

**QLDC Council  
17 December 2015**

**Report for Agenda Item: 2**

**Department: Infrastructure and Property**

**Queenstown Town Centre Transport Strategy**

**Purpose**

- 1 The purpose of this report is to report the outcomes of the public consultation on the draft Queenstown Town Centre Transport Strategy and propose an amended strategy for Council adoption.

**Executive Summary**

- 2 In February this year the Council considered a draft Queenstown Town Centre Transport Strategy, and approved consultation taking place. The consultation comprised a public submissions period and a hearing of submissions. Deliberations on the draft strategy were deferred while DowntownQT completed its commercial strategy for the town centre.
- 3 This report outlines the amendments that the hearing panel has recommended. The major changes are in the introduction of a principle to maintain public parking supply at 2015 levels and to signal the core town centre streets where improved provision for pedestrians will be investigated within the next ten years.
- 4 A revised strategy, with proposed changes, is attached for Council to consider adopting.

**Recommendation**

That Council:

1. **Note** the contents of this report;
2. **Adopt** the Queenstown Town Centre Transport Strategy as amended; and
3. **Direct** that officers report regularly to infrastructure portfolio Councillors on the strategy's work and monitoring programmes.

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1/12/2015

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## Background

5 The draft Queenstown Town Centre Transport Strategy was reported to Council in February 2015. The Council resolved

“that Council approve the draft Queenstown Town Centre Transport Strategy subject to amendment for consultation, on the basis that consultation material is approved by the Mayor and Councillors Cocks and Forbes.”

6 The material made available to the public is available on the Council’s website. Consultation of the strategy overlapped consultation on the long term plan (LTP). The LTP consultation process included two transport questions for submitters.<sup>1</sup>

7 61 submissions were received on the draft strategy. A hearing of submissions was held on Friday 31 July 2015, with a hearings panel comprising the Mayor and Councillors Aoake, Cocks and Forbes.

8 In their deliberations the panel was also provided with

- a. Submissions relating to transport issues made to Council through the LTP consultation process
- b. An overview of directions being taken by the draft of town centre strategy prepared for the DowntownQT organisation.

9 The report of the hearings panel is attached (Attachment A).

## Comment

10 Attachment B contains the draft Queenstown Town Centre transport strategy, with amendments that reflect the decisions of the hearings panel. The key changes to the strategy recommended by the panel are as follows

- Reiteration of the connection between measures to reduce the growth in the use of the car and the provision of good alternatives, if town centre accessibility is to be maintained.
- Explanation of the challenges presented by increasing use of rental cars by visitors.
- The introduction of a commitment to maintain parking supply within the town centre/town centre fringe at 2015 levels.
- Scoping of proposals to provide additional parking to off-set reductions in parking that may occur (for example, reductions resulting from streetscape improvements).
- Identification of town centre streets that will be targeted for streetscape improvements for cyclists and pedestrians over the next 10 years.

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<sup>1</sup> The two questions were:

- a. Is Council taking the right approach to address congestion issues in central Queenstown by planning to reduce future traffic movements by 20%?
- b. Should Council increase parking charges and use any additional revenue to make transport more affordable?

- 11 A 5-6 page summary document that will make the strategy more accessible to the public, has been prepared and will be sent out to Councillors ahead of the Council meeting on 17 December 2015.
- Acknowledgement of the roles that emerging technologies may play in changing the nature of transport demands, and demands on transport infrastructure
  - Update on the Otago Regional Council’s programme to review Wakatipu public transport services.

### **DowntownQT Strategy**

- 12 DowntownQT is a society formed earlier this year to represent and advocate for town centre interests. Its formation coincided with the consultation phase of the transport strategy. DowntownQT submitted that the adoption of the transport strategy be deferred until its own strategy had been developed.
- 13 DowntownQT subsequently engaged First Retail consultants to assist with the development of its strategy. The First Retail consultants and DowntownQT’s general manager met several times with Councillors and staff, with considerable discussion taking place over transport issues
- 14 The hearings panel delayed its deliberations over the town centre transport strategy submissions to allow consideration of the DowntownQT strategy ahead of the hearings panel report being completed.
- 15 Generally the draft transport strategy and the DowntownQT commercial strategy are well aligned. This is particularly the case in terms of promotion of greater priority for pedestrians in the core of the town centre, support for the increased use of alternative modes and in the management of parking.
- 16 Two key areas where ongoing dialogue between Council and the Downtown DQ organisation are required relate to the Inner Links project and the location of a hub for bus services.
- 17 The respective positions are outlined below:

DowntownQT Commercial Strategy	Draft Town Centre Transport Strategy
<b>Inner Links</b>	
<p>Acknowledgement that significantly greater use of public transport is fundamental to further consideration by NZTA of major investments such as the bypass project.</p>	<p>The inner links project anticipates the construction of a road between Frankton Road, Gorge Road and Man Street.</p>
<p>Advocate for a bypass and supporting required PT usage that underpin future investment decisions by NZTA.</p>	<p>The timing of the project is linked to traffic growth. The strategy identifies that in the short-term the Council will consider the development of a business case for construction of the first stage from Melbourne to Henry.</p>
<p>Route protection is scheduled for the short term. This will involve identification of sites that may potentially require designation on the route, and would be funded from the strategy implementation budget.</p> <p>The town centre transport strategy is chasing significant behaviour change. The DowntownQT strategy appears to support this. If this approach is unsuccessful, however, the Council will need to be in a position to bring forward the Inner Links roading project.</p>	

## Town Centre Transport Hub

### Camp Street bus stops facility/ amenity improvements

**Positioning.** Develop a defensible position on the need, benefits and location of a Transport Hub. Develop representations as part of the wider regional public transport strategy, toward bringing the development schedule forward.

**Location.** Work with QLDC and Operators to determine the best location for the Transport Hub factoring for future civic requirements, early stage development of the bypass and needs of the Town Centre.

**Prioritise.** Bring forward the timeframe in which the Town Centre Transport Hub will be developed.

- Until the ORC has completed its review of public transport services it is intended to leave the main town centre bus stop in its present location on Camp Street near the Beach St intersection.
- With the potential increase in bus services and potential changes in the way Camp Street is used as a result of the ORC review of the Wakatipu public transport network, it may be necessary to make changes to the bus stop, including location. Consideration will be given to the development of parking opportunities on the CBD fringe.

18 The town centre transport approach to the Camp Street bus stop has been amended to reflect the DowntownQT position.

### ***Options***

19 The Council has several options that are outlined and assessed below.

20 Option 1 Adopt the strategy as proposed.

#### *Advantages:*

21 This would enable the implementation of the strategy to commence.

#### *Disadvantages:*

22 None.

23 Option 2 Adopt the Strategy with Further Amendments.

#### *Advantages:*

24 This would enable the implementation of the strategy to commence.

25 Amendments would mean strategy better reflects Council's position.

#### *Disadvantages:*

26 None.

27 Option 3 Decline to adopt the Strategy.

#### *Advantages:*

28 A strategy that does not reflect Council's position is not adopted.

#### *Disadvantages:*

29 Implementation of strategy actions is delayed.

30 Council input to ORC public transport review is weakened.

31 This report recommends Option 1 for addressing the matter.

### ***Significance and Engagement***

32 There are four factors highlighted within the Significance and Engagement Policy to be considered in assessing the significance of the matters raised by this report. These, and the assessment, are outlined in the following table

Factor	Assessment
Importance to the Queenstown Lakes District	<b>Medium.</b> The strategy does seek significant changes to the ways residents and visitors access and get around the Queenstown centre.  If followed through, the strategy will lead to physical changes to the town centre/town centre fringe including the development of shared spaces and the eventual construction of sections of the Inner Links proposal.
Community Interest	<b>Medium:</b> the matters of importance to community evidenced by the level of interest expressed through submissions on the Long term plan and the draft transport strategy
Inconsistency with existing policy and strategy	<b>Medium.</b> While the strategy is developed within the context of Council's long term plan, the strategy represents a refining of direction for transport.
The impact on the Council's capability and capacity	<b>Low.</b> The strategy has been developed within the context of the Long term plan provisions for transport.

33 Accordingly, this matter is of medium significance, as determined by reference to the Council's Significance and Engagement Policy because of the community interest and because the strategy is proposing an adjustment to Council's strategic position on transport.

### ***Risk***

34 This matter relates to the strategic risk SR1: Current and future development needs of the community (including environmental protection), as documented in the Council's risk register. The risk is classed as high. This matter relates to this risk because it is fundamental to the future performance of the transport system serving the Queenstown town centre.

35 The strategy mitigates the risk by progressing the planning for the development of the transport system and management of demand.

### **Financial Implications**

36 The work plan sitting behind the strategy has been framed within the context of the \$150,000 per annum in the long term plan for strategy implementation.

### **Council Policies, Strategies and Bylaws**

37 The following Council policies, strategies and bylaws were considered:

- Significance and engagement policy

38 The recommended option is consistent with the principles set out in the Significance and engagement policy.

39 This matter is included in the 10-Year Plan/Annual Plan.

### **Local Government Act 2002 Purpose Provisions**

40 The recommended option:

- Will help meet the current and future needs of communities for good-quality local infrastructure, local public services, and performance of regulatory functions in a way that is most cost-effective for households and businesses by putting in place a strategy for the development and use of transport infrastructure serving the town centre;
- Can be implemented through current funding under the 10-Year Plan and Annual Plan;
- Is consistent with the Council's plans and policies; and
- Would not alter significantly the intended level of service provision for any significant activity undertaken by or on behalf of the Council, or transfer the ownership or control of a strategic asset to or from the Council.

### **Consultation: Community Views and Preferences**

41 The persons who are affected by or interested in this matter are the district's residents and businesses, and visitors to the district.

42 As outlined in previous sections the Council has undertaken consultation over the draft transport strategy.

### **Attachments**

- A Hearing Panel Report
- B Draft Town Centre Transport Strategy, with revision marks reflecting hearings panel decisions.

## Attachment A: Hearings Panel Report

### A. Introduction

61 submissions were received on the draft strategy. Many of these addressed the five questions that were raised in the consultation material:

- a. Do you support efforts to have visitors and local make more use of alternatives to driving by car to work?
- b. Would changes to parking charges in town lead you to consider cycling, catching a bus or walking to work?
- c. Would any changes need to be made to bus services to make taking the bus a more realistic transport option for you?
- d. The Council is proposing that changes to town centre parking that would affect commuters would only be made after bus services were improved. Do you agree with this approach?
- e. Do you support Council's plans for improved cycling and walking access to and through the town centre?

In addition, many submitters raised separate points.

The matters raised in submissions are summarised below, with the hearings panel's responses.

#### ***A. Do you support efforts to have visitors and local make more use of alternatives to driving by car to work?***

Yes:

- Alternatives need to be affordable. Bus and ferry services are too expensive. Public transport services need to be subsidised. Park and ride needs to be provided.
- Support for higher carparking charges
- Carpark charges should target visitors
- Improvements for cycle safety need to be made – cites difficulties crossing SH6 in Frankton/Quail Rise.
- Need to focus on school travel – to address the escalating congestion around schools
- More designated bike lanes and bike parking are needed.
- Consider funding changes through bed tax or visitor arrival taxes. Obtain more funding for more radical solutions.

No:

- Increasing full day parking costs will be a burden to businesses. Ratepayers should have priority over visitors
- Freeing up more spaces for tourists will only encourage rental car use.
- Continued car use is essential for many reasons – after-school activities, winter weather, some roads unsafe for cyclists, etc.
- Alternatives to car use are very limiting. They are not sufficient to meet needs of people with varying work, family and recreation commitments

- Strategy will worsen town centre access for everyone – visitors will not get out of their cars, and many commuters live long distances from the town centre. Locals should be able to drive to work.
- The effects of changes won't be quick or big enough to make a difference.
- Alternatives need to be realistic – removing carparks for workers is not realistic.
- The strategy is silent on the dramatic increase in rental car vehicles that has occurred over the past 10-15 years. Rental cars are needed – they allow visitors to visit many areas beyond central Queenstown
- Many people don't have the option to use alternatives to the car
- More research is needed to quantify who is travelling where.
- The Strategy does not provide the means for its achievement. It cannot be separated from the Otago Regional Council's public transport review.

### **Hearing Panel's response**

**The strategy recognises that many people have developed their travel habits around the easy availability of carparking and relatively low traffic congestion. The need for improved transport choices is acknowledged in the strategy, particularly through the proposal to defer changes to parking controls that affect commuters until improvements to public transport services commence.**

**The Otago Regional Council has started its review and is anticipating new services starting in 2017. This will include consideration of infrastructure requirements such as park'n'ride facilities and bus priority measures which, while outside the town centre, will markedly affect the quality of public transport services available to people wanting to travel to and from the town centre.**

**The ORC's public transport work also addresses the needs of school children. The Ministry of Education has signalled its intention to review school bus services with one option being to cease funding services where it considers that the public transport system can provide a suitable alternative. The MoE is participating in the ORC public transport review.**

**Several submitters highlighted difficulties for cyclists and pedestrians wanting to cross or travel along State Highway 6 (Ladies Mile and Kawarau Road). These issues will be addressed through transport planning work for Frankton that is being led by the NZ Transport Agency.**

**The use of parking charges to specifically target visitors has been raised and is not supported by the panel. Queenstown faces challenges of high car use amongst both residents and visitors; and the strategy needs to address both. A key challenge for visitor travel is the growth in the number of rental cars, partly as a consequence of the marketing of New Zealand as a touring destination. An immediate reduction in visitor access to the Queenstown would hurt Queenstown's visitor industry. The panel favours targeting of key tourist journeys for improved public transport services as a precursor to measures to discourage rental car use in the medium term.**



***In respect of the above, the following amendments to the strategy are recommended***

- ***Providing an update on the public transport review and its scope (including school bus services)***
- ***Highlighting the importance of transport planning outside of the town centre, in particular the work on Wakatipu public transport and Frankton transport.***
- ***Outlining the challenges presented by the growth in rental cars and signalling that measures aimed at discouraging rental car access to the town centre will follow the improvement of public transport services on key visitor routes.***

***B. Would changes to parking charges in town lead you to consider cycling, catching a bus or walking to work?***

Yes:

- Parking charges for more than 4 hours should be increased to encourage the use of alternatives by residents/commuters
- Needs to be linked to plans for park'n'ride in Frankton
- Workers & visitors who insist on parking in the town centre will make more parking buildings viable in the future.
- Parking time restrictions should be reduced

No:

- Parking charges would push workers to park in residential streets
- There are not good affordable alternatives to car use. Many people have no option but to drive. – why should they be disadvantaged?
- More information needed on the price increase
- Higher parking charges and more bus use, would line the pockets of the bus company and Council
- Offended that car driving is penalised as lazy. Cost of alternatives should be reduced rather than increasing car use costs
- Parking charges should not be increased for goods delivery/service vehicles.
- Charges unlikely to change car use because people have established habits, live in outer-lying areas and many need their cars during the day. Tourists are unlikely to use buses.
- Some would be unaffected by increases to public parking charges because they have their own private parking arrangements.

#### **Hearing Panel's response**

**No changes to the strategy's approach to parking are recommended. This is because management of parking is a key tool in managing demand for car travel.**

***C. Would any changes need to be made to bus services to make taking the bus a more realistic transport option for you?***

Yes:

- Make services more frequent, faster and more reliable. Provide bus lanes to speed up the buses

- Free or cheap bus services. Bus use needs to be cheaper than car use. Issue a residents (permanent & seasonal) card for cheaper public transport use.
- Provide ferry services
- Need more routes – an extended network covering the Wakatipu. Provide a service to Glenorchy
- Introduce more direct trips. Have one route between Frankton and Fernhill so multiple fares don't apply. Run popular routes with minimal inter-changes. Change the Frankton route to leave out the airport stop – adds 10 minutes to the trip for locals
- Extend service hours – catering for the needs of people working in the hospitality sector
- Free bus service between airport and town, stopping at a few of the major hotels. Introduce shuttle system between the airport and the town centre
- Improvements funded by bed tax.
- Park'n'ride at Frankton, with low fare to town. Parking at park'n'ride locations should be free or cheap.
- Staff should be more courteous
- Improve shelter at bus stops and provide eftpos machines for topping up concession cards.
- Provide bus hubs at Frankton and at the Ballarat Street carpark.
- Allow dogs on buses
- Make public transport funky
- Install bike racks on buses

No:

- The required improvements are not practical for the Wakatipu Basin
- Buses are too unreliable because of congestion.

#### **Hearing Panel's response:**

**The feedback on desired public transport improvements covered a wide range of issues. Common concerns were over the affordability of fares, service frequencies and the need to make more use of water-based services.**

**With resources for improvements always likely to be limited judgement needs to be made on which improvements coupled with other strategy elements are likely to have the most effect on patronage. The ORC public transport review provides the process for assessing improvement suggestions. Accordingly, it is recommended that feedback on public transport improvements will be considered through the public transport review.**

***D. The Council is proposing that changes to town centre parking that would affect commuters would only be made after bus services were improved. Do you agree with this approach?***

Yes

- Needs to be a two-pronged approach
- Need to consider visitor services as well
- Alternative needs to be viable in terms of cost and convenience – cannot force people into changing their travel habits

- Change needs to be real and drastic

No

- Does not believe parking in town should be restricted. Make other alternatives more attractive
- Strategy should be put on hold and considered in conjunction with the Regional Council's public transport review
- It won't work – will make life more inconvenient for ratepayers who will be footing the bill. Will drive people out to Frankton
- Parking changes would disadvantage people for whom alternatives to car use are not an option
- The town centre needs to be pedestrianised
- Only remove carparks if additional parking is provided on the periphery
- A staged approach would be ideal but waiting for buses to be fit for purpose may take too long

**Hearing Panel's response:**

**The outcomes of the public transport review are likely to start being implemented in 2017. It is important that the parking changes that affect commuters do not pre-empt the public transport changes as this would reduce town centre accessibility.**

**Accordingly, the panel recommends that the Strategy retains the principle of introducing parking changes after public transport improvements have been introduced**

***E. Do you support Council's plans for improved cycling and walking access to and through the town centre?***

Yes

- Improved cycling access is important. Needs to be considered in one coherent, holistic transport strategy
- One-way streets conflict with logical bike routes
- Bike parking and bike racks on buses are required
- More tracks are required to separate cyclists and pedestrians from traffic
- The very centre of the CBD should be pedestrianised
- Need more continuous bike lanes
- Cycling is presently too dangerous in town
- But this is not going to solve congestion given that most commuters won't get out of their cars
- Public showers and lockers are needed now – not in the medium/long term.
- Hotels should be required to provide bikes for guests.

No

- Cyclists have already been given lots of places. Current walking and cycling facilities are sufficient
- Pedestrians are rude – jay-walking
- The cost of changing roads is likely to outweigh the benefits to cyclists.
- Not sure how this would be done as many streets are narrow
- The plans will have little effect

- Need to be aware of Queenstown's changeable weather. Biking is not relevant here in winter.

#### **Hearing Panel's response:**

**The panel recognises that the number of people for whom cycling is not a practical option will fluctuate with the time of year and with location.**

**The business cases for particular proposals will need to recognise this. However, in broad terms, to not provide facilities will deny a transport choice that will be a realistic option for many people.**

#### ***F. Other Feedback***

- Strategy
  - QLDC has wasted a considerable amount of money on this strategy with very little appreciable solutions.
  - The strategy does not provide bold vision for next 20 years. It should articulate a vision for the town centre in next 50 years (and doesn't) and is too car-centric.
  - Strategy is fatally flawed – narrow scope
  - Learn what is being done in other resort towns around the world.
  - Strongly disagrees to strategy – will not make the town centre an attractive, convenient destination delay.
  - Strategy does not address the proposed growth of the town centre (Plan Change 50) which will contribute to congestion.
  - DowntownQT keen to work with Council. Seeks that adoption of transport strategy be held off until the DowntownQT plan has been completed.

#### **Hearing Panel's response:**

**The transport strategy has been developed with significant input from transport planning professionals within Council, NZ Transport Agency, Otago Regional Council and the private sector. This has followed NZ Transport Agency procedures that require early involvement of stakeholders that have included transport providers and the Queenstown Chamber of Commerce.**

**The deliberations on the strategy have been delayed to enable Councillors to consider the DowntownQT strategy that was provided to Council in mid-September 2015.**

- Public transport
  - PT is not given the priority it warrants, particularly in promoting ferry services.
  - QLDC needs to advocate for adoption of new technology for bus use (fare payment options, real time information, etc.)
  - Downtown DQ does not support the continued use of the Camp Street (O'Connells) bus stop
  - Increase bus parks for tourist buses
  - Close down Connectabus and start a fleet of mini-buses, paid for through a visitors arrival tax.
  - Build a mono-rail between the airport and the town centre

- Build light rail between Arrowtown and the town centre
- Provide a central hub for buses – have a taxi stand near the inter-city coach stop.
- Use the lake for transport – development of ferry services should be highest priority.
- Keep the school buses. Encourage their use
- Remove the bus stop outside the Steamer Wharf
- Bus and minivan stops should be on the periphery of town. Presently they block traffic on Shotover Street

**Hearing Panel's response:**

**The ORC public transport review will provide opportunity for consideration of many of the measures suggested for the next 10 years.**

**The panel agrees that there is a need to acknowledge the role that changing technologies may have in making public transport options that have been previously thought of as unattainable achievable. Such options have includes light and mono-rail.**

**Through the community led 'Shaping our Future' transport task force the long term vision for transport is being developed. This vision is looking forward 30-50 years and will provide a context for high capital public transport investment.**

**Accordingly, the panel recommends that the strategy be amended to:**

- **Acknowledge the role that changing technologies have on the range and quality of transport choices and the need for transport planning to enable the emergence of new transport technologies**
- **Feedback on the draft transport strategy is provided to the Shaping our Future transport taskforce for consideration in the development of its long term vision for transport.**
- **Cycling & Walking**
  - Provide safe ways of crossing SH6 in Frankton – would enable many trips to be completed without private car.
  - Educate motorists on sharing the road with cyclists
  - Acknowledge the potential impact of e-bikes, and the need to provide for them in infrastructure design.
  - Consider public bike share systems
  - Increase education for young cyclists and pedestrians on how to manage on the roads.
  - District plan should require that buildings have facilities for cyclists
  - Involve the Queenstown Trails Trust
  - Pedestrianise the town centre – priority being Beach Street and Rees Street, with access for goods vehicles being limited to between 4am and 10am

**Hearing Panel's response:**

**The calls for education initiatives (for young cyclists and pedestrians, and for motorists sharing roads with cyclists) will be dealt with through Council continuation of cycle and crossing skills programmes in schools and through the transport communications plan.**

**The transport section of the District Plan, to be notified in 2017, will consider incentives and rules for the provision of end-of-trip facilities for cyclists and pedestrians in buildings.**

**The panel acknowledges the calls for greater pedestrianisation of the town centre. While vehicle access is required for servicing of activities and customer access, the introduction of shared spaces will improve pedestrian amenity in the core of the town centre. The strategy needs to be clearer on the Council's aspirations, and leave the way open for proposals for full pedestrianisation of town centre streets to be considered.**

**It is recommended that the strategy including a map of the streets where shared space initiatives will be considered within the next ten years.**

- Parking
  - Supports the parking strategy – include the whole of Duncans Place in Zone 4.
  - The parking strategy should be consistent with the Queenstown Gardens Management Plan
  - Reach agreement between QLDC and Man Street carpark to free up the under-utilised parking
  - Tourists should be encouraged to use Man Street carpark
  - New development should include carparking, and not burden existing parking. New hotels should provide more staff and visitor parking, and parking for coaches
  - Campervans should be discouraged from entering the town centre – parking should be provided on the periphery
  - Look to many European towns' approach to parking – you don't expect to park in town
  - Does not support sale of coupons to non-residents for parking in Zone 4.
  - Does not support reduction of parking ahead of completion of masterplan encompassing parking, pedestrianisation, streetscaping and current/future retail precincts
  - Disagrees that on-street parking ranks lower than cyclist and pedestrian flow.
  - Increase parking infrastructure
  - Zone approach to parking supported.
  - Supports removal of leased and all day parking from the Church Street carpark
  - Build additional parking on the periphery of the town centre

**Hearing Panel's response:**

The management of parking supply and pricing as proposed by the strategy should provide a key incentive to the use of improved public transport services to be introduced from 2017.

The town centre will however grow and will continue to have a fundamental reliance on the car for access. Under these conditions it is important that measures such as initiatives that may reduce on-street parking supply are balanced by commensurate increases in parking supply elsewhere.

Accordingly the panel recommends that the strategy include a principle that Council will seek to maintain public parking supply (on and off-street) at 2015 levels and investigate opportunities for parking on the CBD fringe.

- **Roading**
  - Concern over congestion at pedestrian crossings. Install traffic signals at pedestrian crossings or over passes to assist traffic flow
  - Cannot stop through traffic so the Inner Links roading needs to be built. Fast track to provide link to/from Fernhill. Inner Links is central to enabling a more pedestrianised town centre, particularly for Stanley and Shotover Streets.
  - Build / widen roads
  - Tree-line Gorge Road to improve this as an entrance to town
  - Frankton
    - Four lane the Kawarau Road between the Kawarau Falls Bridge and the 6/6A intersection
    - Upgrade the 6/6A roundabout (not signals)
    - Improve signal phasing at the Kawarau Falls Bridge
    - McBride Street and Ross Street need a heavy vehicle ban, parking on one side of the road only, and 30kph speed limit
    - Build Eastern Access Road as soon as possible – will relieve congestion at 6/6A junction
    - Frankton Road should be at least 3 lanes
    - Provide park'n'ride in Frankton
    - A major parking complex should be provided in Frankton – this should also service the Milford Sound buses
  - Improve roundabout markings to reduce user confusion
  - One-lane McBride Street
  - Traffic signals will only slow traffic
  - Supports banning of on-street parking on Lake Street, Hallenstein Street, and on sections of Shotover Street, Stanley Street and Gorge Road to improve traffic flow.

**Hearing Panel's response:**

The NZ Transport Agency and Council are currently working on changes to the Camp Street /Ballarat Street, Stanley Street / Ballarat Street, and Stanley Street / Shotover Street intersections. This includes consideration of traffic signals on the State

**Highway intersections. Key considerations in evaluating the options are the impact on traffic flow (including potential advantages to buses) and road safety.**

**If traffic signals are implemented it is acknowledged that the key benefits will be in terms of road safety and peak hour traffic flow, and that traffic signals are likely to increase delays to traffic at off-peak times.**

**Proposals for Frankton will be considered as part of the Frankton Flats business case that is being developed by the NZ Transport Agency.**

**The draft strategy includes investigation of traffic flow improvements for Hallenstein Street, which would include removal of on-street parking. The hearings panel recommends that the operational review of parking will consider whether removal of parking on Lake Street, Shotover Street, Stanley Street and Gorge Road would improve traffic flow. Additionally, the development of a business case for construction of the first stage of Inner Links (from Melbourne to Henry) needs to be prepared.**

- **General**
  - Consider needs of locals separately from those of visitors – visitors have higher disposable incomes. Allow locals access to local fare structures/parking charges.
  - Management of urban state highways should be delegated to Council – solving problems on these roads would then receive more attention.
  - Government needs to provide targeted funding for improving Queenstown's transport
  - Give proper consideration to the movement of vehicles and cyclists through the Gardens.
  - Build bridge or provide improved boat service between Kelvin Heights and town
  - Put the convention centre on the Wakatipu High School site

#### **Hearing Panel's response**

**The preferred location of the convention centre has been determined as the Lakeview site following consideration of options. Given this past decision, a recommendation proposing another location for the convention centre is 'out-of-scope'.**

**A bridge between the Kelvin Height and the town centre is not supported because of the likely cost, and the impacts this would have on both the Peninsula and the town centre. The Hearing Panel supports consideration of options for greater use of water-based transport through the public transport review.**

**The Gardens provides a potential route for cyclists between Park Street and Frankton Track and the town centre. This will be investigated as part of the implementation of the strategy.**



**The hearing panel supports the submission seeking targeted central government funding for the district's transport.**

**The hearings panel does not support – at this stage – the delegation of responsibility for state highways to the QLDC. Council already has significant influence over the operation of the state highways, through working with NZ Transport Agency. By keeping NZ Transport Agency in the loop district roading projects have ready access to national roading expertise within the agency as well as the special relationship that the state highway managers have with their Agency's funding arm.**