

QLDC Council
28 April 2016

Report for Agenda Item: 1

Department: Property & Infrastructure

Queenstown Town Centre Transport Strategy – Work Programme & Monitoring

Purpose

The purpose of this report is to outline the work and monitoring programme for the Queenstown Town Centre Transport Strategy.

Recommendation

That Council:

1. **Note** the contents of this report; and
2. **Agree** the work and monitoring programme.

Prepared by:



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1/04/2016

Reviewed and Authorised by:



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4/04/2016

Background

1 The Council's December 2015 meeting considered a report on the Queenstown Town Centre Strategy and resolved to:

1. Note the contents of this report;

2. Adopt the Queenstown Town Centre Transport Strategy as amended; and

3. Direct that officers prepare a report for the next ordinary Council meeting on the strategy's work and monitoring programmes.¹

2 This report addresses the resolution 3.

Comment

Work programmes

3 The strategy includes tables that, at a high level, indicate the timing of the programme components. A work programme based on the strategy is set out in Attachment A.

4 In January 2016, a summary (see Attachment B) of the implementation of the strategy was made public. This summary grouped four key initiatives as shown in para 7 below.

5 The grouping of the strategy work streams do not match exactly the key initiatives, and there may be some degree of overlap, but can be shown as follows:

	<i>Key initiative</i>	<i>Work programme item</i>
1	Remove on-street parking in the town centre and provide parking at the edge.	1.1 to 1.12
2	Make the town centre better for pedestrians with shared spaces and improved connections.	2.1 to 2.8, 2.10
3	Connecting Melbourne and Henry Street to improve access to future parking and a transport hub in Ballarat Street.	2.9
4	Support and improve public transport with measures that include more controls on parking.	3.1 to 3.3, 4.1 to 4.4

6 The following table provides an overview on work currently underway.²

<i>Key initiative</i>	<i>Work programme item</i>	<i>Progress</i>	<i>Account-ability</i>	<i>Budgets 2015/16 (Spend)</i>
1	1.1. On and Off-street parking - Operational	Design options being prepared for Boundary Street Campervan Parking. These would include the imposition of a	QLDC	10,000 (11,431)

¹ Excerpt from draft minutes.

² The numbers against each programme/project track back to the adopted strategy.

Key initiative	Work programme item	Progress	Accountability	Budgets 2015/16 (Spend)
	review of charges and time restrictions	<p>one way circuit for the bulk of the area, and dedicated campervan slots. These slots would be significantly longer and wider and two bays would be provided. See Attachment C. Both bays would be available for summer, and a single bay for winter use. The current provision is some 171 car parks, under the proposal there would be 105, plus 33 campervan slots (half of which revert to large car parks in the winter). The current layout includes some inappropriately positioned parks, narrow aisles and the disability parks are too short. A bike storage facility will be included.</p> <p>Campervans typically utilize two 'normal' size parks, or encroach and block footpaths, so the above provision will increase the availability of usable parks elsewhere as a partial offset to loss of spaces here.</p> <p>More substantive changes as envisaged by the Strategy will be prepared for implementation once public transport improvements are identified later this year. The 2015 level of parking needs to be established so that compensatory provisions can be planned.</p>		
1	1.2. Installation of bike parking facilities – Athol Street, Ballarat Street carparks	<p>Bike stands options being evaluated. Input being sought from Queenstown Trails Trust on location of existing and proposed commuter and recreational routes. A range of bike rack options have been sourced - A decision needs to be taken on which to implement. The town centre strategy provides broad indication on which carparks are to be affected. It's envisaged that up to two carpark spaces in each of those carparks will be taken over by bike parking.</p> <p>Officer's initial view is that removal of car park spaces is detrimental to maintaining 2015 levels and adjacent sites can be found. Parks and Reserves are agreeable to possibly accommodating without loss of parking spaces.</p> <p>Facilities will be planned to coincide with these routes and are planned to be installed before the summer season (October 2016).</p>	QL DC	40,000 (0)
2	2.2. Walking & cycling audit of roads & pathways	<p>Consultants (Viastrada) engaged to identify the road attributes that will need to be measured by the audit process, and draft methodology report received. Attached as Attachment E.</p>	QLDC	20,000 (6,992)
2	2.4. Shotover/Stanley Sts Intersection improvements	<p>Installation of traffic signals to be completed by end March 2016 not yet complete but accommodation works have commenced.</p>	NZTA	

<i>Key initiative</i>	<i>Work programme item</i>	<i>Progress</i>	<i>Accountability</i>	<i>Budgets 2015/16 (Spend)</i>
2	2.5. Stanley/Ballarat Sts Intersection improvements	Installation of traffic signals to be completed by end March 2016 not yet complete but accommodation works have commenced.	NZTA	
2	2.6. Ballarat/Camp Sts intersection	Roundabout installed December 2016. Informal monitoring by the Principal Planner Infrastructure confirms that this has simplified the flows.	QLDC	30,000 (19,041)
2	2.10. Shared Spaced Improvements	Trial of Beach Street pedestrianisation commenced on 1 February running until 25 Sep. Monitoring regime being implemented and the first two monthly report (of four) has been circulated to Councilors and is attached (Attachment D) Results are generally positive, with some minor teething troubles.	QLDC	(19,727)
4	3.1. Bus stop information panels and service signage	Signage proposals initially prepared but on hold until wider transport plan known later this year. This only covered the sign platforms and no content.	QLDC	10,000 (0)
4	4.1-4.4 Public transport improvements	ORC is leading development of business case. Due for completion in June 2016	ORC	

7 The next phase of implementations as outlined in the Queenstown Town Centre Transport Strategy is programmed for 2016 / 2017 and includes the following tabled items. A preliminary project schedule is attached to this document. (Refer Attachment F).

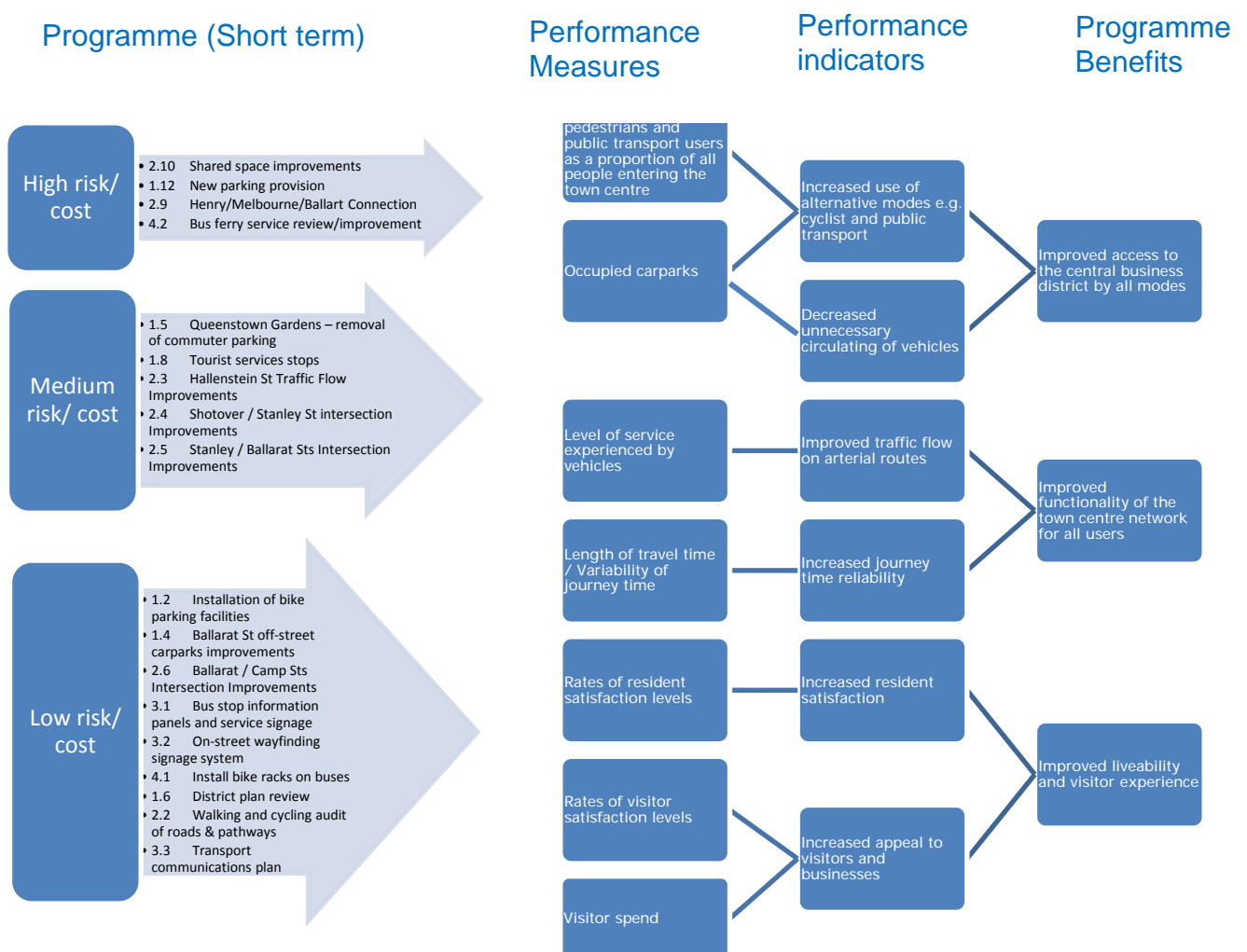
<i>Key initiative</i>	<i>Work programme item</i>	<i>Description</i>	<i>Budget</i>
1	1.12	New Parking provisions - Development of options for retaining town centre parking supply at 2015 levels linking with the Henry/Melbourne connection.	16 / 17 50,000 Budget surplus from other workstreams is being identified to initiate this work in the remainder of the 15/16 frame.
2	2.8/2.10	Marine Parade Parking Changes & Landscaping	15/16 15,000 16/17 40,000 17/18 40,00
2	2.8	Park St /Thompson Street cycling connections	Above budget is shared.
3	2.9	Henry/Melbourne/Ballarat Connection – Route protection, designation and land acquisition to facilitate improved connections with off-street parking	16/17 420,000 17/18 50,000

Monitoring

8 Monitoring Framework

9 The business case approach used for the development of the strategy attempts to focus actions on the achievement of specific benefits identified through workshops with ‘investment partners’³ and stakeholders.

10 The business case requires monitoring of the impact of the programme through key performance indicators that reflect the benefits. This approach is illustrated by the following diagram which shows the link between the programme (in this instance the programme activities scheduled for the short term), performance indicators, performance measures and programme benefits.



11 Accordingly, annual reports of programme impact will be provided to Council and the NZ Transport Agency. The extent of the monitoring programme is explained by the following table:

³ Investment partners are the public agencies that will be responsible for the bulk of the transport programme. In the case of the Queenstown town centre programme the main investment partners are the Council, the Otago Regional Council and NZ Transport Agency.

<i>Indicator</i>	<i>Description / source</i>	<i>Frequency of collection</i>
Number of cyclists pedestrians and public transport users as a proportion of all people entering the town centre	Assessment of census data, supplemented by QLDC surveys and ORC/MoE patronage information	Five yearly (census) and annually
Occupied carparks	Surveys of unoccupied / occupied on/off-street parking spaces	Annually (March)
Level of service experienced by vehicles	Levels of service on SH6A as calculated by QLDC transport model. Supplemented by outputs from Tom-Tom data	Five years (upon model update)
Length of travel time / Variability of journey time	Use of Tom-Tom data in respect of SH6A between Coronation Drive and Lake Street, supplied by NZTA for pm peak period (4-6pm): <ul style="list-style-type: none"> • February (Summer peak) • May (shoulder season) • July (Winter peak) 	Ongoing
Rates of resident satisfaction levels	QLDC Residents and Ratepayers Survey: "Pride in Area – "satisfied""	Annually
Rates of visitor satisfaction levels	Quarterly Updates of Visitor Insights Programme, undertaken for Destination Queenstown. Review of following factors:	Quarterly
	• Visitor satisfaction: Activities and Attractions	Quarterly
	• Visitor satisfaction: Transport in Queenstown	Quarterly
	• Visitor satisfaction: Parking and Other Public Facilities	Quarterly
Visitor spend	Visitor spends derived from Market View Ltd figures of Paymark transactions for cardholders not resident in Queenstown Lakes District Council. Information to be purchased by QLDC.	Annual

Significance and Engagement

12 This matter is of low significance because the work programme and monitoring is completely within the ambit of the town centre transport strategy adopted in December 2015.

Risk

13 The report to the December Council meeting described the risk associated with the strategy as relating 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.”

14 This report and subsequent work plan / monitoring reports are key elements in the management of the risk because they provide governance oversight of the strategy impacts.

Financial Implications

15 The work programme is planned to be implemented in the short term within existing budgets. The development of the long term plan for 2018-25 will consider amendments to ten year expenditure proposals in light of business case development to be undertaken over the next two years.

16 The monitoring will be carried out within existing budgets.

Council Policies, Strategies and Bylaws

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

- a. Significance and Engagement Policy
- b. Queenstown Town Centre Transport Strategy 2015

18 The programme set out in this report is from the Town Centre Transport Strategy

19 This matter is included in the 10-Year Plan/Annual Plan. Provision of \$150k per annum is made in the ten year plan. The business case work set out in the strategy may result in changes to the long term plan, which would generally be addressed in the development of the 2018-28 long term plan.

20 Additional provisions have been made in the Annual Plan 2016-17 for funds to commence the planning and route protection of the Henry/Melbourne/Ballarat connection (see Attachment A).

Local Government Act 2002 Purpose Provisions

21 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 planning and implementing transport improvements for the Queenstown 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

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

23 The Council has undertaken public consultation over the strategy. This is detailed in the report on the strategy to Council's December meeting.

Attachments

- A: Work Programme
- B: Queenstown Town Centre Transport Strategy Summary
- C: Design Options for Boundary Street Campervan Parking
- D: Beach Street Pedestrianisation Monitoring report
- E: Walking and Cycling Audit: Draft Methodology Report
- F: Preliminary Project Schedule