

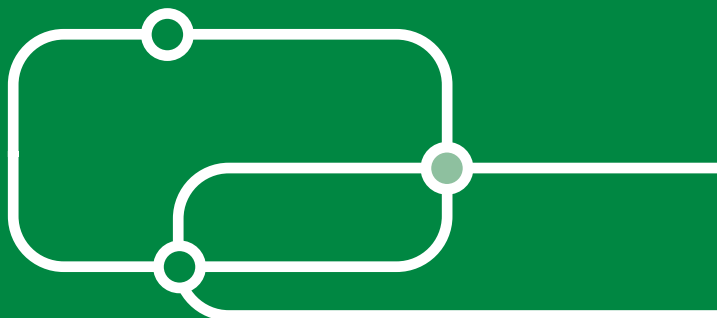


Wanaka

Transportation and Parking Strategy

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1. Introduction

The Wanaka Transportation and Parking Strategy can be sourced back to the Wanaka 2020 workshops and Future Link (the Queenstown Lakes District Council's Transportation and Parking Strategy 2005).

This Strategy recognises that the Queenstown Lakes District is one of the fastest growing districts in New Zealand with 20-year forecasts indicating that this trend is unlikely to taper off. The following table shows population projections for the Wanaka ward.

Wanaka	2006	2026
Average day population	10,520	23,712
Peak day population	29,023	58,236

This strategy has been developed alongside the Wanaka Structure Plan that was adopted in December 2007. The Structure Plan signals the future directions for Wanaka's growth while this strategy promotes the development of a transport system that will serve Wanaka well into the future.

2. Background

In a transport sense, Wanaka is presently not well connected. Pedestrian, cycling and vehicular links between the older parts of Wanaka to the south of SH84 and Ardmore St and the newer sections of Wanaka to the north are poor.

Due to its size, Wanaka does not have a comprehensive public transport system. It does however have important niche services including school bus services and taxis.

Wanaka, however, is relatively compact township and is well suited to cycling and walking. It is notable that about 12% of journeys to work in the area are made by walking or by bicycle, compared to a national average of 7% (Statistics New Zealand 2006 NZ Census Data).

The urban areas and open spaces within Wanaka have a mixed quality of character and density. Many of the areas tend to lack urban character and cohesion in terms of built form and function. Edges between areas are often poorly defined with the transition between them often blurred, notably with a semi rural character extending well into the built up area and no real sense of arrival to the Wanaka urban area until Brownston Street. This has a flow-on effect on traffic behaviour.

Overall, parts of the town are fragmented due to poor definition of the urban edge with a lack of connectivity between areas.

As a consequence, the road network comprises a network of radial routes that create reliance on Ardmore Street and Lakeside Drive. This impacts on the amenity of Ardmore Street and the town centre and is concentrating traffic into relatively few intersections.

Accordingly, Wanaka has some existing transport "hotspots". However, outside of the peak seasonal periods, Wanaka does not yet have system-wide traffic congestion and, therefore, does not experience the negative impacts that this would have on urban amenity.

There is wide understanding within the Wanaka community that doing nothing is likely to result in significant traffic congestion with associated environmental and accessibility problems.

3. Strategic context

New Zealand Transport Strategy

The New Zealand Transport Strategy was released in 2002. It sets out high level objectives for New Zealand transport that is picked up through the actions of central government agencies such as Transit New Zealand and Land Transport New Zealand and through strategy documents such as Regional Land Transport Strategy, which the Queenstown Lakes District Council must adhere to.

The key objectives of the New Zealand Transport Strategy, to be acknowledged by the Wanaka Transportation and Parking Strategy are for:

- Economic development
- Safety and personal security
- Access and mobility
- Public health
- Environmental sustainability

The Ministry of Transport is presently preparing an update of the New Zealand Transport Strategy. The discussion document released in December 2007 signals the Government's intention to heighten the profile of sustainability objectives in keeping with the recently adopted NZ Energy Strategy.

The update of the NZ Transport Strategy will provide direction for the development of the first Government Policy Statement for transport. This document is expected to prescribe the government's expectations for the content of the regional land transport strategies. Accordingly a review of the Otago Regional Land Transport Strategy will commence this year.

Otago Regional Land Transport Strategy

The Otago Regional Land Transport Strategy contains the following transport policies

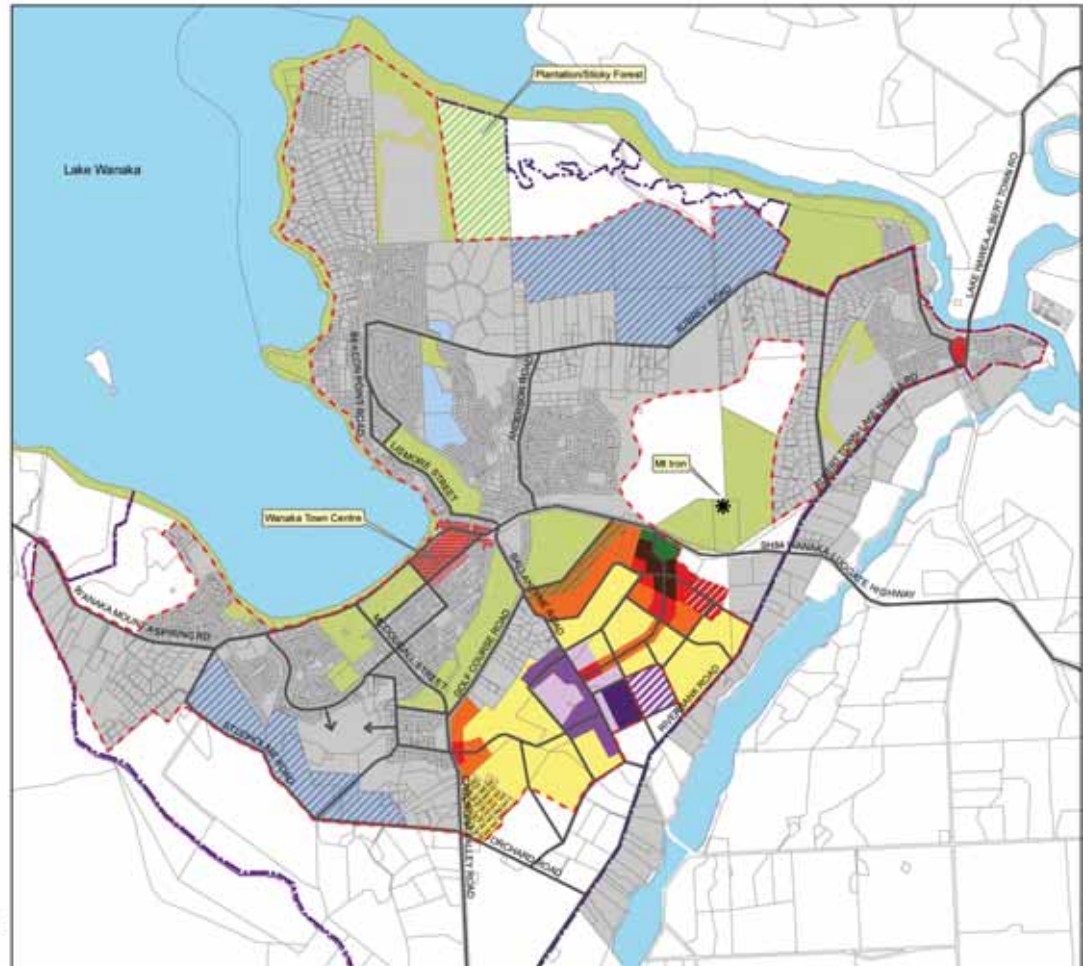
- Assist economic development in the Otago Region
- Ensure transport decisions promote environmental sustainability
- Ensure transport related decision making supports improvement in safety and personal security
- Ensure transport related decision making improves access and mobility
- Ensure transport related decision making protects and promotes public health
- Ensure appropriate incorporation of cultural well being issues into transport related decision making.

4. Wanaka structure plan objectives

The following map illustrates the Wanaka Structure Plan that was adopted by the Council in December 2007.

Zoning Proposed

- - - Structure Plan Inner Growth Boundary
- - - Structure Plan Outer Growth Boundary
- - - Outstanding Natural Landscape (ONL) Line
- - - ONL Line Not Confirmed
- - - Road Network (Indicative)
- Retail Core
- New Open Spaces/Reserves
- Wanaka Town Centre
- Education
- Area Subject to Further Study
- Visitor Accommodation Overlay
- Urban/Landscape Protection
- Existing Open Spaces/Reserves/Golf Club
- Deferred Mixed Business/Office/Technology
- Deferred Future Commercial/Retail
- Commercial/Retail
- Mixed Business
- Existing Business/Industrial
- Industrial Yard based
- Medium/High Density Residential
- Low Density Residential
- Landscape Protection Area
- Mixed Use Zone
- Existing Zoned/Developed Areas
- Water



Indicative zone boundaries only, subject to review at implementation stage

For transport, the structure plan presents a number of important decisions that have been made in respect of the growth of Wanaka. These include

- The confirmation of growth boundaries
- The acceptance of a further business area (Three Parks)
- The identification of new residential areas between the current township and Riverbank Road.

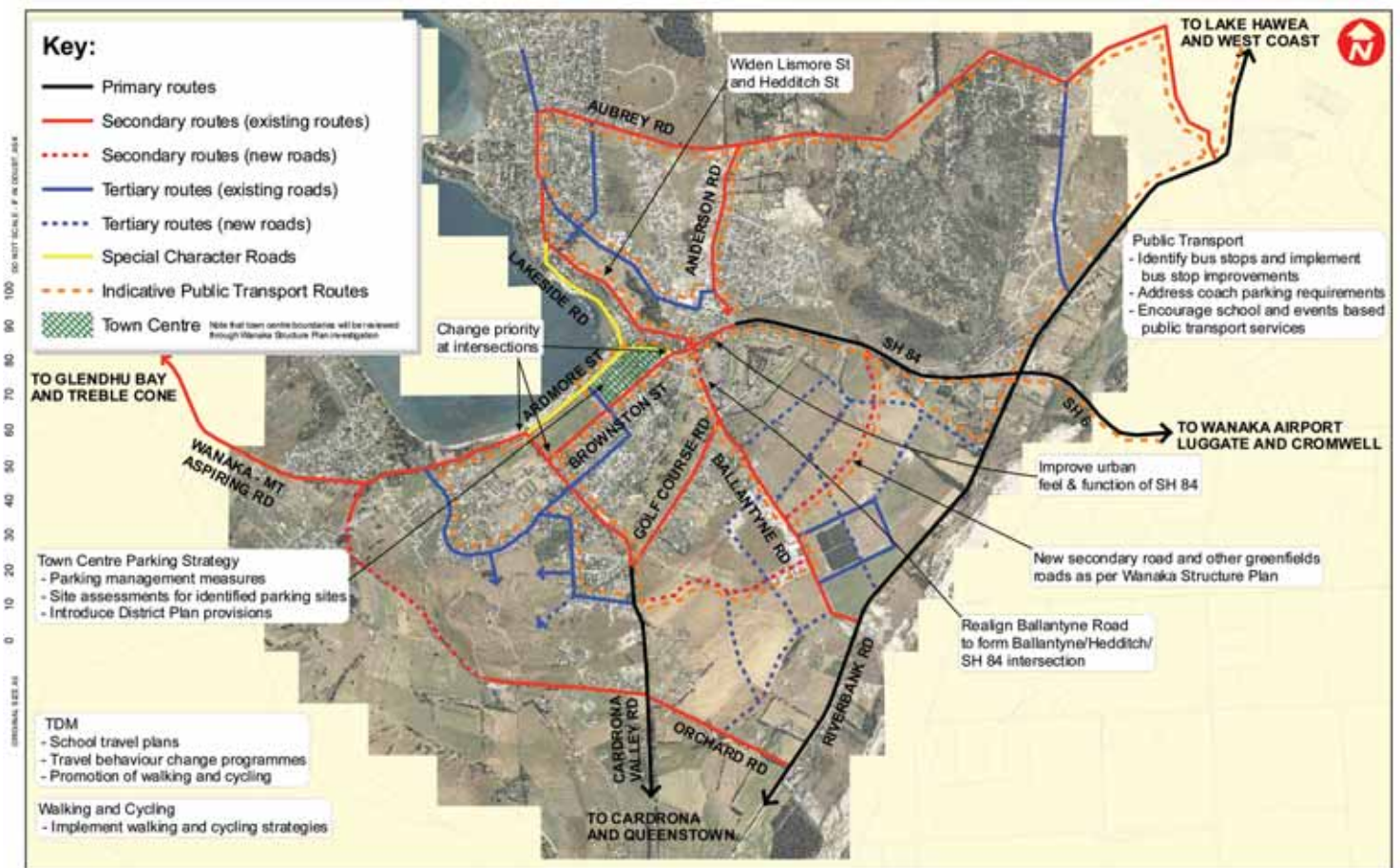
These decisions provide direction for the future development of the transport network. The development of the "greenfields" road network will largely be led and funded by development. However, the community has the opportunity to significantly influence the future make-up of the transport system through timing of initiatives affecting the development of existing roads, cycling and walking initiatives, passenger transport and parking management.

5. The Wanaka transportation and parking strategy

The Wanaka Transportation and Parking Strategy seeks to contribute to the regional and national objectives for transport and, with particular regard to Wanaka:

- improve the urban environment around the town centre and lake front
- plan an appropriate transport network to cater for future growth, whilst maintaining the character of Wanaka and encouraging the use of sustainable modes
- plan for appropriate parking provisions, particularly within and around the town centre.

The following map outlines the Strategy



6. Components of the strategy

The Wanaka transportation and parking strategy will be implemented over the next twenty years. As well as setting out the future roading network and parking facilities for Wanaka, the Strategy relies on measures that will influence the use of a wider range of transport modes.

The Strategy therefore also seeks to improve public transport, cycling and walking choices, as well as raising high public awareness and buy-in to these transport options.

6.1 Travel demand management

Following from the adoption of travel demand management measures as part of the Wakatipu Transportation Strategy, a complementary approach is included in the Wanaka Transportation and Parking Strategy.

The objectives of the travel demand management measures are to:

- improve the quality of transport choices
- raise awareness of those transport choices and to promote sustainable transport decisions

As such there is considerable overlap between travel demand management and measures to improve the quality and usage of public transport, cycling and walking to get around.

Particular initiatives to be promoted within Wanaka mirror those being promoted under the Wakatipu Transportation Strategy and include:

- the development of a transport monitoring and data management programme
- the development of school, business, and events travel plans
- working with the Otago Regional Council and transport providers to improve the availability of information about public transport services
- the implementation of parking information signage strategies

6.2 Cycling and walking

Wanaka's size and layout mean that for many Wanaka residents walking and cycling will often be attractive alternatives to getting around by car. Already, however, there are issues with poor provision for cyclists and pedestrians in Wanaka.

In 2006 the Council adopted the Upper Clutha Cycling and Walking Strategy which primarily has a recreational and off-road focus. A district wide cycling and walking strategy which will complement the Upper Clutha Strategy through an on-road focus is presently under development and is expected to be considered by the council for adoption in early 2008.

Both strategies are fundamental to increasing the proportion of people cycling and walking by:

- raising awareness of the benefits of cycling and walking,
- encouraging people to trial cycling and walking, and
- reinforcing cycling and walking through provision of good quality routes and facilities.

Unless steps are taken to address the needs of cyclists and pedestrians, conditions will worsen as traffic volumes increase. The district-wide strategy will present a hierarchy of need for cycling and walking routes and areas within Wanaka. The Upper Clutha Strategy is under the stewardship of the Upper Clutha Tracks Trust and is promoting the implementation of a number of off-road trails, many of which will deliver benefits to recreational and commuting users.

In 2006, approximately 10% of journeys to work were made by walking or jogging - with cycling accounting for about 2% of journeys to work. This strategy seeks to increase journeys to work by walking or cycling to 20% by 2015. This reflects the priority being given in this strategy to cycling and walking initiatives.

The district-wide strategy will aim to deliver an on-road network that integrates with the Upper Clutha Strategy trails. Particular initiatives that will be promoted include

- Support for events and communications programmes aims at raising awareness of cycling and walking benefits and the council's strategies
- Area cycling and walking audits and area projects
- Route improvement projects
- Design standards for new roads and subdivisions
- Promotion of District Plan changes to promote the provision of cycling and walking facilities

6.3 The road network

The Wanaka Strategy has identified an overall roading hierarchy for Wanaka based around

- Special character roads. These roads, comprising Ardmore St and Lakeside Rd, are central to Wanaka's vitality as a retail, visitor and recreational destination.
- A primary road network (or major arterial roads) providing the main routes into and out of Wanaka and enabling, if possible, through traffic to choose to bypass the urban area.
- Secondary road network (or minor arterial roads) providing the main connecting routes within Wanaka.
- Tertiary road network (or collector roads)

The road hierarchy is shown in the Strategy Map (Section 5).

6.3.1 Special Character Roads

The special character roads have been defined because of their unique combination of retail visitor and recreational functions. The process of developing a roading hierarchy for Wanaka has highlighted the importance of the transport functions of these roads being subservient to these other functions.

Accordingly, changes in the road network affecting these roads will have a wide brief to ensure the retail, visitor destination and recreational objectives for these streets lead, rather than follow, transport investigations.

6.3.2 Primary Road Network

These roads provide the main routes into and out of Wanaka, and enable (rather than force) through traffic to bypass the urban area. Wanaka's primary road network is already in place and is identified as

- SH6 and part of State Highway 84 (ending at the SH84 / Anderson Road roundabout)
- Cardrona Valley Road, ending at Golf Course Road
- Riverbank Road, linking SH6 and Cardrona Valley Road

Riverbank Road does not presently carry significant traffic volumes. It has recently been upgraded with an 80 kph speed limit of one section and 100kph on the other. The speed limit will be reviewed to establish whether a consistent speed limit should be applied on its length.

Urban development should not unnecessarily compromise the primary status of this road. Work will be required to ensure side property access is managed in a manner consistent with its role.

The end points of the primary road network at Anderson Road and Golf Course Road could be shifted further away from the town centre if this is warranted by developments at some point in the future.

6.3.3 Secondary Road Network

The secondary road network provides the key circulation routes within the Wanaka urban area. These are based on the following key cross town routes

a. Brownston St

The aim of this route is to enable cross town traffic to use Brownston St (which also includes McDougall Street and the section of SH84 between Anderson Road and Brownston Street) as a main route through town. The development of this route needs to take place alongside the development of Ardmore Street (refer "Special Character Streets" above).

b. North-eastern Link

A secondary route linking Ballantyne Road, Hedditch Street and Lismore Street forms the North-eastern Link. This route requires upgrading of existing roads and intersection improvements, including the State Highway 84 / Hedditch Street intersection.

d. New Secondary Road -

i. Between State Highway 84 and Cardrona Road

The purpose of this new road is to provide a minor arterial route across the area to the south of the current Wanaka urban area. It would be part of the urban street network. The intersection of this road with State Highway 84 would need to be carefully situated.

ii Studholme Road

This secondary route would eventually continue along Studholme Road to join with the Wanaka - Mt Aspiring Road. Although there is presently a "paper road" between the two formed ends of Studholme Road, the actual road alignment will most likely be based on topography.

The extension of this road would provide a direct link for traffic between the Cardrona Valley and the areas west of Wanaka, which will ease future pressure on McDougall Street and the town centre.

6.3.4 Tertiary Road Network

Tertiary roads collect traffic from local streets within neighbourhoods and are also suitable for bus routes.

The location of the tertiary road network will depend on land use proposals, including the intensity of development.

6.4. Parking

The Strategy addresses parking under a series of sub-headings: supply, location, management and district plan changes.

6.4.1 Parking Supply

The Strategy will promote the provision of sufficient additional parking spaces to meet projected demands for the existing Wanaka town centre. At a strategic level, this is approximately 90 short-term spaces, 75 medium-term spaces and 100 long-term spaces by 2026.

Due to high demand, parking controls within the town centre and other high profile areas such as the lake front will favour short and medium-term parking duration. Conversely, long-term parking should be provided and promoted on the fringes of the town centre.

6.4.2 Parking Locations

Investigations into the availability of key parking locations will be undertaken with the objective of making provision within the next review of the Long Term Council Community Plan for future land acquisition.

In addition Council will

- Investigate the use of parking clusters in appropriate parts of the Town Centre to assist with amenity improvements.
- Work with the bus and coach industry to identify a suitable area for long-term bus and coach parking, preferably within the Ballantyne Road area.
- Confirm suitable locations for cycle parking within the Town Centre, particularly along Ardmore Street and Helwick Street.

6.4.3 Parking Management

The strategy will seek to

- Simplify the parking restrictions, particularly by consolidating time restrictions.
- Ensure that restricted parking is efficient through appropriate enforcement measures.
- Implement the Parking Signage Plan to reduce traffic circulation and to reduce traffic on Helwick Street and Ardmore Street.
- Identify and confirm parking operation hotspots and deal with these appropriately.
- Work with the ski field operators and/or bus operators to have pick up and drop off points that reduce ski field workers from 'clogging' up key parking areas.
- Support effective enforcement to uphold the bylaw preventing overnight campervan parking along the lake front and other higher profile public areas.

The strategy will not

- implement a residential parking scheme parking in the short-term, but monitor for encroachment of long-term parking into adjacent residential areas.
- implement any paid parking in the short-term, but ensure that the parking operations are sufficiently flexible to apply if appropriate in the medium to long-term.

6.4.4 District Plan Measures

A district plan change will be investigated to establish appropriate measures that will encourage the provision of public carparking in the town centre through. This approach will consider the provision of shared or consolidated parking, as opposed to each individual site in the town centre being required to provide its own parking. While there will be exceptions, such as in respect of visitor accommodation, this approach is generally favoured because of more efficient use of the parking resource (a single trip into the town centre being able to use one space while going to multiple destinations) and improved streetscape outcomes (in particular less vehicle crossings over footpaths).

As background to a plan change, a comprehensive economic assessment will be undertaken to determine the existing and forecast values of car parking within the Town Centre Zone.

6.5. Public transport

It is important that the road and surrounding infrastructure is developed to allow the operation of existing niche services (such as those serving the airport and the schools) in the short term and a more comprehensive public transport system into the future. There is a need for the Council, public transport providers and the Otago Regional Council to develop a business plan that will set out the transition to a more comprehensive public transport system.

For safety reasons and well as to improve service quality, Council will work with bus operators to identify appropriate locations for school bus stops and bus stop facilities.

As part of event travel plans Council will work with bus operators and events organisers to encourage provision of services. This will include the identification of bus stops for events services and consideration of future need for park and ride facilities.

There is also a developing need for coach parking to be provided in Wanaka. Council will work with coach operators and the Bus and Coach Association to establish an appropriate level of provision.

7. Implementation plan

The implementation plan for the Wanaka is set out in the following table.

Section	Short-term (2007/08 to 2011/12)	Medium Term	Long term	Beyond 2026
Ardmore and Brownston St (including improvements to Ardmore Street)	Scheme Assessment Construction			
Balance of town centre roads	Undertake a town centre strategy and scheme assessments for other town centre streets.	Construct appropriate treatments on Lakeside Road.		
State Highway 84 (Transit)	Install gateways/thresholds to Wanaka entrances. Scheme assessment for section between Brownston Street and Anderson Road.	Construct roading changes for section between Brownston Street and Anderson Road.		
Public transport	Develop business plan for public transport service. Identify bus stops and implement bus stop improvements Address coach parking requirements.			Implement scheduled public transport services - actual timing will be influenced by outcomes of business plan, and willingness of private sector to develop services.
Parking	Introduce parking measures. Undertake assessments of potential public parking sites, including potential park and ride sites, and designate / acquire identified sites. Introduce district plan changes.	Construct identified parking areas.		
Travel demand management	Implement, maintain and extend travel demand management measures.	Ongoing	Ongoing	Ongoing
Walking and cycling	Implement the Council's cycling and walking strategies	Ongoing	Ongoing	Ongoing
Realigned Ballantyne Road	Scheme assessment and designation	Undertake construction		
Hedditch and Lismore Streets	Scheme assessment and designation	Undertake construction		
Greenfields area - existing roads	Protect Riverbank Road from direct urban property access. Scheme assessment and designation for existing roads.	Construct Riverbank Road / Ballantyne Intersection Upgrade Golf Course Road and Golf Course / McDougall Intersection. Upgrade Ballantyne Road (Golf Course to Riverbank)	Construct SH6/Riverbank Road intersection Upgrade Orchard Road	
Greenfields area - new roads	Scheme assessment and designation	Construct arterial road network for the area bounded by SH 84, Ballantyne Road and Riverbank Roads in conjunction with development.	Construct arterial road network bounded by SH 84, Ballantyne and Riverbank Roads in conjunction with development Construct roads in the Studholme Road	

8. Strategy cost profile

The following table indicates the cost of the implementation of roading network improvements over the next 20-years, compared to the current provisions in the Council's long term financial planning.

	Short Term (2008/09 to 2011/12)	Medium Term (2012/13 to 2016/17)	Long Term Post 2026	Total
Wanaka Transportation Strategy - roading network improvements	1.2m	27.8	18.3	47.3
Current LTCCP	1.2m	10.1	24.3	35.6

The Long term Council Community Plan will be reviewed in 2008/09. The Council will need to take into account the following, which are not included in the cost profile in the review of the current LTCCP:

- Travel demand management measures
- Parking improvements, including district plan changes and land acquisition
- Walking and cycling improvements
- The development of the special character roads in the strategy

