

Attachment B: Summary of public feedback

I am giving feedback as:	Name of organisation	Full name	Email address	Support?	Please provide any further feedback here:
An organisation	Frankton Community Association	Glyn Lewers	glyn@franktoncommunity.nz	Neutral	We acknowledge and are generally positive of QLDC efforts to encourage non private vehicle use. However with the proposal to formalize car parking even with time restrictions. The concern is that the local streets and open spaces will become informal park and ride areas. We ask that QLDC is agile enough that local parking permits and restrictions can be put in place quickly if this scenario does occur. We would like to see some formal pedestrian link between the proposed slope trails and the primary school. Especially around the area of Boyes/Allan crescent intersection. We would also like the retention of access to the informal boat/jet ski launch area at least until the current Marina work is complete. Any barriers that are established (bollards and chains) still have sufficient breaks within them to still allow ease of public access to the lake front. Vehicle access is still maintained for the Wakatipu reforestation trust to allow for their excellent work to continue within this area. We also wish to express our view that the facility should be designed to with active mode travel being at the top of the hierarchy in terms of facility access.
An organisation	Kawarau Jet Services Holdings	Cathy Wallace	Cathy@brownandcompany.co.nz	Neutral	To maintain vehicular access to, and not impede the operation of, the existing and operational Kjet Jetties situated to the south of the proposed jetty.
An individual		Amanda Robinson	ajrenglish@gmail.com	Support	Fully support ferry pick up and drop off point here. Please reconsider the parking option. We do not want to turn this area into a car park. Perhaps some mobility spaces for those who can't walk far but the creation of a graded path from road level is a better idea. Parking should be up on the street (create metered spaces up there as diagonal parks) rather than spoiling the waterfront for bikers, walkers etc.
An individual		Jane Hughes	janehughes27@gmail.com	Oppose	Potentially I feel this would be a good solution for getting people into town, however I am concerned at what the car parking will become. We do not wish to see Frankton Beach become a carpark and I don't feel that 15 carparks alone will be sufficient to accommodate this operation. For this reason I am opposed to this proposal. It should also be noted that the RPS families utilise this area in the mornings and for after school pick up as there are insufficient parking areas at the school so having these parks taken by passengers on the ferry would add further congestion and safety issues for families with young children accessing the primary school. During Terms 2 & 3, the ski programme at the school requires the lower section of the gravel road behind the school to be closed to allow unloading of the students with their ski gear. At this time there would be upwards of 50 vehicles waiting for the buses to arrive to gather up students and skis/boards. What is council's solution to this situation for 10 weeks in Term 3 and 3 weeks in Term 2? Would council consider creating angle parking along the road side of Boyes Crescent to remove vehicle overload from the beach front and keep parking orderly? Alternatively, if council were to look at upgrading the field area above RPS to level fields for recreational purposes a carpark here would provide both parking for sports field users and for ferry passengers and for RPS families during drop off and pick up. If the car park issue were addressed more fully, in consultation with the school, with a view of the wider picture which includes parking off the beach for families using the school or sports fields or ferry terminal, then I would support this proposal.
An individual		Reuben Bogue	reubenbogue@me.com	Support	While the jetty is a good idea I strongly oppose the notion that 4 hr parking limit should be applied. The local rate payers will pay for some of this development yet those working in the CBD will be unable to benefit from this additional form of transport which has the potential to reduce congestion. There are not enough houses within walking distance to not expect people to want to drive there. Is this for tourists or for the locals?
An individual		Hannah Rutherford	hle.rutherford@gmail.com	Support	If you are going to encourage more public boat use of this area I think it would be important to clearly mark the channel as it can be very shallow around Frankton beach area. This will help boaties as well as protect the lake bed from damage. I also think it should definitely be south of the school and keep the current park below Lake Avenue clear as it is a great large area to relax in peace with little interruption :)
An individual		Rebecca Viale	rebeccaviale8474@gmail.com	Support	I support this proposal, however I am wondering if a 4 hour parking limit is practical? Presumably many of the users of this ferry service will be commuting to Queenstown for a full days work - and there will be a peak around 8-9am and 5-6pm. So they will need to park for at least 8-9 hours. I think there will need to be provision for a longer term / day parking facility to provide realistic service for these people, which I would imagine would form the majority of the users.
An individual		Sarah Thomson	sarah.thomson78@hotmail.com	Neutral	As long as the whole area and jetty is open to the public at all times.
An individual		Megan Happl	megan.happl@gmail.com	Support	Great alternative
An individual		Catherine Monaghan	Catherine.monaghan@xtra.co.nz	Support	Excited to hear about jetty but not the terms of use. Only beneficial if parking up to 10 hours. I live outside public transport this could be somewhere to park and ferry as no where to park and ride from Frankton or very very little spaces. Also a boat owner so if going out boating for the day where do we park if only drop off and pick up, not practicable unless supplying car park close. Most boaties are out more than 4 hours. Doesn't seem like encouraging people to not drive into Qtwn for work when no parking option.
An individual		Jayne Macdonald	jayne.rod@xtra.co.nz	Support	Great start to encourage water based transport.

An individual		Chris Ben	chris.ben@supple.co.nz	Support	With the increased population in the Frankton area, the airport and the potential gondola to the Remarkables, an alternate form of transport to Queenstown is a great idea and this jetty will provide a number of options. Great forward thinking!
An individual		Rebecca Roycroft	Rebeccabotterill21@hotmail.com	Support	I think this will be great. I intend to use the new ferry service with my kids. Only one thing i think could help would be somewhere for all day parking for jacks point/Kelvin heights people to park to use it for getting to work or allowing bikes onboard? Will there be somewhere to lock bikes?
An individual		Danny Martin Maguire	Dannymaguire76@gmail.com	Support	This is sensible future proofing.
An individual		Lindsay J Williams	lindsay@savannagroup.co.nz	Support	It is not clear from the information provided if the intention is for the facility to primarily serve the local community as part of an active transport network, or if it is intended to serve both locals and visitors equally well. Determining this intention will better inform the initial site design because the needs of the two groups differ. The current site plan does not appear to serve either group particularly well. Providing open access 4-hour parking will not serve local commuters into the CBD well at all for the obvious reason. Open access parking may be occupied by visitors and deny local commuters parking opportunity. The amount of car parking spaces appears too limited to encourage a large take up of the service. In adverse weather if locals cannot park at the jetty location, they will likely continue driving into the CBD via Frankton Rd. The facility must be convenient across four seasons and all weather conditions. Best overseas practice is barrier arm access to car parking and an annual concession available to local commuters. I support that approach. I support bicycle parking facilities and urge for inclusion of e-bike charging capability incorporating secure covered parking. Best overseas practice is for controlled access to secure enclosed bicycle parking, with controlled access provided to registered users on a concession basis. I am a cyclist and I would not leave my bicycle unattended in this location. There may also be related insurance issues.
An organisation	Queenstown Trails Trust	Mark Williams	mark.williams@queenstowntrail.org.nz	Support	The proposed improvement of this council reserve, and realignment of the Queenstown Trail as a result will be welcomed by trail users. The positive encouragement of Active Transport will be reinforced, and the uptake of mode-sharing options as a way to commute welcomed by the community. The connection between the trail and jetty will provide seamless integration and the safety of the trail will be enhanced by the removal of any potential vehicle conflict as exists currently. This is a positive step in the right direction as Queenstown seeks solutions to our existing transport infrastructure problems.
An individual		Tom McPhail	t.hmcphail@xtra.co.nz	Oppose	One thing that residents value is access to the lake and this slowly being lost in various places around the lake. This place has a large grass area where informal access to the lake is still available. It is widely used by all sorts of people. Boaties of all sorts, families picnicking or BBQ'ing, people fishing in the morning and evening, locals in the lunch hour, tourists cooking a meal and even this year there is an occasional swimmer. Of course last years hot weather meant the place was packed as people dropped in for a swim after work. The proposed 15 carpark design looks to be completely inadequate. There is usually a school bus parked there and present there are 2 buses parked. If there is a school event on, parents cars fill the area. When there are bus pick ups for sports eg. winter skiing the proposed area for vehicles would be totally overwhelmed. The idea of one way traffic is impractical, between 2.30 and 3.30 the road below the school is for buses only, and they travel the other way to what is proposed and anyway I don't see any problem with two way access via Boyes Crescent. I have a personal interest in the area as I maintain the native plantings for the Wakatipu Reforestation Trust and look forward to a park like area with open grass space surrounded with native plants and less willows. I do not want any reduction in the grass area or further restriction of vehicle access.
An individual		Matthew Parker	mrparker00@hotmail.com	Support	I suggest making the car park a park&ride park, maybe all day stay with ferry ticket? That way you would encourage workers to take the ferry to town and take the pressure off roads and parking. A four hour time limit is going to restrict workers from using the ferry to commute to the CBD for work.
An individual		Jeremy Payze	jeremypayze@gmail.com	Support	Should make parking no less than 10 hour restrictions so people can park then bike or ferry to town or other places for the day
An individual		Juanita Jones	juanita277@hotmail.com	Support	The proposed parking limit restriction of 4 hours at the Ferry Terminal still doesn't suit the purpose for the use of the Ferry service for workers wishing to 'Park n Ride' to CBD from Frankton hub. Although the ferry service during peak times will help provide an alternative if the buses are full from Frankton hub, adding more car park facilities for those wishing to catch the bus & ferry into town will help encourage locals to use public transport and avoid driving into town. Locals of the Frankton area will oppose the ferry if no free / reasonably priced long term parking is available as it can mean commuters end up parking along the residential side streets. Apart from this concern I think this is a great idea :)
An individual		Julie Scott	juliemscott21@gmail.com	Support	Excellent proposal to mitigate the current traffic issues we have.
An individual		Carey Vivian	carey@vivianespie.co.nz	Oppose	I'm not opposed to a jetty somewhere at Frankton Beach. However, I consider the proposed location is in the wrong place - as it is too close to the Kawarau Falls jetty (already a water taxi pick up point). I also think a public jetty in this location will cause further car parking issues in the area, particularly when considered alongside the school. I personally think the Council would be better off putting this funding into sealing the Frankton Track for people to commute to town.

					<p>This is a great idea and long overdue. However, there needs to be more thought given to expanding park and ride or bike and ride facilities - given the increasing congestion and extreme delays experienced at shotover country/lake hayes recently, it would be more efficient for people to drive or bike to this ferry, then ride the ferry into town. There is not enough parking provided on this plan, people cannot fully convert from their cars in this district due to the spread out nature of residential areas, schools, childcare etc so multi mode travel must be provided for. Secondly, I question the location of the jetty. The new ferry service appears to operate from the marina - this location would seem more convenient for those wishing to do multi mode travel, as one coming from Shotover/Lake Hayes would need to 'back track' to come to the proposed location. Whereas the marina is already on the bike path and route into town from all areas. The proposed location is less appealing to anyone other than Frankton, Jacks Point, Kelvin Heights. Finally, request greater consideration to road access into the site, given my comment about needing park and ride facilities - this could potentially become a very important transport link, yet no information about the transport implications is provided in this proposal. Park and ride facilities should be integrated with appropriate road access into the site.</p>
An individual		Kim Banks	kimbanks90@gmail.com	Support	
An individual		DEBORAH KELLY	debbieqt@me.com	Support	A Great Idea! Shame it has taken so long to get under way.
An individual		D Egerton	dan@egerton.co.nz	Neutral	In principle the concept is an excellent one - however parking around the area is already a major issue year round - without decent planning this will simply push parking more into the residential streets, causing more and more an issue
An individual		Brett Clews	brett.clews@windowslive.com	Oppose	<p>I believe the definitions of "Ferry service" and "Jetboat tourist attraction" need to be addressed and clarified. Frankton Beach is one of the few safe shallow water spots in the Wakatipu where local residents are able to engage in watersports such as swimming, wind/kite surfing and kayaking. The location also offers great walking and riding - and sports some of the best picnic spots around. Allowing commercial use of the area would restrict and spoil these traditional recreations - and pose safety issues for the general public. Access to areas of Lake Wakatipu and the local rivers that support these activities is slowly but surely being eroded. An example is the extension of jet boat operations over the last two decades in the Kawarau, Shotover and Dart rivers. This has virtually prevented spontaneous recreational use of these rivers. Surely the requirement of a ferry service is questionable when there are perfectly good land based options with buses, shuttles and taxis. The proposed wharf location offers little in terms of public convenience, as it will not directly service a substantial population or commercial centre. For example, a shuttle would still be required to get from the Airport to the wharf - so why wouldn't one take a bus or taxi all the way to their destination instead of splitting it into two trips? It would be a sad day indeed if Frankton Beach was not available for locals to take a dip on a scorching summer day. It really is one of the most beautiful spots in the district and deserves better than being turned into a transport terminal. A wharf could be a great idea as part of a larger recreation focused development, but certainly not commercial jet boat use. Save our Beach! Regards, Brett Clews 46 Ferry Hill Dr Quail Rise</p>
An individual		Tim Francis	Tjf.qtown@gmail.com	Support	<p>Excellent concept and initiative thanks QLDC. Do the same at the amphibian base (where the toilets are) also. We need this infrastructure urgently to realise the value of the lake for our residents and tourists needs. If surface of the lake transport became the focus and priority, we would need the Melbourne st bypass etc and all the other expensive land transport alternatives to fix our traffic woes! Surface of the lake transport from Frankton to Queenstown, Jack Point, Kelvin Heights, Sunshine Bay etc is the obvious future transport link required. Queenstown could be a mini Sydney harbour transport system. The most important infrastructure we already have and has cost you nothing is the LAKE and the most scenic travel pathway in the world if QLDC provides the infrastructure to all our settlement areas to facilitate this transport option.</p>



21 November 2018

Queenstown Lakes District Council
Private Bag 50072
QUEENSTOWN 9348

To whom it may concern

RE: Proposed Public Jetty at Frankton

Queenstown Airport Corporation (QAC) would like to thank the Queenstown Lakes District Council (the Council) for the opportunity to comment on the proposed new public jetty at Frankton.

QAC supports the Council's plans to increase the capacity of the District's public transport infrastructure and commends the Council's proposal to pursue a new water-based transportation initiative on Lake Wakatipu.

Overview of Queenstown Airport

Queenstown Airport is the main airport in the Queenstown Lakes District and is the primary take-off and landing point for much of the aircraft activity in the District. The Airport acts as an essential gateway to the Queenstown Lakes District and facilitates access to, and economic activity in, the local and regional economies.

As a facilitator of people and goods to and from the Queenstown Lakes District and beyond, it is important for QAC to work alongside Council when planning for the future growth and development of the District and region. As a member of the Regional Transport Governance Group, QAC also understands the importance of key agencies working collaboratively to develop short, medium and long-term transportation solutions for the District and wider Otago region.

It is within this context that QAC provides the following feedback on the proposal for a new public jetty at Frankton.

Proposed public jetty at Frankton

QAC is supportive of the Council's proposal for a new public Jetty, associated infrastructure and pedestrian linkages in Frankton. The jetty, once in place, will enable a future ferry service to be established and will provide an alternative transportation mode between Frankton and the Queenstown waterfront. The proposal also supports increased multi-modal opportunities, with improvements to the reserve and walking and cycling routes proposed to and from the new jetty.

QAC is also supportive of Council's approach in engaging early with the community on the public jetty proposal and encourages the Council to:

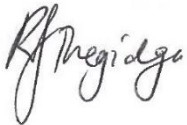
- Take on board any feedback and concerns raised by Frankton residents and other interested parties and stakeholders;

- Review the existing 48-hour car parking limit in this area to ensure that jetty users do not inadvertently create a car parking issue for residents in the surrounding lower Frankton area;
- Investigate potential pedestrian linkages and connectivity between the jetty and Queenstown Airport; and,
- Consider other transport safety and efficient improvements in the vicinity of the jetty.

QAC would welcome the opportunity to discuss the proposal and the above suggestions further with the Council.

Thank you for the opportunity to provide feedback on the public jetty proposal.

Yours sincerely,



Rachel Tregidga
General Manager Property & Planning
Queenstown Airport Corporation

cc

Kirsty O'Sullivan / Lisa Miers

Mitchell Daysh Limited