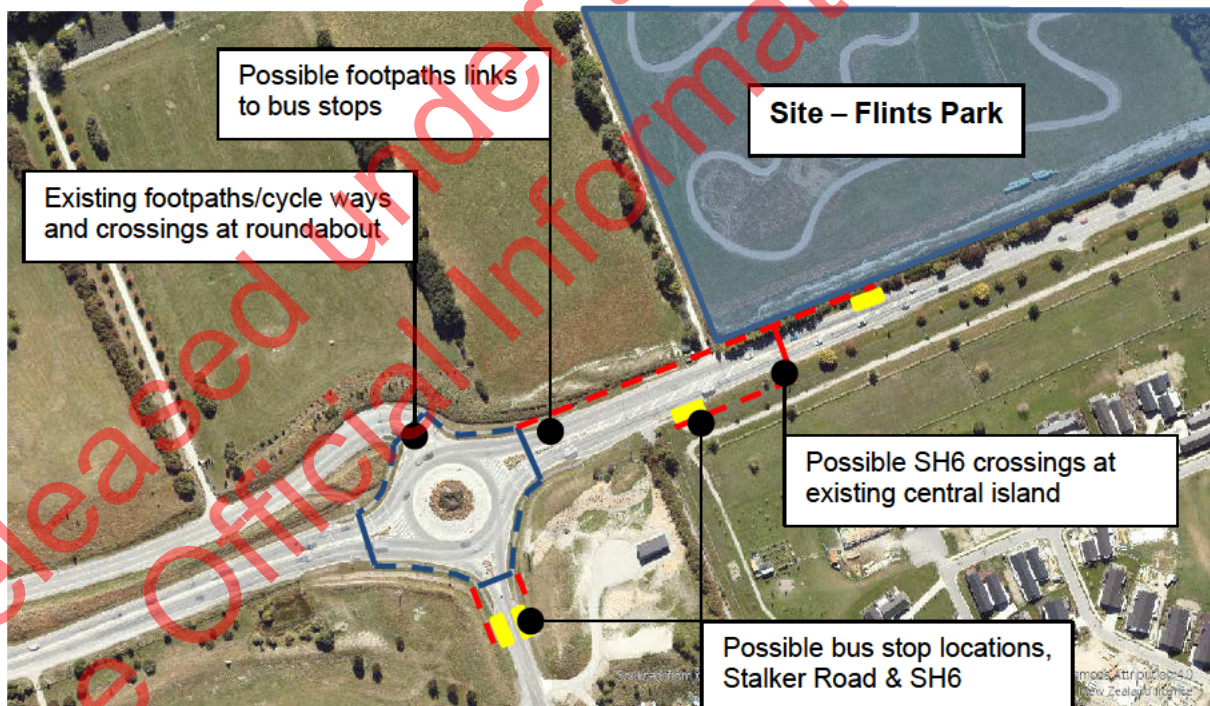


Figure 2: Possible Short Term Bus Stop Locations, image from QLDC webmaps



3 Footpath Connections

It is possible to provide bus stops on SH6 and/or Stalker Road to provide short public transport connections on existing bus routes. To link these to the residential development will require the provision of new footpath links.

At the Lower Shotover Roundabout there are existing footpaths/cycle ways with crossings over each roundabout approach (refer Figure 2). These crossings are provided with central refuges such that pedestrians only cross a single carriageway at a time. The SH6 lane configuration has two traffic lanes in each direction meaning that the crossings at this location may be difficult as there needs to be a sufficient gap in both approaching traffic lanes.

It is possible to provide a new crossing over SH6. This crossing could be located so that the central refuge makes use of an existing traffic island. In this location the westbound traffic lane is a single traffic lane whilst the eastbound traffic lane is merging into a single traffic lane. This location is between immediately before the proposed diverge for the site access. The existing central traffic island is approximately 2.0m wide in this location which is sufficient to accommodate a pedestrian refuge.

The current speed limit of SH6 in this location is 80km/hr, at this speed a signalised crossing is not recommended. However, should the speed limit and approach operating speed of SH6 reduce to say 70km/hr or less it may be possible to provide signalised crossings and provide some pedestrian priority at the crossings.

4 Summary

It is possible to provide public transport connections to the proposed residential development at Flints Park. In the long term it is likely that bus routes will include the full Ladies Mile residential areas. In the medium term it is possible to divert an existing bus service through the Flints Park residential development with bus stops being provided within the development.

In the short term it is possible to establish bus stops on the existing bus routes, by providing bus stops on either SH6 and/or Stalker Road. These bus stops will need to include pedestrian links between to the proposed residential development. This may include a new crossing over SH6 utilising an existing traffic island as a central refuge.

Providing signalised crossings for pedestrians is not recommended with the current speed limit and operating speed. However, should speed limits and operating speed on SH6 reduce signalised crossings may be possible.

Should you require any further information please contact me.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Jason Bartlett', written over a large, diagonal red watermark that says 'Released under the Official Information Act 1982'.

Jason Bartlett

CEng MICE, MEngNZ
Transport Engineer